

METRONEXT

BETTER TRANSIT FOR A MORE CONNECTED REGION

CURRENT CONDITIONS

MetroNEXT, Metro's public engagement & strategic planning initiative, will prioritize short and long-term transit improvements to guide our agency over the next 5 to 10 years

Understanding the Landscape

In early 2021, we reviewed data and other information to understand our current realities.

Framing the Transit Network

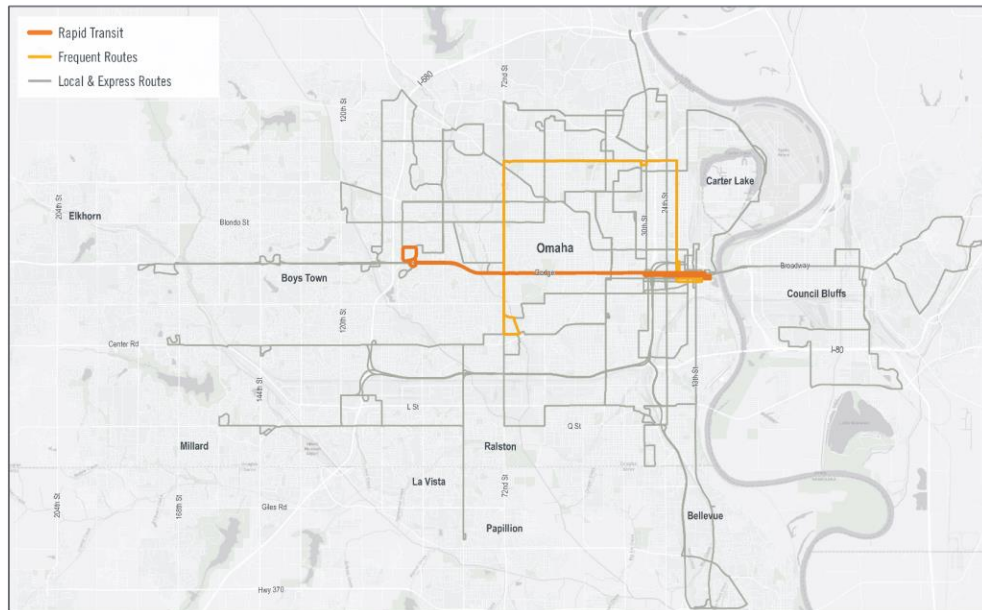
Later in 2021, we gathered ideas and feedback to shape the plan.

Supporting Additional Connections

Finalizing the Path Forward

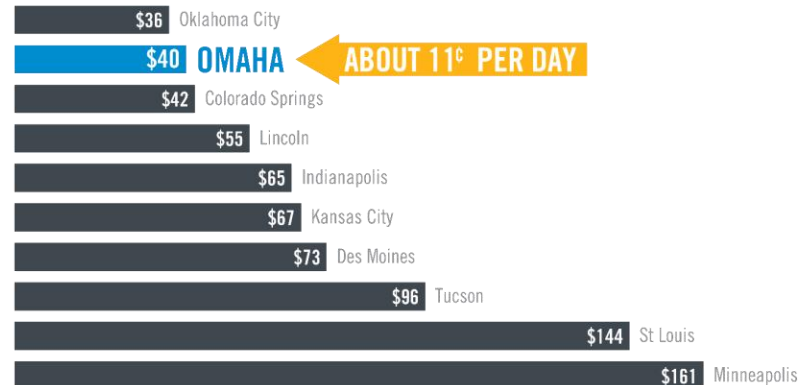
METRONEXT PLAN

Now, we're presenting three potential scenarios to address regional transit needs. Your input will help prioritize the list of projects to be included in the final plan this spring!



Throughout MetroNEXT we've heard that Metro's current service levels are insufficient to meet the transit needs of the Omaha area. A key factor in our ability to provide high quality service is the level of transit funding, which is lower per capita than Lincoln, Des Moines, and many other midwestern cities.

