

FINAL SCREENING RESULTS

Transit Frequency and Daily Operating Hours remain the same for all Alternatives.

Transit Frequency

Peak 10 MINS

Off-Peak 15 MINS

Evening 20 MINS

Daily Operating Hours

Mon-Fri 19 HOURS

Sat 18 HOURS

Sun 12 HOURS

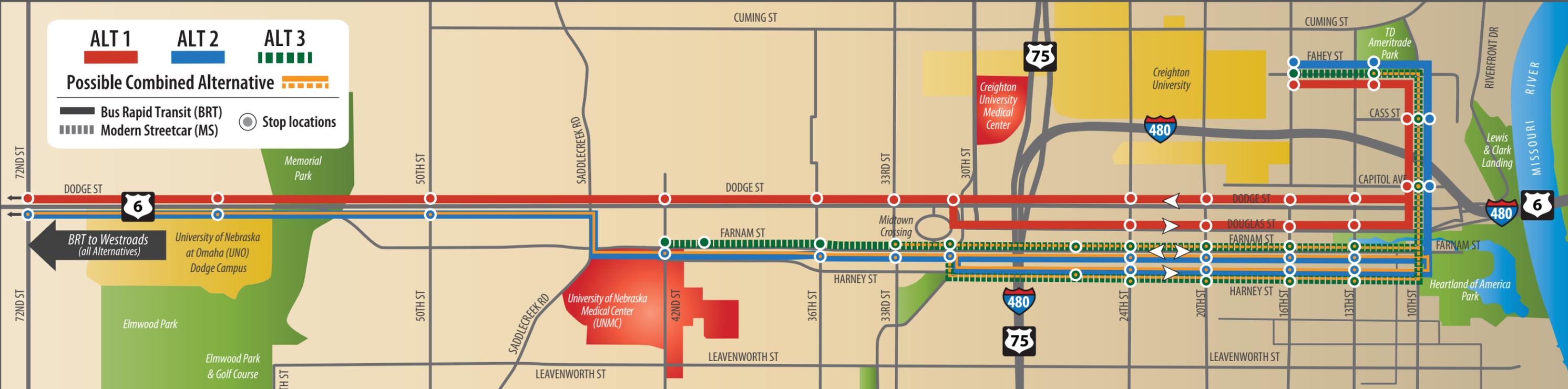
Alternatives	1	2	2A	3	3A	Possible Combined Alternative	
SERVICE	BRT Dodge/Douglas	BRT Farnam/Harney Couplet	BRT Farnam Contraflow	Modern Streetcar Farnam/Harney Couplet	Modern Streetcar Farnam Contraflow	BRT Farnam/Harney	Modern Streetcar Farnam/Harney
Capacity	90 Passengers, 3 Bicycles	90 Passengers, 3 Bicycles	90 Passengers, 3 Bicycles	160 Passengers, 6 Bicycles	160 Passengers, 6 Bicycles	90 Passengers, 3 Bicycles	160 Passengers, 6 Bicycles
New Transit Riders Per Day <small>(= 1000 passengers)</small>	1,200	1,400	1,400	1,400	1,400	To Be Determined	
CAPITAL COST <small>Costs are approximate. \$ = \$100 million</small>	\$40 million	\$40 million	\$40 million	\$140 million	\$140 million	\$30 million	\$110 million
OPERATION COST <small>Costs are approximate. \$ = \$10 million</small>	\$3 million/year	\$3 million/year	\$3 million/year	\$7 million/year	\$7 million/year	\$2 million/year	\$5 million/year



Example of a Contra-Flow Alternative



Example of a Couplet Alternative



Bus Rapid Transit (BRT)



- **Regional Transit Service**
- Advanced bus service
- Operates in mixed traffic and/or dedicated lanes
- Low floor buses with multiple doors
- Accommodates maximum of 3 bicycles on front of bus
- Preferential bus treatments (queue jumps, traffic signal priority)
- Specially branded service
- Custom stops and shelters
- Shares travel lanes and stops with other buses
- 40-90 passengers per vehicle

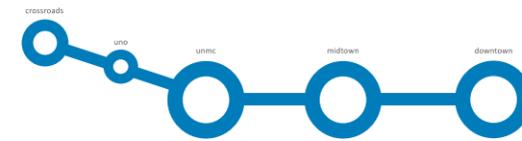
- **Downtown Circulator**
- Fixed-guideway electric rail service
- Operates in mixed traffic
- Low floor vehicles with multiple doors
- Accommodates bicycles on board
- Articulated for tight radii turns
- Compatible with on-street parking
- Custom stops and shelters
- Shares travel lanes and stops with buses
- 130-160 passengers per vehicle



