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Regular Meeting of the Regional Metropolitan Transit Authority of Omaha (dba Metro Transit) Transit Advisory Committee

This regular meeting of Metro Transit's Transit Advisory Committee (TAC) was held on August 12, 2026 from 6:35 p.m. to 8:11 p.m. and was open to the public online and in-person at the Metro Transit Administrative Building (2222 Cuming Street). Notice of the meeting was published in the Omaha Daily Record on August 5, 2026, in advance of the meeting. For the benefit of the public in attendance, a copy of the Open Meetings Law was posted in the meeting room, and the agenda was on display in the facility lobby.

Attendance

The following were in attendance at the meeting:

Transit Advisory Committee Members

- Joichiro Yamada, TAC Chair
- Clyde Anderson, TAC Vice Chair
- Raymond Williams
- Gab Rima
- Rondae Hill
- Lindsey Button (online)
- Alex Mendoza

Metro Transit Staff

- Nicole Ebat, Senior Manager of Communications and Community Relations
- Bridget Battafarano, Community Mobility Coordinator
- Evan Schweitz, Senior Manager of Planning and Scheduling

Others Present

- Rob Sembrat
- Alexander Liu
- Clarice Dombeck (online), RMTA Board Director for District 2

Agenda Item #1 - Call to Order

Chair Yamada called the meeting to order at 6:35 p.m.

Agenda Item #2 – Approval of the Minutes of the Previous Meeting

The minutes of the July 2026 meeting were sent to all committee members in advance and are available at ometro.com/tac. No corrections were made to the minutes and the minutes were approved.

Motioned by Anderson; Seconded by Williams
ROLL CALL: UNANIMOUS, MOTION CARRIES

Agenda Item #3 – General Public Comment Period

This is an opportunity for members of the audience to be heard regarding topics related to the Regional Metropolitan Transit Authority of Omaha, not on the agenda for a maximum of 2 minutes.

Rob Sembrat, Midtown Resident
Sembrat shared that he has taken microtransit three times. On one trip, tried to use Umo smart card to pay and driver didn't know what to do with it. The other two drivers were fine. Had issues with the map recognizing that he was in the zone and sent in that feedback. Overall, "Micro Flex is a gem."

Alexander Liu
Liu thought that Route 14 hours were going to be extended with the April service changes. Would like to see this in the future.

Agenda Item #4 – Committee Report on Public Feedback

This is an opportunity for members of the Transit Advisory Committee to share feedback they have received from members of the public regarding topics related to the Regional Metropolitan Transit Authority of Omaha, or to share feedback about their own ridership experiences.

Rondae Hill
Member Hill shared that she received feedback from a Blind trainer from Outlook that Aksarben Transit Center is not pedestrian friendly, especially if you need to cross the street for a transfer. If the bus needed is on the other side of the street, people often dart in front of traffic because there is no fast, safe crossing. She shared that she has also witnessed kids walk in front of buses and suggested a safety campaign geared toward kids as school starts.

Clyde Anderson

Vice Chair Anderson suggested adding “do not cross in front of buses” to rule placards on board the buses. Agreed with safety concerns at the transit center and wants stop signs at the intersection crosswalk to slow traffic.

Gab Rima

Member Rima shared that TAC Member Neeley shared a message that he was passed up at two stops that MyRide was showing as “open.” Member Rima will send screenshots to staff for review.

Alex Mendoza

Member Mendoza shared that he would like his daughter to use the bus to and from school but is concerned about the safety of street crossing at Aksarben Transit Center. Interested in potential for the transit center to move completely.

Gab Rima

Member Rima also shared that they took the youth group from Urban Abbey on a summer field trip on the bus. Many students had never ridden the bus and were enthusiastic about it

Joichiro Yamada

Chair Yamada suggested onboard announcements about safety that are triggered at specific stops, particularly those lacking infrastructure

Staff Response, Evan Schweitz

Mr. Schweitz shared that a developer is putting apartments in the adjacent lot on the south side of the Aksarben Transit Center. Metro’s Planning Department will be meeting with the city and the architect in the next few months. All parties are looking for a safer solution. Related to TAC Member Neeley’s experience, the stop at 67th is served by Route 15 because it turns at that intersection. That stop should not be open on MyRide because, as a policy, Metro does not stop in a turn lane if the bus is continuing straight. Riders can use the 64th St. stop instead.

TAC Chair Yamada invited public comments.

Public Comments

Liu suggested using safety rules kids already know about for a safety campaign.

Dombeck, RMTA Board of Director, spoke about the City budget hearing where biking, walking, and public transit advocates spoke. Dombeck thinks if the City continues to hear about the need for walkability, it may help Metro.

Agenda Item #5 – Committee Report on RMTA Board of Directors (C. Anderson)

Vice Chair Clyde Anderson shared the Board of Directors heard a report that ridership is increasing and is almost back to 2016 levels. K-12 ridership numbers were also good even with school being out. There were high service interruptions in June, possibly attributable to drivers out on vacation. Lastly, the Board approved a letter to the Omaha Inland Port Authority Board of Commissioners, expressing strong support for the innovation district surrounding 30th and Ames, including improved walkability.

Chair Yamada invited TAC member discussion and public comments on Vice Chair Anderson's report. There were no further questions or discussion.

Agenda Item #6 – Metro Transit Staff Report (B. Battafarano)

Ms. Battafarano shared the following updates:

- Staff from Metro visited Outlook Nebraska to gather feedback about accessibility measures for the Blind and Visually Impaired. Full session rescheduled due to an emergency in the Outlook building. TAC Member Rondae Hill attended and reported that bump dots on the sides of Umo readers significantly improved her ability to scan accurately.
- Metro hosted a Transit Planning Workshop at Omatopia where participants were challenged to create the best transit system with limited resources.
- Metro was a destination for Open Omaha on August 8. A total of 125 people visited Metro to look at articles and memorabilia by the decade, explore both a retro bus from 1948 and a 2025 bus, and provide input for the future.
- Metro Transit will participate in the upcoming rescheduled Juneteenth Parade on Saturday, August 15 and the Fiestas Patrias Parade on Saturday, September 12.
- Metro Community College South Transit Center construction is on schedule.
- The Request for Proposals to study the 24th Street Corridor for transit enhancements is posted. Six companies attended the pre-bid meeting, and responses are due August 17. The study will allow Metro to be eligible for future grant funding. The company chosen will provide community engagement along the corridor to assess what people want, technical analysis for the optimal transit solution, environmental analysis to study the impacts of potential solution(s), and a report with data and conclusions.
- Metro will attend the Nebraska Urban Indian Health Coalition Back to School Fair on August 13.
- The budget hearing will take place in advance of the September Board meeting, which will be held a week earlier than normal, on September 17.
- Submissions for the Wheel Appeal student art contest are due August 31.

