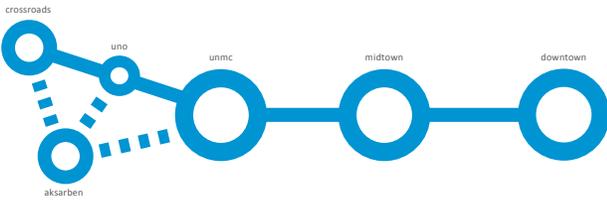


# What transit options will you be riding in the future?

## Central Omaha TRANSIT ALTERNATIVES ANALYSIS



### Enhanced Bus

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



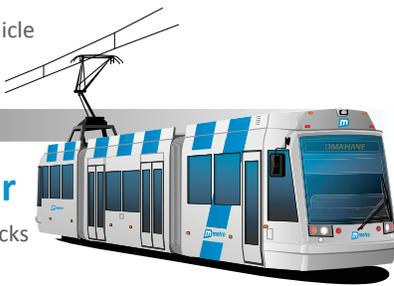
### Bus Rapid Transit

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



### Modern Streetcar

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



The Central Omaha Transit Alternatives Analysis is a partnership with Metro and the City of Omaha to develop and evaluate potential transit alternatives in the corridor between Downtown Omaha, Midtown Omaha, the University of Nebraska Medical Center (UNMC), the University of Nebraska at Omaha (UNO), and the Crossroads and Aksarben Village areas. This study will analyze the mobility needs in the area, and identify and compare the costs, benefits, and impacts of various transit alternatives. At the end of the study, locally preferred transit alternatives will be recommended for future evaluation.



Join the conversation today at:  
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