

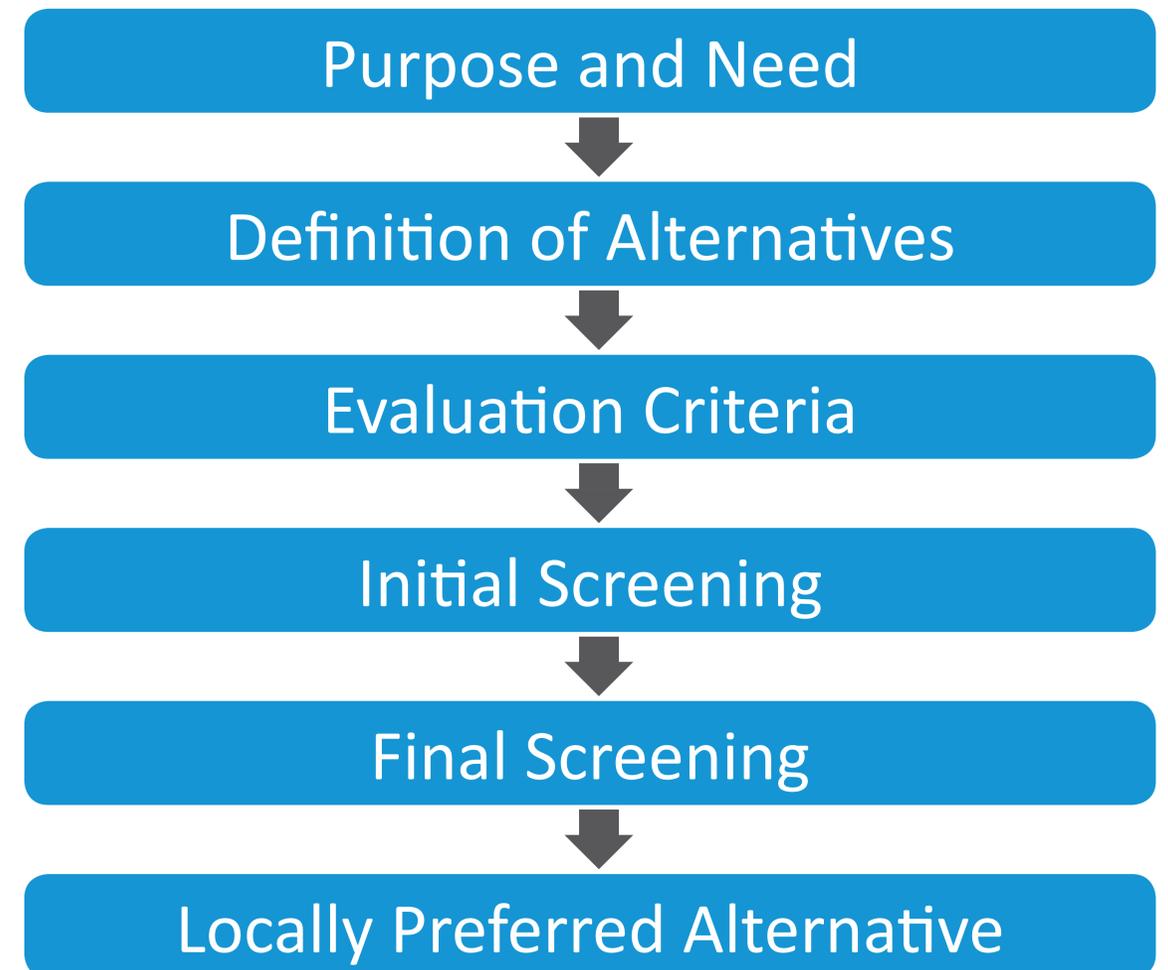
Welcome



- The purpose of today's meeting is to:
 - Present the overview of the on-board survey.
 - Review results of the initial screening.
 - Present transit technologies and route alternatives for further study.