- Applications for new TAC members are open through October 1st.

TAC Chair Yamada invited TAC member discussion and public comments on Ms. Battafarano's report.

TAC Discussion
No discussion.

Public Comment
Liu asked what the age range is for wheel appeal. Ms. Battafarano stated the contest is open to middle and high schoolers.

There were no further questions or discussion.

Agenda Item #7 – Metro Transit Design Coordination Opportunities (E. Shweitz)

Metro's Senior Manager of Planning and Scheduling, Evan Schweitz, presented about Metro Transit's design coordination opportunities. He provided large print copies to those in the room who requested them. The presentation slides follow. The slide images have been marked as decorative for those who may be using a screen reader. The slide text and additional information shared during the presentation is below the image.

Slide 1



Title: Introduction Slide

Image: Metro Transit bus traveling along 24th Street. The bottom of the slide shows the Metro logo and “Evan Schweitz, Senior Manager of Planning & Scheduling” in white over a black background.

Slide 2



Title: MetroNEXT Strategic Plan

Metro Next is an aspirational, achievable vision to address equity in our region, improve and expand connections, provide an excellent travel experience, promote environmental stewardship, lead responsibly & collaboratively, and deliver better transit for a more connected region.

Mr. Schweitz noted that the presentation would focus on the third goal of providing an excellent travel experience, which considers the accessibility of reaching the bus stop, and the level of comfort a rider feels while waiting at the stop. Metro has to be planning and thinking about how our riders reach the bus stop, and what it feels like to wait there. For many people, this is a barrier that blocks them before they ever get onboard.

Slide 3



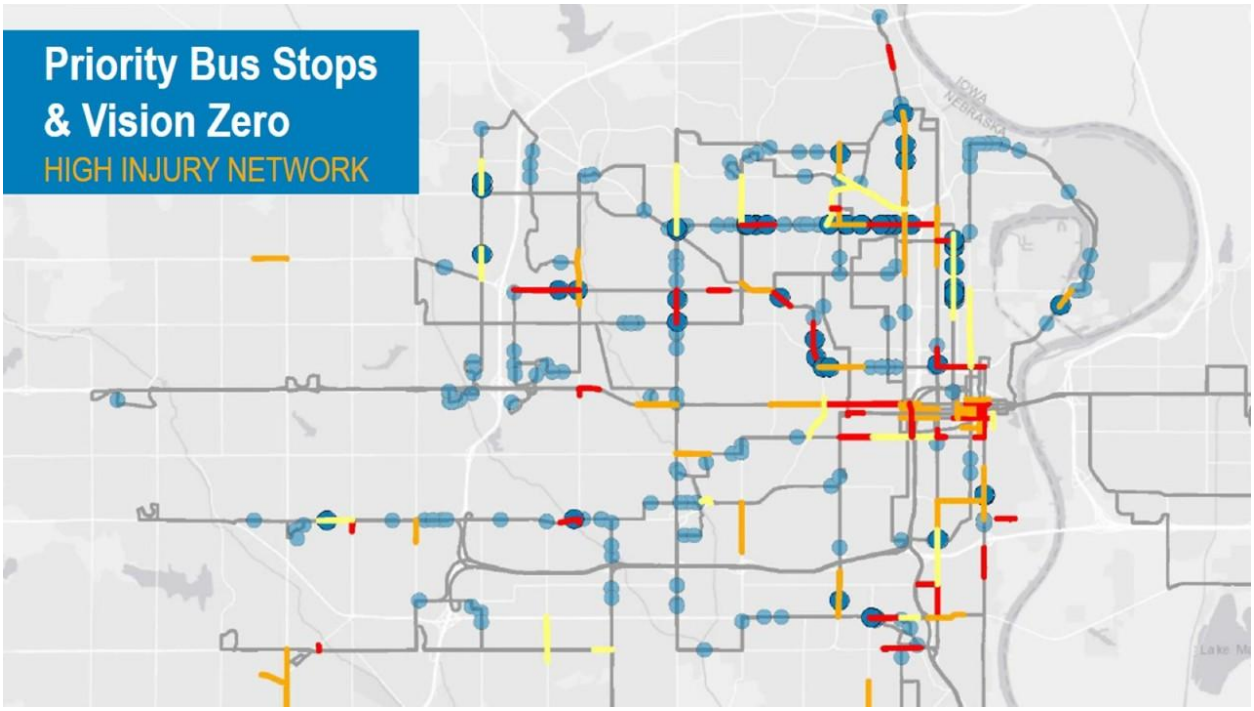
Title: Bus Stop Inventory

- Reviewed site conditions at 2,100+ bus stops
- Over 720 staff hours
- 78% reviewed by women
- 30% reviewed by people of color
- 63 questions completed at each stop
    - Sidewalks, crosswalks, lighting, etc

Image 1: A white woman in a vest surveying a bus stop location.
Image 2: A black man in a vest surveying sidewalk conditions.
Image 3: A white woman in a vest preparing to cross the street at a bus stop.
Image 4: A white man in a vest inspecting bus stop conditions.

Mr. Schweitz noted that our experiences shape how we interact with the built environment. It is important to have reviewers who reflect the perspective of our riders.