Modern Streetcar

Frequently Asked Questions

<p>What is an Alternatives Analysis?</p>	<p>An Alternatives Analysis (AA) is a planning study that follows Federal Transit Administration (FTA) guidelines to develop and evaluate transit alternatives. The AA is the first step in the FTA project development process, which includes planning, environmental, and engineering.</p>
<p>How does this study impact the entire transit network?</p>	<p>A Regional Transit Vision (RTV) has been developed as a part of the Heartland 2050 plan as an effort to assess the current and anticipated needs for public transit service in the region. The RTV identifies the steps necessary to realize short- and long-term enhancements. The study area for the Central Omaha Alternatives Analysis has been identified as a priority corridor for improvements and will serve as the backbone of the entire transit network. Transit along this corridor needs to be improved in order to improve transit in the rest of the city. The RTV also identifies priority corridors serving the north and south network, as well as other services.</p>
<p>Why is transit needed in the Central Omaha area?</p>	<p>Improved transit in the corridor is driven by:</p> <ul style="list-style-type: none"> • A lack of transit connections to our largest employers • Disconnected activity centers in the central core • Lack of a transit corridor with more frequent services and routes • An imbalance of parking capacity • Poor trip circulation for special events • People saying they need improved transit
<p>How will we pay for transit improvements?</p>	<p>Funding options under consideration for Bus Rapid Transit (BRT) alternatives include:</p> <ul style="list-style-type: none"> • Federal Funding • Metro Transit Reallocation • Joint Transit Improvements <p>Funding options under consideration for the Modern Streetcar alternatives include:</p> <ul style="list-style-type: none"> • Business Improvement Districts • Tax Increment Financing • Parking Revenues • Private Sources • Federal Grants <p>Additional funding options not currently being considered include:</p> <ul style="list-style-type: none"> • State Surface Transportation Funds • Joint Development with New Projects • Congestion Mitigation and Air Quality Programs • Leasehold Land Contributions • Bonding • Increased Metro Tax Levy • General Sales Tax • State "Turn Back" Tax <p>Business Improvement Districts and/or Tax Increment Financing are typically used to fund Streetcar projects due to the development they create.</p>



Central Omaha TRANSIT ALTERNATIVES ANALYSIS

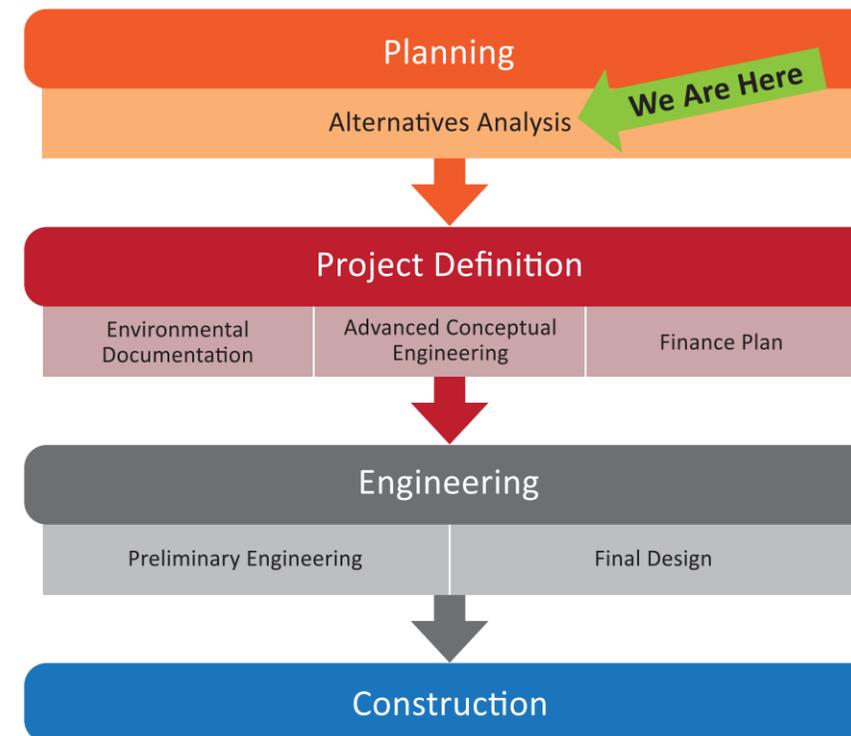
In order to become a truly **LIVABLE COMMUNITY**, improved transit options are needed to **LINK ACTIVITY CENTERS** together and to the rest of the city. Transit will improve mobility, support sustainable growth and revitalization, and **ATTRACT ECONOMIC DEVELOPMENT**.

Welcome

The purpose of today's open house is to review the results of the final screening, present transit alternatives, and receive input on alternatives moving forward.

The Process

The Central Omaha Transit Alternatives Analysis has been a two-year process to evaluate the best transit options to serve central Omaha. Now is the time to take steps toward implementation. Your input will help to finalize the best recommendation to be adopted by the City Council and the Metro Board of Directors. The next phase will include preliminary engineering, environmental documentation and a full finance plan for the alternative that moves forward from this analysis.



Contact Us

Questions on each alternative will be answered tonight and at **OmahaTalksTransit.com** following the meeting.

Your input is important. Please fill out your comment form before leaving the meeting today.

Join the conversation today at: OmahaAlternativesAnalysis.com



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