TRANSIT SPENDING PER CAPITA (\$2019)



1 ADDRESS EQUITY IN OUR REGION

Removing barriers to economic mobility that contribute to regional inequality

2 IMPROVE & EXPAND CONNECTIONS

Providing new routes, more frequent arrivals, and additional services for a more connected region

3 PROVIDE AN EXCELLENT TRAVEL EXPERIENCE

Upgrading all aspects of the rider journey including passenger information, multimodal connections, bus stop amenities, fare payment options, on-time arrivals, cleanliness, and safety

4 PROMOTE ENVIRONMENTAL STEWARDSHIP

Reducing harmful emissions by offering convenient and sustainable alternatives to driving alone

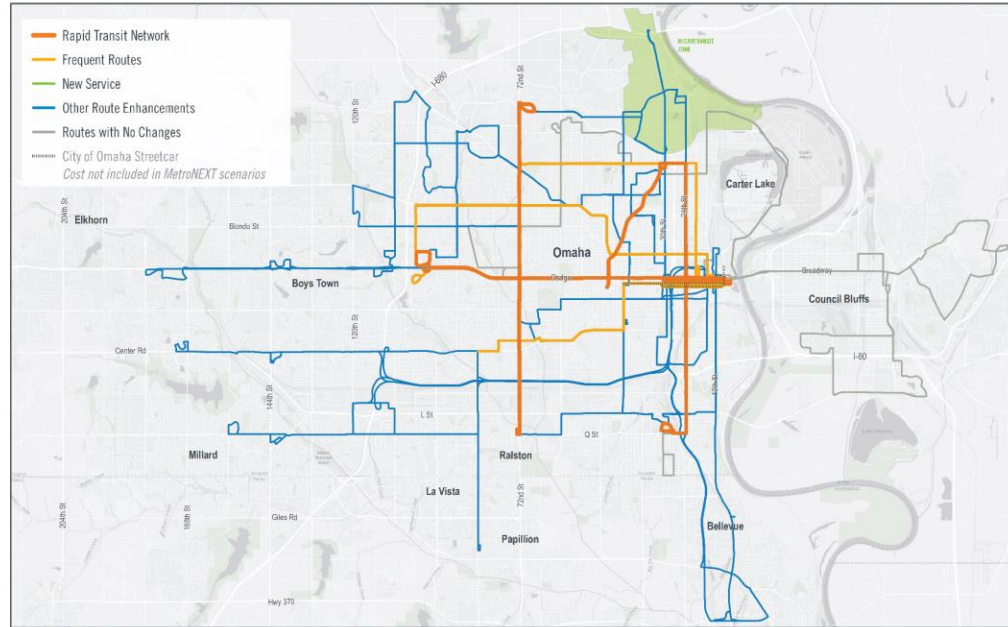
5 LEAD RESPONSIBLY & COLLABORATIVELY

Coordinating with regional partners and stakeholders to be good stewards of public resources and to maximize the impact of our transit investments as our community grows

SCENARIO A

ENHANCING RIDER AMENITIES

In this scenario, we focus on the expansion of our ORBT network. We also included a new Park & Ride lot in North Omaha and 50 new bus shelters with real-time arrival displays.



SCENARIO ELEMENTS

- Studying rapid transit on 72nd St & the North Beltline corridor
- Studying and implementing enhancements to service on 24th St
- Opening a new Park & Ride lot in North Omaha
- Installing 50 new bus shelters with real-time arrival displays
- Adding 15-minute mid-day service on Routes **4** **15**
- Piloting a new shared-ride, flexible service zone (microtransit)
- Restoring pre-COVID schedules to most routes
- Improving signage at all bus stops
- Identifying permanent funding for the *K-12 Rides Free* program
- Adopting new policy allowing MOBY clients to ride the bus fare-free
- Coordinating a regional vanpooling service
- Adding mid-day service to Village Pointe on Route **92**