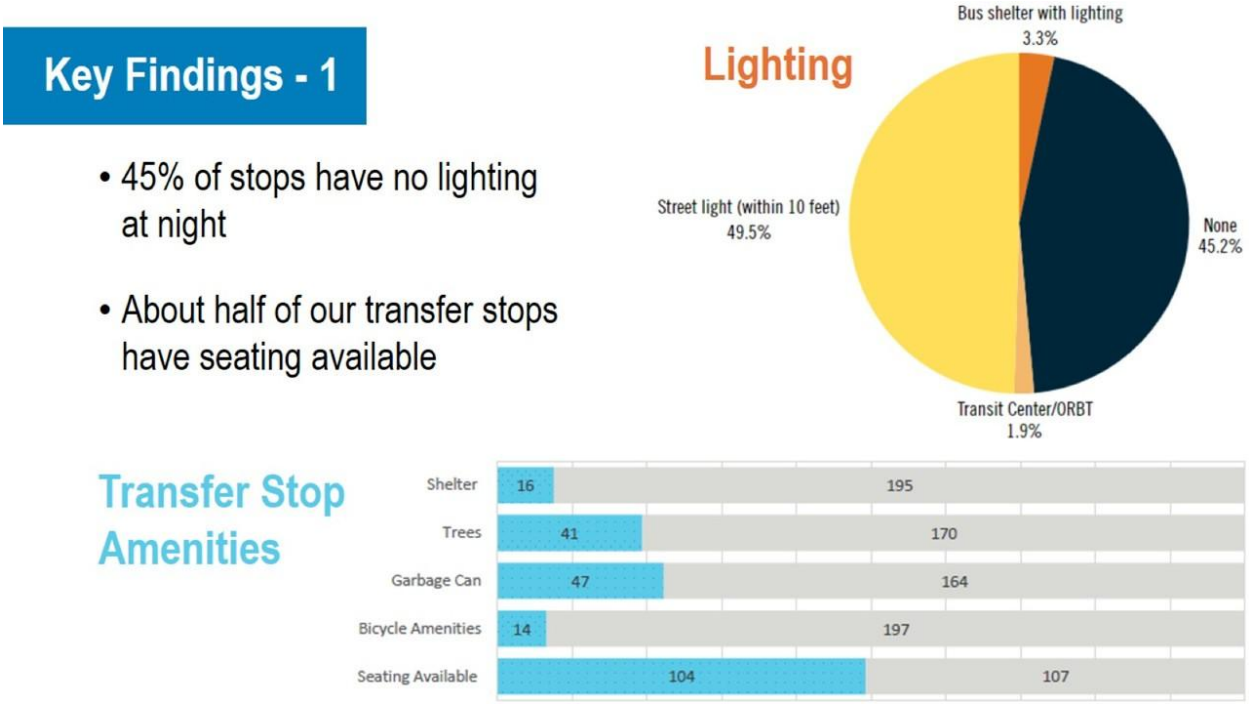
Slide 4



Title: Priority Bus Stops & Vision Zero High Injury Network

This slide shows the City of Omaha Vision Zero High Injury Network overlaid with priority bus stop locations. Many of the bus stops with opportunity for improvement are also in areas prioritized by Vision Zero. Mr. Schweitz noted that some areas were omitted from the ranking process due to jurisdiction (Council Bluffs) and changed conditions such as the streetcar corridor.

Slide 5



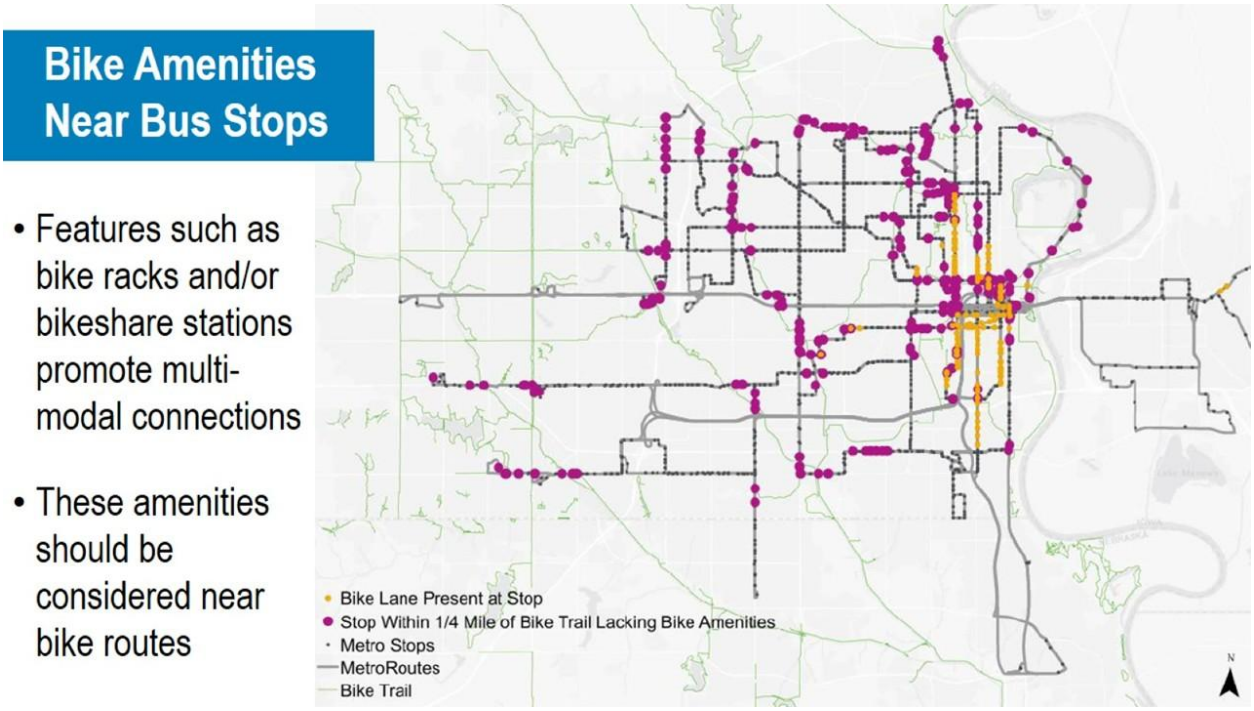
Title: Key Findings - 1

- 45% of stops have no lighting at night
- About half of our transfer stops have seating available

Image 1: This diagram shows 45% of stops have no lighting at night. About 50% have a street light within 10 feet, and 5% of stops have lighting provided by Metro (through facilities like transit centers, ORBT stations, or shelters).

Image 2: This bar chart shows the number of amenities at the 211 transfer stops throughout the system. Sixteen sites (8%) have shelters, 41 (19%) have shade from trees, 47 (22%) have a garbage can, 14 (7%) have bike amenities, and 104 (49%) have seating available.