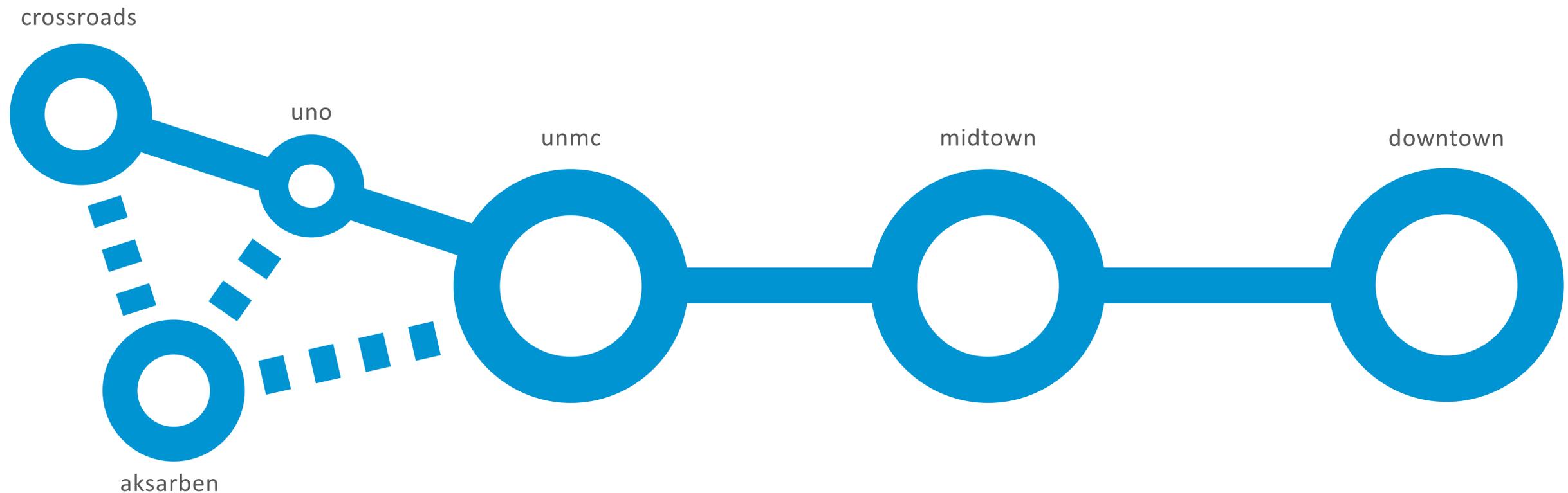
What is the Central Omaha Transit Alternatives Analysis?

- It is a transit plan that will:
 - Develop and evaluate potential transit alternatives in Central Omaha.
 - Analyze the mobility needs in the area.
 - Identify and compare the costs, benefits, and impacts of transit alternatives.
 - Recommend a locally preferred alternative for future evaluation.



Omaha's Vibrant Central Core

In order to become a truly livable community, improved transit options are needed to link activity centers together and to the rest of the city. Transit will improve mobility, support sustainable growth and revitalization, and attract economic development.



Project Purpose

- Connect major activity centers
- Provide simple, high frequency service
- Support growth and revitalization
- Balance parking availability and capacity
- Improve transit circulation for special events
- Maximize transit access to the highest employment corridor
- Provide improved transit stop and service amenities
- Continue to meet sustainability goals/measures in adopted plans