\$52 MILLION

58 PERCENT

ADDITIONAL FUNDING NEEDED

SERVICE HOURS

- New Service
- Express
- Local
- Frequent
- Rapid



47 PERCENT

MORE SERVICE ON WEEKDAYS

22 PERCENT

MORE SERVICE ON WEEKENDS



ADDRESS EQUITY IN OUR REGION



IMPROVE & EXPAND CONNECTIONS



PROVIDE AN EXCELLENT TRAVEL EXPERIENCE



PROMOTE ENVIRONMENTAL STEWARDSHIP

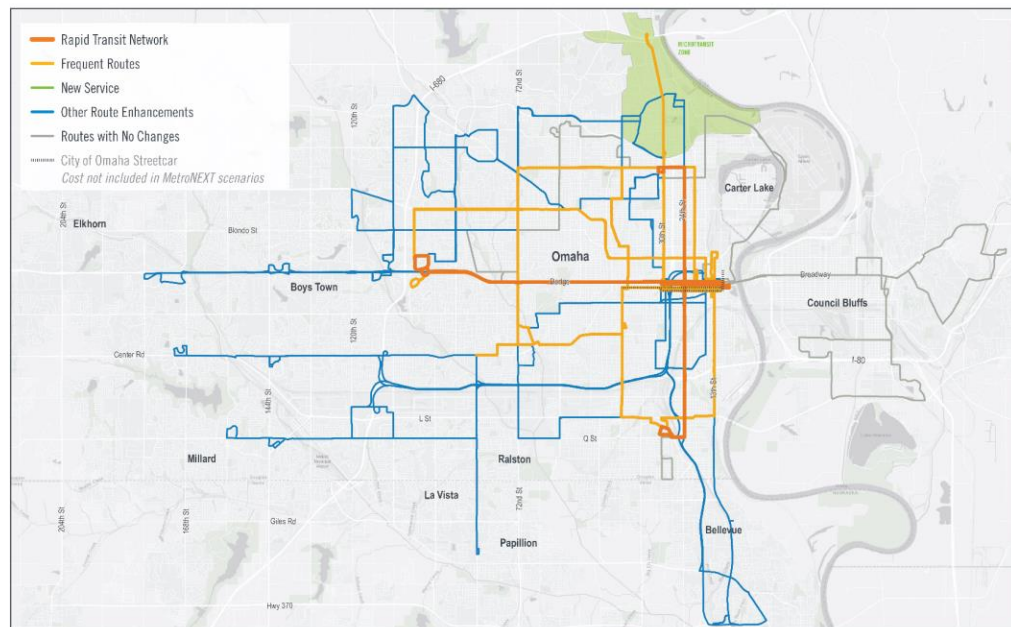


LEAD RESPONSIBLY & COLLABORATIVELY

SCENARIO B

IMPROVING FREQUENCY & EXTENDING HOURS

This option prioritizes improvements to bus schedules, adding 15-minute daytime frequency to many core routes, while running more buses in the evenings and on weekends.



SCENARIO ELEMENTS

- Adding 15-minute mid-day service on Routes **3** **4** **13** **15** **30**
- Extending evening service hours all days of the week
- Increasing weekend service levels
- Installing 25 new bus shelters
- Piloting a new shared-ride, flexible service zone (microtransit)
- Studying and implementing enhancements to service on 24th St
- Restoring pre-COVID schedules to most routes
- Improving signage at all bus stops
- Identifying permanent funding for the *K-12 Rides Free* program
- Adopting new policy allowing MOBY clients to ride the bus fare-free
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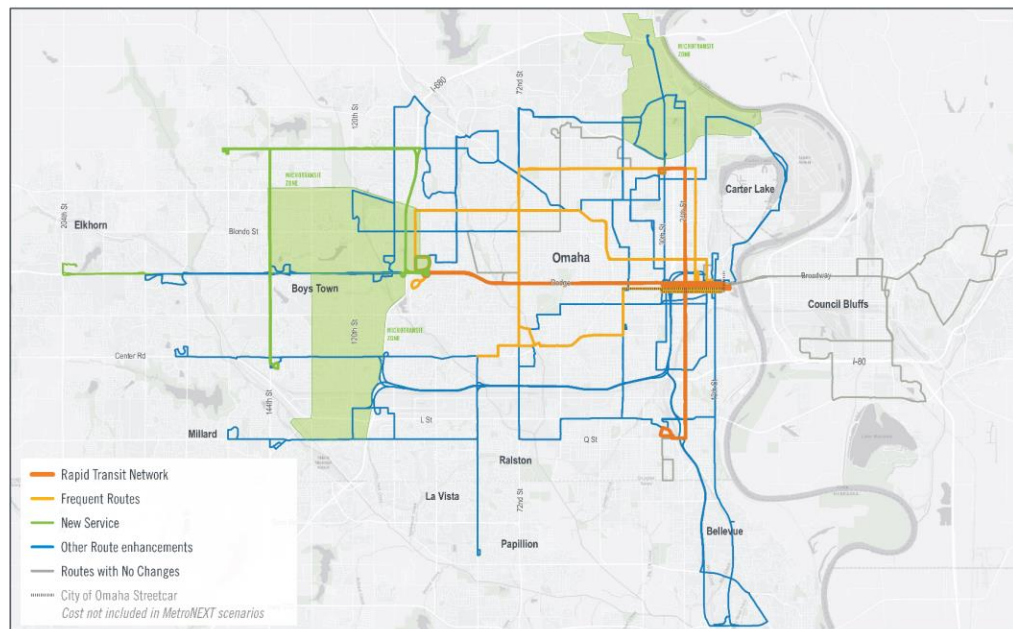
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SCENARIO C

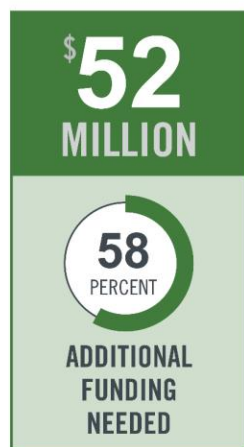
EXPANDING SERVICE TO NEW AREAS

This scenario explores ways to expand the footprint of Metro's services with microtransit zones connecting to Westroads Transit Center, two new bus routes, and increased service to Eppley Airport.