Slide 6

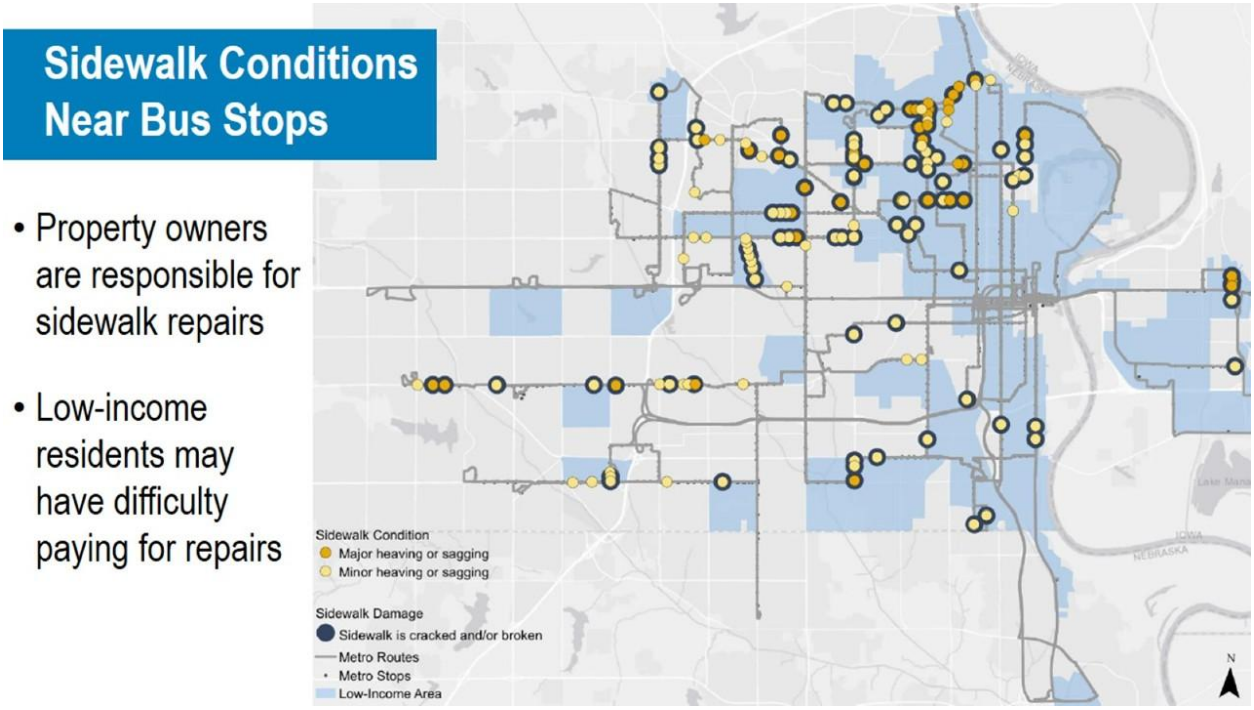


Title: Bike Amenities Near Bus Stops

- Features such as bike racks and/or bikeshare stations promote multi-modal connections
- These amenities should be considered near bike routes

Image: This map shows the presence of bike lanes and trails throughout the region, highlighting stops within 1/4 mile of a bike facility that lack bike amenities at the bus stop.

Slide 7

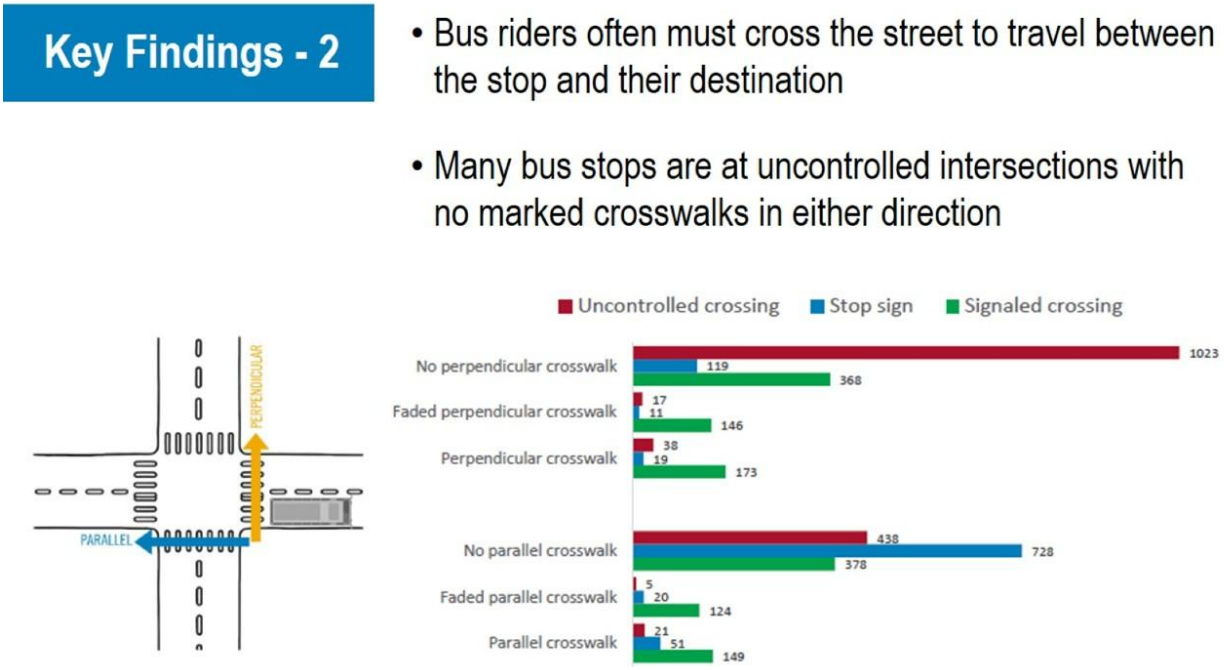


Title: Sidewalk Conditions Near Bus Stops

- Property owners are responsible for sidewalk repairs
- Low-income residents may have difficulty paying for repairs

Image: This map displays various sidewalk conditions throughout the region, highlighting issues like heaving, sagging, cracking, and broken sidewalks, overlaid with metro routes and low-income areas. Many of the deficient sidewalks are in low-income neighborhoods.