Transit Technologies

Enhanced Bus



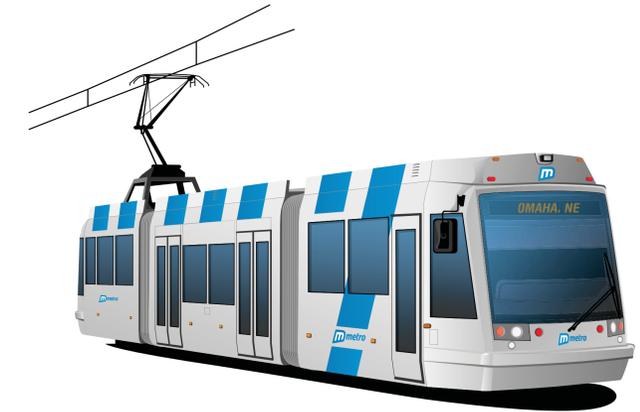
- Improvements to existing Metro bus service
- Operates in mixed traffic
- Low floor 40 ft buses
- Bikes on front of bus (3 max)
- Improved frequency and span of service
- Minor capital improvements
- 40-60 passengers per bus

Bus Rapid Transit



- Advanced bus service
- Operates in mixed traffic and/or dedicated lanes
- Low floor 40 ft buses
- Bikes on front of bus (3 max)
- Preferential treatments (queue jumps, traffic signal priority)
- Specially branded service
- 40-90 passengers per bus

Modern Streetcar



- Electric rail service on tracks
- Operates in mixed traffic and/or dedicated lanes
- Low floor 65 ft streetcars
- Bicycles on board (4-6 max)
- Preferential treatments (queue jumps, traffic signal priority)
- Minor capital improvements
- 130-160 passengers per streetcar

On-Board Survey Results

- Metro conducted a system-wide survey of transit service
 - October 1-10, 2012
 - 61% of Metro riders were offered surveys
 - Over 4,400 surveys received
 - Collected survey data for 36% of Metro riders (exceeded 10% goal)
- Purpose of survey was to obtain information related to transit usage in the Metro service area including:
 - Market Research
 - Passenger/Trip Profiles
 - Customer Satisfaction

Transit Alternatives - Initial Screening Results

Alternative	Technology	Comments
1	Bus Rapid Transit	<ul style="list-style-type: none"> • Simplifies routing on Dodge/Douglas • Provides higher level of service on Dodge west of Midtown
2	Bus Rapid Transit	<ul style="list-style-type: none"> • Simplifies routing on Farnam/Harney • Could operate as one-way on Farnam/Harney couplet or two-way on Farnam • Provides higher level of service on Dodge west of Midtown
3	Modern Streetcar	<ul style="list-style-type: none"> • Simplifies routing on Farnam/Harney • Could operate as one-way on Farnam/Harney couplet or two-way on Farnam • Potential terminus at UNMC

- Provides best connection to North Downtown
- Serves future Downtown Transit Center
- Provides the most operational flexibility
- Provides best connection to Downtown core
- Integrates well with Metro bus network

