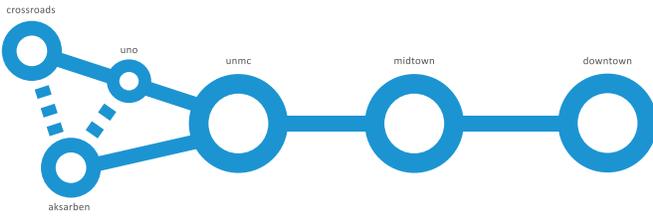


Central Omaha TRANSIT ALTERNATIVES ANALYSIS



Enhanced Bus



- Low floor buses
- Operates in mixed traffic
- Improvements to existing Metro bus service
- Accommodates maximum of 3 bicycles on front of bus
- Improved frequency and span of service
- Minor capital improvements (bus stops and shelters)
- Shares travel lanes and stops with other buses
- 40-60 passengers per vehicle

Bus Rapid Transit



- Advanced bus service
- Operates in mixed traffic
- Low floor articulated buses with multiple doors
- Accommodates maximum of 3 bicycles on front of bus
- Preferential bus treatments (queue jumps, traffic signal priority)
- Specially branded service
- Shares travel lanes and stops with other buses
- 60-90 passengers per vehicle

Modern Streetcar



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



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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