Slide 8



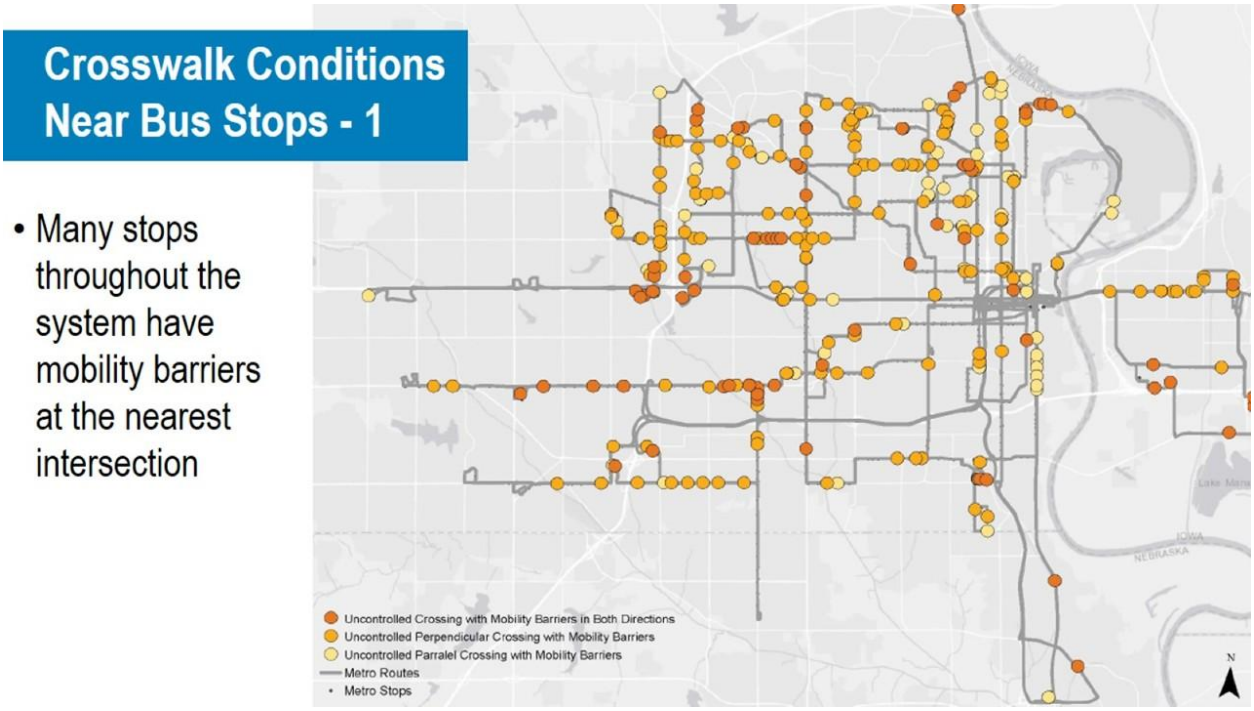
Title: Key Findings- 2

- Bus riders often must cross the street to travel between the stop and their destination
- Many bus stops are at uncontrolled intersections with no marked crosswalks in either direction

Image 1: This image shows an overhead diagram of an intersection. The bus is traveling east at a bus stop. The east to west crosswalk is marked as parallel, the north to south crosswalk is marked as perpendicular.

Image 2: This chart shows whether an intersection has a traffic signal, stop sign, or uncontrolled pedestrian crossing. Parallel and perpendicular crossings are categorized as painted, faded, or none. The bar chart shows that intersections of all types typically lack both parallel and perpendicular crosswalk markings.

Slide 9

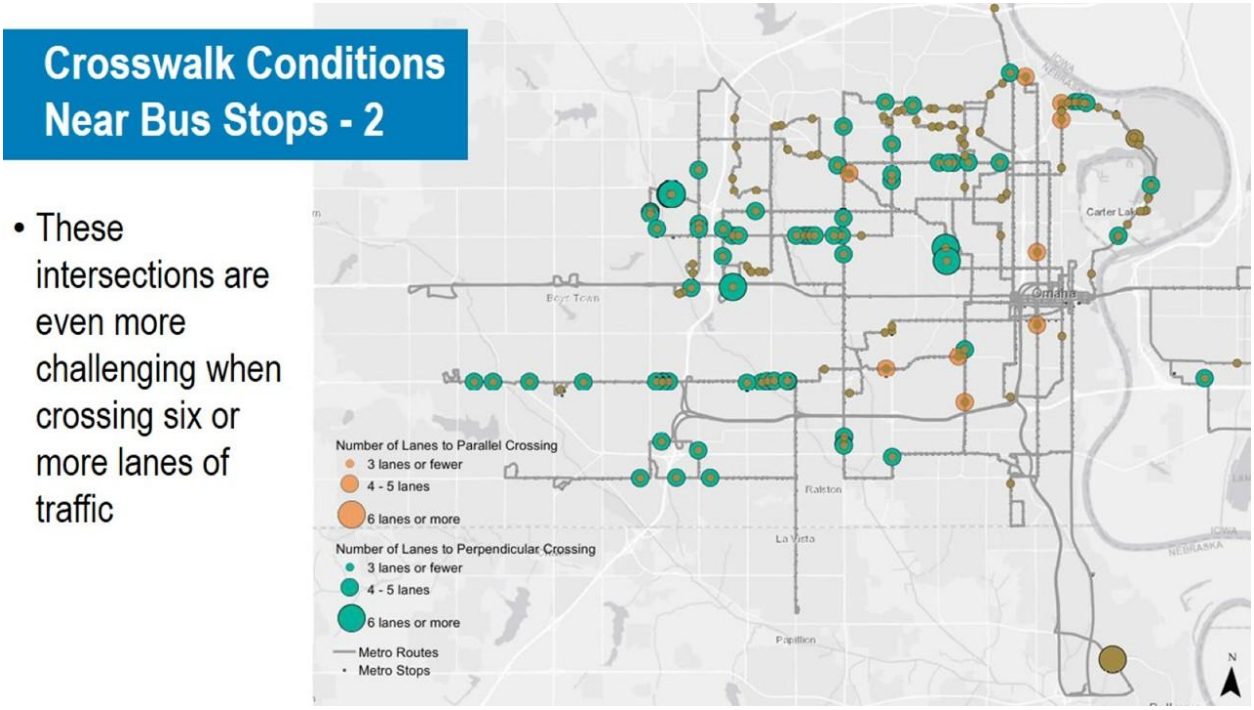


Title: Crosswalk Conditions Near Bus Stops- 1

- Many stops throughout the system have mobility barriers at the nearest intersection

Image: This map shows the distribution of bus stops throughout the region that have mobility barriers for the parallel, perpendicular, or both crossing directions. Mobility barriers are widely distributed throughout the region.