Notes

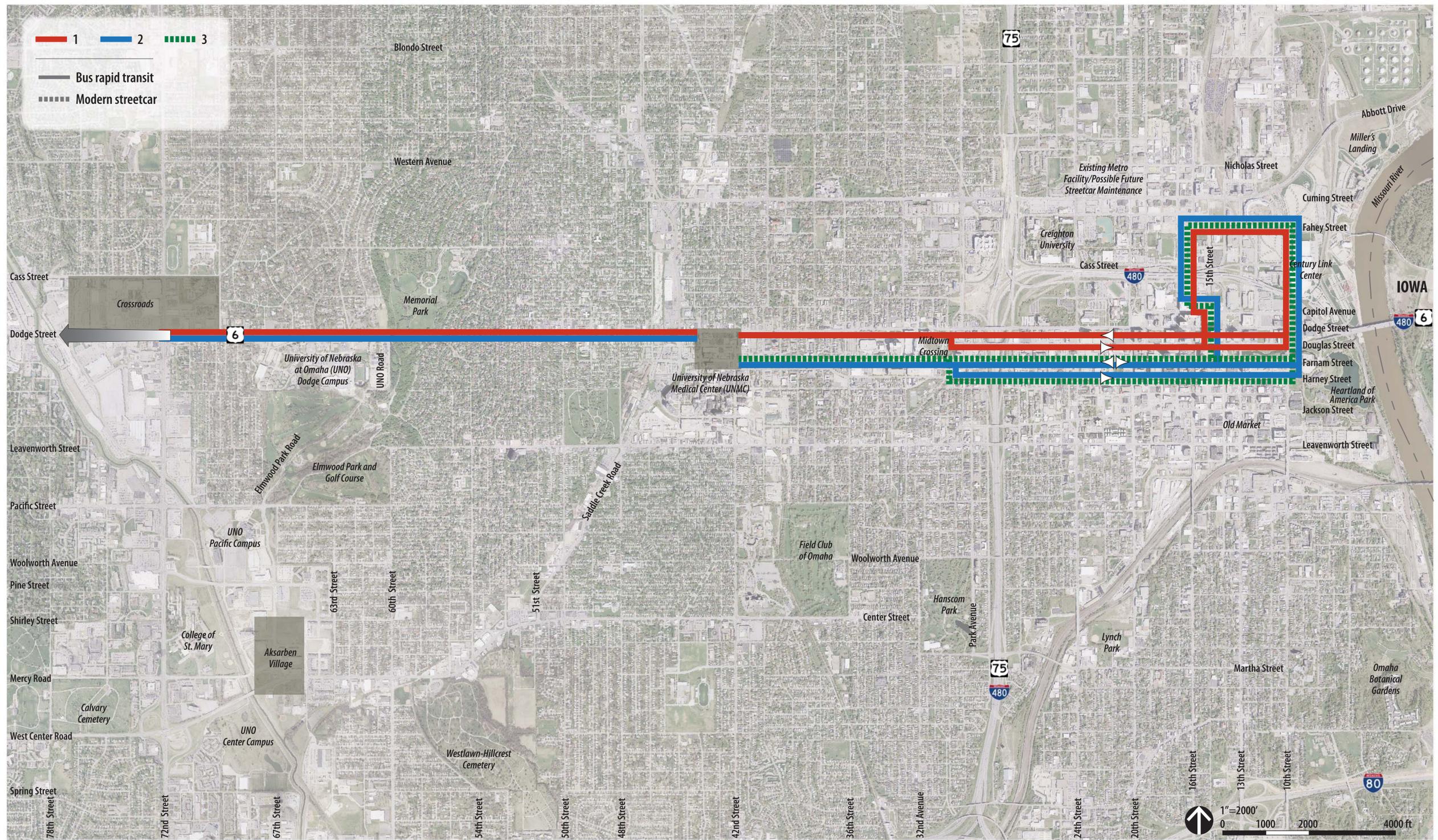
All Enhanced Bus alternatives eliminated (did not meet Purpose and Need).

Alternatives serving Aksarben Village could be considered in future phases.

What Did the Public Say?