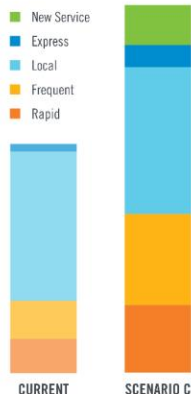
SCENARIO ELEMENTS



- Piloting three new shared-ride, flexible service zones (microtransit)
- Operating a new Fort St express route & 144th St local bus route
- Providing increased service to Eppley Airport seven days per week
- Adding 15-minute mid-day service on Routes **4** **15**
- Installing 25 new bus shelters
- Studying and implementing enhancements to service on 24th St
- Restoring pre-COVID schedules to most routes
- Improving signage at all bus stops
- Identifying permanent funding for the *K-12 Rides Free* program
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SERVICE HOURS



ADDRESS EQUITY IN OUR REGION



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LEAD RESPONSIBLY & COLLABORATIVELY

OPTIONAL

SERVICE TO REGIONAL PARTNERS

Although Metro's current jurisdiction applies only to the City of Omaha, a growing number of destinations in our region are outside Metro's service area.

Several potential projects have been identified (based on the level of transit suitability) for further exploration through partnerships with other communities.

BENNINGTON

- Microtransit zone

WATERLOO / VALLEY

- Route 92 extension to Valley

GRETNA

- New express route to Westroads Transit Center

LA VISTA

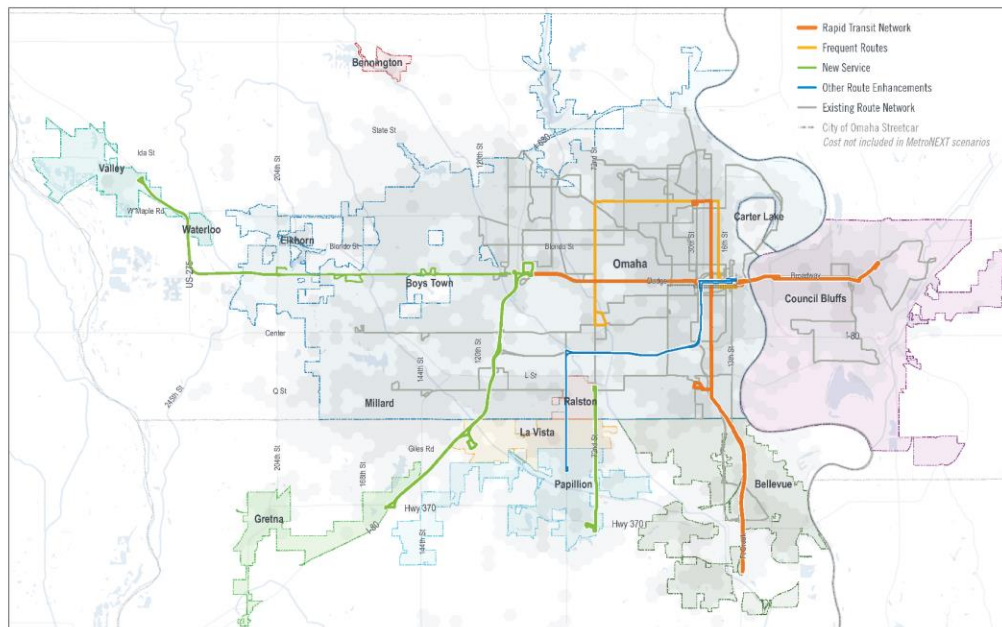
- Additional trips on Route 93
- New express route to Westroads Transit Center

PAPILLION

- Additional trips on Route 93
- 72nd St extension to Shadow Lake
- Identify other potential service

RALSTON

- Additional trips on Route 93
- 72nd St extension to Shadow Lake



COUNCIL BLUFFS

- 1st Ave / Broadway transit line
- Identify other potential service

BELLEVUE

- Fort Crook Rd ORBT line
- Identify other potential service