Slide 10

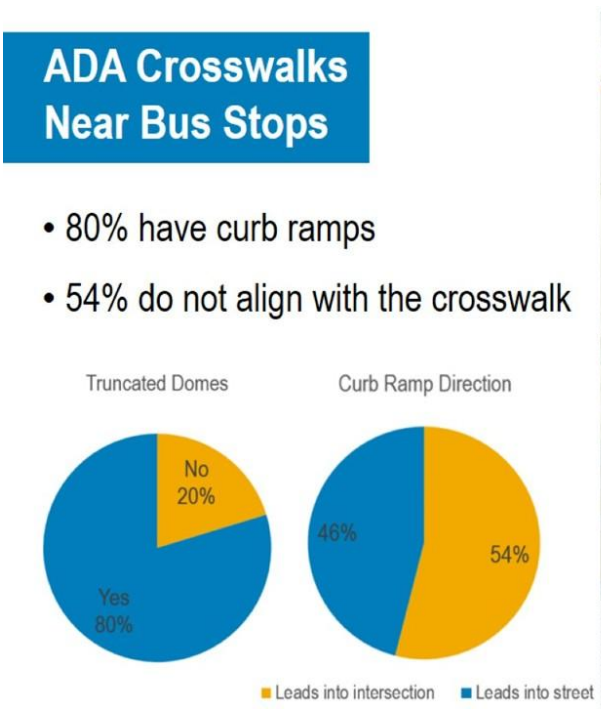


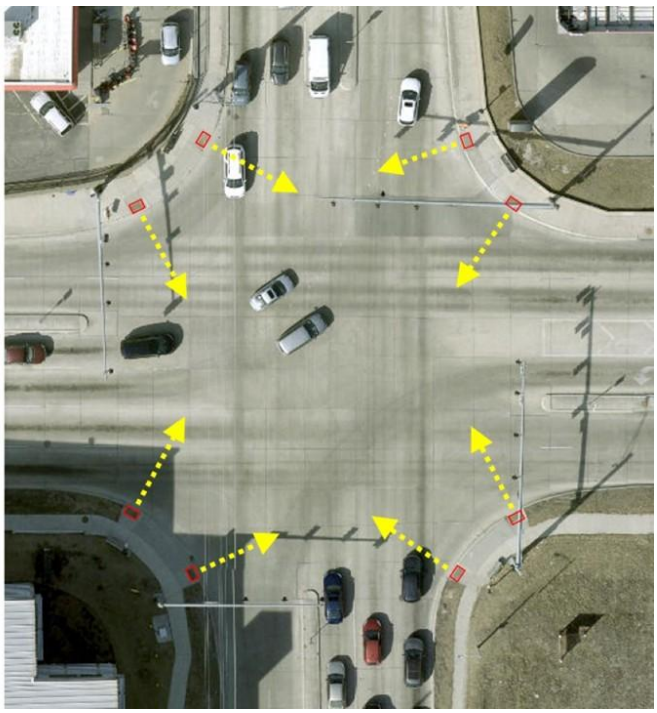
Title: Crosswalk Conditions Near Bus Stops 2

- These intersections are even more challenging when crossing six or more lanes of traffic

Image: This map shows bus stops throughout the region where pedestrians must cross multiple lanes of traffic at an intersection with mobility barriers. Small dots indicate crossings of 3 lanes or fewer, medium dots indicate crossing 4-5 lanes, and large dots indicate crossing 6 lanes or more. Parallel crossing distance is shown with orange dots, and perpendicular crossing distance is shown with green dots. Overall, the map shows significant crossing distances for bus stops in suburban areas of the region.

Slide 11





Title: ADA Crosswalks Near Bus Stops

- 80% have curb ramps
- 54% do not align with the crosswalk

Image 1: This pie chart shows that 80% of bus stops have truncated domes (tactile curb ramps).

Image 2: This diagram shows that 46% of curb ramps align with the crosswalk, while 54% lead into the street, which can present a mobility challenge.

Image 3: This satellite image shows an aerial view of the 72nd & Maple intersection. Although curb ramps have been updated at all four corners of the intersection, arrows emphasize that the ramps lead into traffic at odd angles, rather than aligning directly with the safe crosswalk path to the other side of the street.

Slide 12



Title: Timothy Jefferson, Nebraska Commission for the Blind and Visually Impaired- 1

Image: This image shows Timothy Jefferson, with the Nebraska Commission for the Blind and Visually Impaired, crossing the street unassisted near a bus stop in downtown Omaha. Street design indicators do not properly orient him with his environment, and he is walking outside of the crosswalk area headed towards moving vehicles.

Mr. Schweitz noted that this image came from a collaboration between Metro and the Nebraska Commission for the Blind and Visually Impaired or NCBVI. During the meeting, the NCBVI area director asked staff to observe what he encounters when crossing the street.