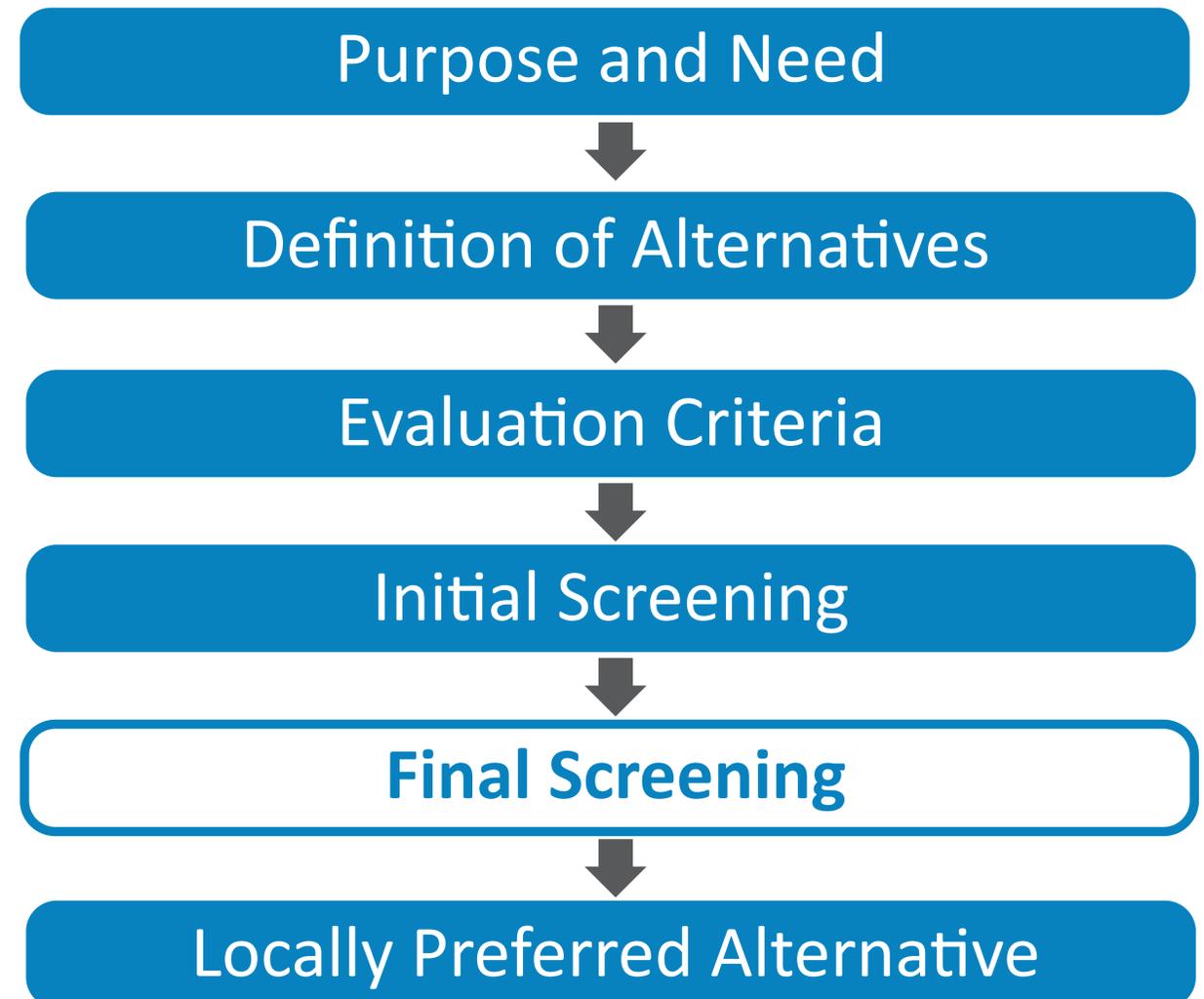
- **Top 5 criteria to consider when selecting a transit option**
 - Ridership potential
 - Destinations
 - Economic development potential
 - Land use and density
 - Urban design

Transit Alternatives - Initial Screening Results



Next Steps

- Begin Final Screening
 - Combine remaining segments into 3 transit alternatives
 - Determine “future existing conditions”
 - Complete technical analysis of remaining alternatives