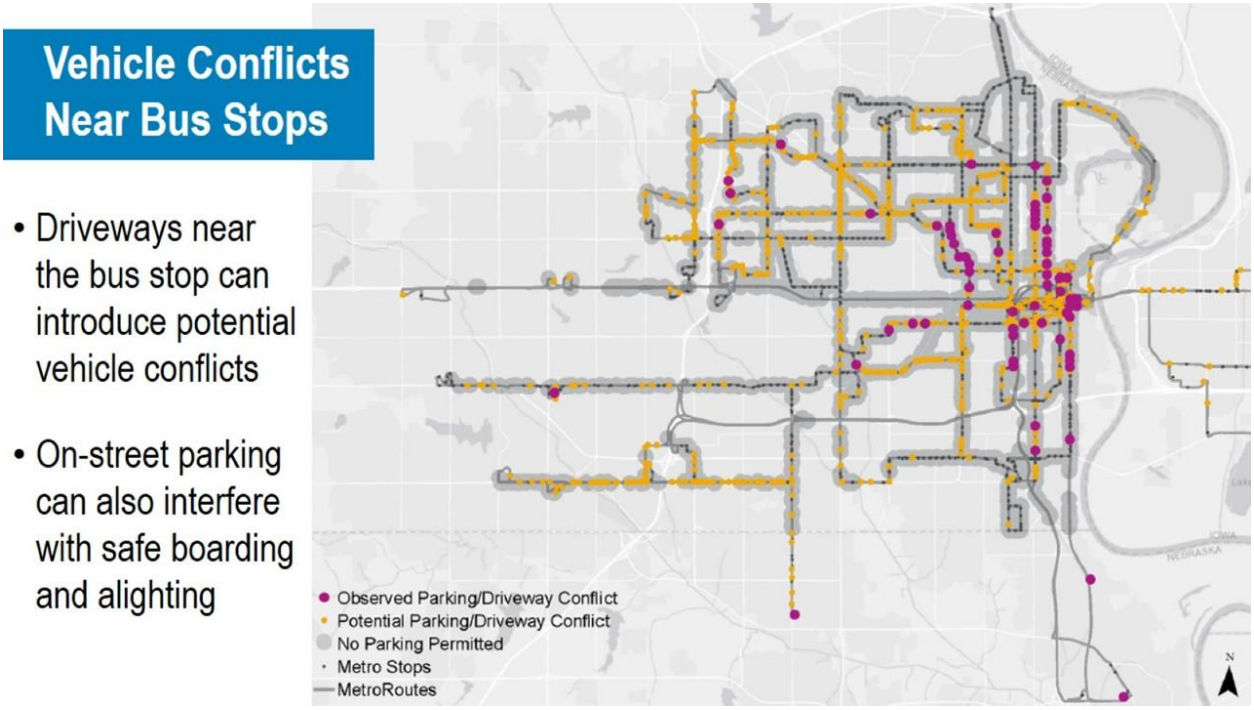
Slide 13



Title: Timothy Jefferson, Nebraska Commission for the Blind and Visually Impaired- 2

Image: This image shows Timothy Jefferson continuing to cross the street unassisted. It is the second image in a timelapse, and he is now directly in front of a vehicle and walking towards several more cars. He is at least 20 feet away from the designated crosswalk, with multiple barriers now obstructing his ability to safely reach the sidewalk on the other side of the street.

Slide 14

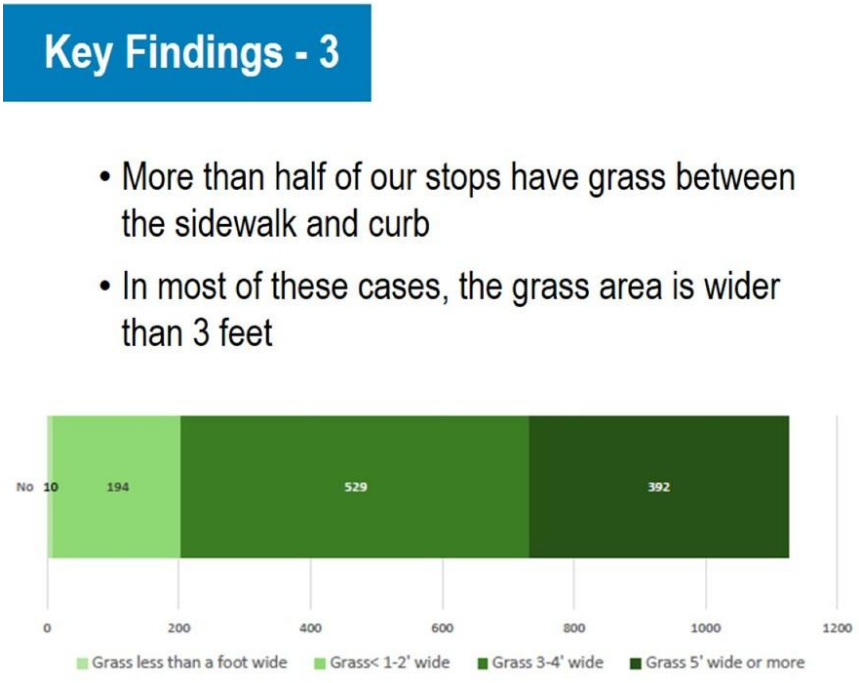


Title: Vehicle Conflicts Near Bus Stops

- Driveways near the bus stop can introduce potential vehicle conflicts
- On-street parking can also interfere with safe boarding and alighting

Image: This map shows bus stops throughout the region where parking or driveway conflicts are present. Purple dots indicate observed conflicts, while orange dots indicate potential conflicts. Overall, the map shows that vehicle conflicts at bus stops are widely distributed throughout the region.

Slide 15





Title: Key Findings- 3

- More than half of our stops have grass between the sidewalk and curb
- In most of these cases, the grass area is wider than 3 feet

Image 1: This bar chart shows that more than 1,100 bus stops have grass between the sidewalk and the curb. Shades of green indicate whether the grass strip is less than a foot wide, 1-2 feet wide, 3-4 feet wide, or more than 5 feet. Overall, the majority are more than 3 feet wide.

Image 2: This photo shows a bus stop with a street light and a bench. The sidewalk is separated from the curb by a grass area wider than 5 feet, but the grass is worn to dirt where multiple pedestrians have boarded the bus over time. The ground at the bus stop appears uneven.

Slide 16



Title: PROWAG- 1 Public Right of Way Access Guidelines

- January 2025: US DOT requires PROWAG compliance for new construction and alteration of transit stops in the public right-of-way
- Existing stops are grandfathered until alterations occur

Image 1: This image states “An official website of the United States government”

Image 2: U.S. Access Board logo

Image 3: This image shows the shoes of a person in the background with a white cane touching the street in the foreground. Slightly-raised yellow street markings help guide the white cane along a straight path.

Slide 17



Title: PROWAG – 2, Public Right of Way Access Guidelines

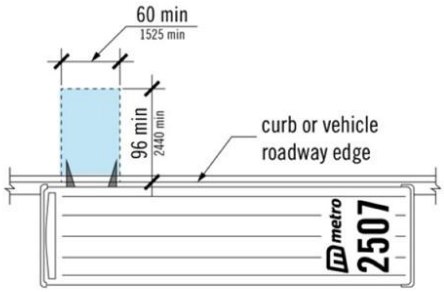
- PROWAG requires upgrades at accessible vehicle entry and exit
- Local Metro policy asks ambulatory riders to exit the rear door

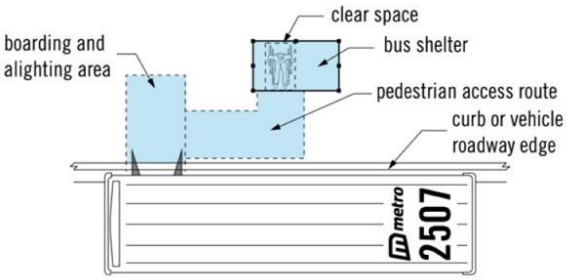
Image: This image shows a blue and white Metro bus parked at a curb, with a paved sidewalk. The rear door is open in front of inclined pavement and mulch around a tree. This is labeled “Not Accessible Entry/Exit.” The front door is open with a ramp deployed. A wheelchair user is using the ramp to board the bus. There are no physical barriers to the rider’s boarding path. This door is labeled “Accessible Entry/Exit.”

Slide 18

PROWAG - 3
PUBLIC RIGHT OF WAY ACCESS GUIDELINES

- All transit stops must have a flat, paved area at the accessible entrance to the bus, 5' x 8' minimum.
- Any existing stop that is modified must be brought into compliance '***by the entity undertaking the alteration.***' *R201.1*





Title: PROWAG – 3, Public Right of Way Access Guidelines

- All transit stops must have a flat, paved area at the accessible entrance to the bus, 5 feet by 8 feet minimum
- Any existing stop that is modified must be brought into compliance 'by the entity undertaking the alteration'

Image 1: This diagram shows an overhead view of a bus parked at a bus stop, highlighting that a 5 foot by 8 foot landing area should be aligned with the front door of the bus.

Image 2: This diagram shows an overhead view of a bus parked at a bus stop, highlighting that the 5 foot by 8 foot landing area should provide an accessible pedestrian access route connecting from the bus stop to the bus shelter and/or sidewalk.

Slide 19



Title: PROWAG – 4, Public Right of Way Access Guidelines

- The slope of the boarding area parallel to the street shall be the same grade as the street
- The slope of the boarding area perpendicular to the street shall be 1:48 (2.1%) maximum

Image: This photo shows north 30th Street near the MCC Fort campus. The sidewalk is noticeably higher than the street. A white shaded area shows that if a bus stop boarding zone were installed here, it would slope towards traffic.

Slide 20



Title: Bus Stop Improvements

Identify necessary improvements

- Public project coordination
- Private project coordination
- Metro Transit improvements

Image: Construction crews install a protected median crossing at a bus stop along 24th Street, with a blue bus passing in the background.

Slide 21



Title: Public Project Coordination

- Streetscape, lane reconfiguration, resurfacing, and other improvements in the public right-of-way
- Ames Ave Safety Project
- Coordination for Crosswalks, lighting, accessibility, and other improvements

Image: This photo shows a bus stop along Ames Avenue near 33rd Street. The sidewalk is flat and is separated from traffic by a grass strip about 5 feet wide. A newly paved concrete area shows an accessible boarding zone between the sidewalk and curb.

Slide 22



Title: Private Project Coordination

- New development near transit stops
- Coordination for crosswalks, lighting, accessibility, and other improvements

Image 1: This diagram shows site plans for a future affordable housing project. Colored markings indicate modification requests from Metro staff to add an ADA landing zone, bus shelter, and bikeshare station along the street near the building entrance.

Image 2: This image shows a newly installed bus shelter and bike rack with a flat paved boarding zone in the foreground. A newly constructed multi-story affordable senior housing complex appears in the background. The location is 41st and Hamilton.

Slide 23

Metro Transit Improvements

- Consideration for upgrades through future grant opportunities
- 24th Street Transit Corridor Study





Title: Metro Transit Improvements

- Consideration for upgrades through future grant opportunities
- 24th Street Corridor Study

Image 1: This image shows the ORBT station at 24th & Dodge with a bus lane in the foreground.

Image 2: This map shows the 24th Street Transit Corridor study area, which includes 24th Street from Ames Avenue to Q Street, with a dashed line along 30th Street from MCC Fort Campus to Dodge & Douglas streets, connecting back to 24th Street. The map shows endpoints at the North Omaha Transit Center and MCC South Transit Center.

Slide 24



Title: Thank You
Image: This image shows several buses parked in a row, with 'Thank You' in large text. Follow up information is provided including the ometro.com website, Metro Transit OMA facebook, @metrotransitoma instagram, and Metro Transit Omaha youtube.

Planning Department: planning@ometro.com
Website: ometro.com
Facebook: MetroTransitOMA
Instagram: @metrotransitOMA
Youtube: Metro Transit Omaha

This concludes the presentation. TAC Chair Yamada invited TAC member discussion and public comments on Mr. Schweitz's presentation.

TAC Discussion

Member Mendoza asked if surveyors looked into whether there are certain groupings where there is a lack of lighting. Schweitz said many areas were mixed, with most areas having strong light in one area, but dark areas nearby.

Vice Chair Anderson asked if surveyors noted whether there is a lack of sidewalk. Schweitz said yes.

Member Hill expressed her appreciation that Metro sees that truncated domes oftentimes point toward the intersection, not across.

Vice Chair Anderson asked about the 'clear space' behind shelters. Schweitz explained that all shelters must have three feet of clearance behind it, which is a standard that Metro has had in place for many years.

Member Hill felt the presentation was very thorough.

Vice Chair Anderson requested a copy of the slide deck which will be available in the monthly meeting minutes.

Public Comment

Dombeck expressed their appreciation for the presentation and the amount of work Metro and MAPA put into the bus stop study. They said it would be more impactful if it were shared with more departments within the city and with more people throughout the city.

Liu asked to see the granular data behind the sidewalk conditions from the study, saying they feel like many of the issues are concentrated in certain areas of town which could create an ADA issue.

Agenda Item #8 – Approval of TAC Representative and Topics for the August 2026 TAC Report to the RMTA Board of Directors (J. Yamada)

Chair Yamada provided a review of topics that had been discussed to this point in the meeting and asked the TAC if any of the topics should be communicated to the Board.

Motion for Member Rima to represent the TAC at the August 2026 RMTA Board meeting on August 27th at 8:30 a.m. at Metro's Administration Building. Member Rima will share a recommendation that Metro's Planning Department and the City of Omaha use Vision Zero to help address pedestrian infrastructure issues. The TAC also decided to speak about Metro's partnership with Outlook to get feedback from blind and visually impaired community members.

There were no further questions or discussion.

Motioned by Anderson; Seconded by Button
ROLL CALL: UNANIMOUS, MOTION CARRIES

Agenda Item #9 – Date, Time, and Place of Next TAC Meeting

Wednesday, September 9, 2026, at 6:30 p.m. at the Metro Transit Administrative Building and Online

Agenda Item #10 – Adjournment at 8:11 p.m.

Motioned by Button; Seconded by Williams
ROLL CALL: UNANIMOUS, MOTION CARRIES