Final Screening

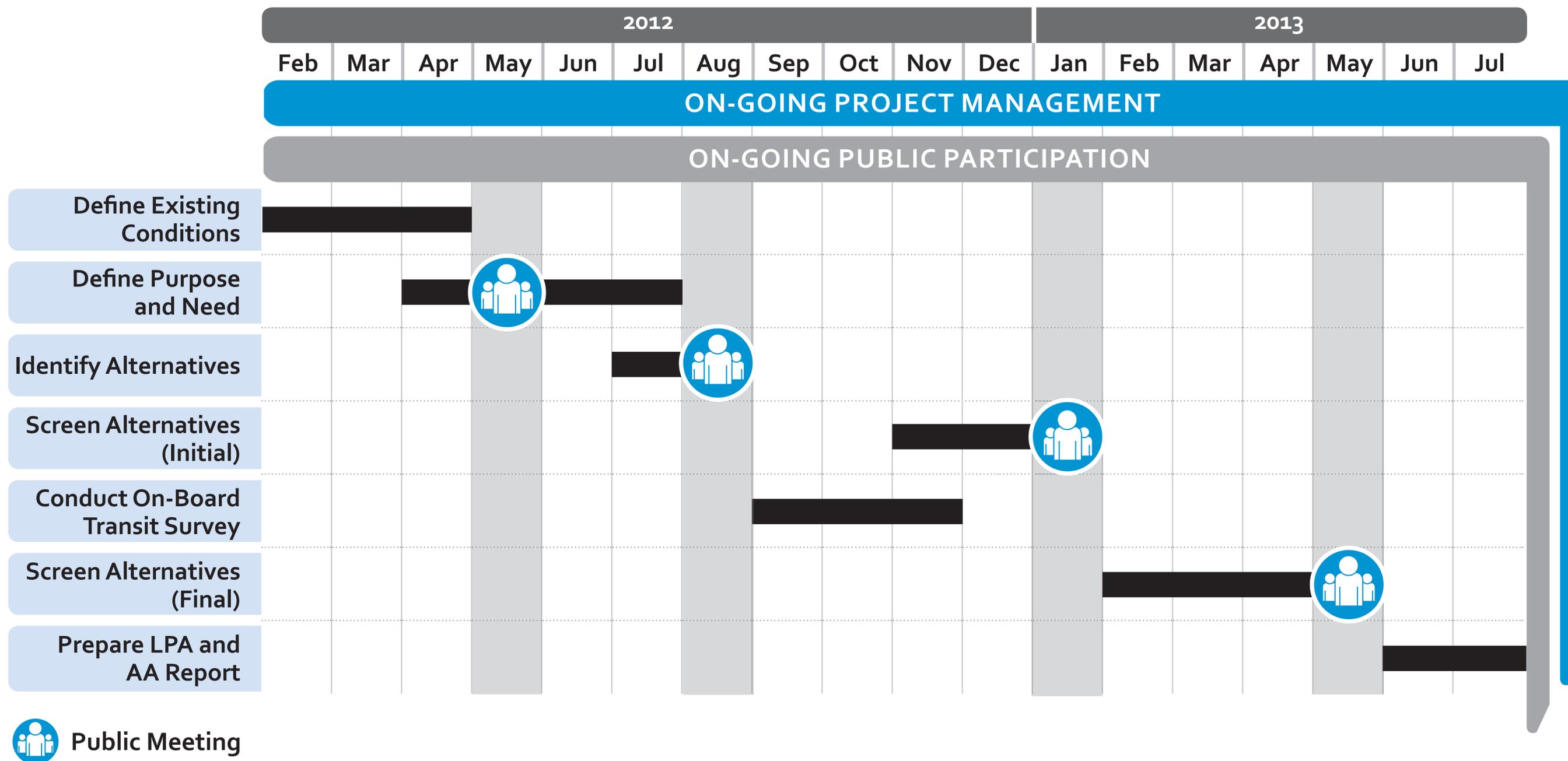
- Evaluation Criteria

- Mobility
- Ridership
- Capital costs
- Operating & maintenance costs
- Cost per user
- Origins/destinations

- Service characteristics
- Physical constraints
- Environmental issues
- Land use and urban design
- Safety
- Economic development
- Funding Sources
- Community support

Community support is important. What would you consider when selecting the locally preferred alternative?

Project Schedule



How to Get Involved

- Prioritize goals on MindMixer at www.OmahaAlternativesAnalysis.com
- Call the information line at 888-692-2678
- Fill out a comment form today

*Information gathered today will be used
to identify community priorities for
future transit options in Central Omaha*