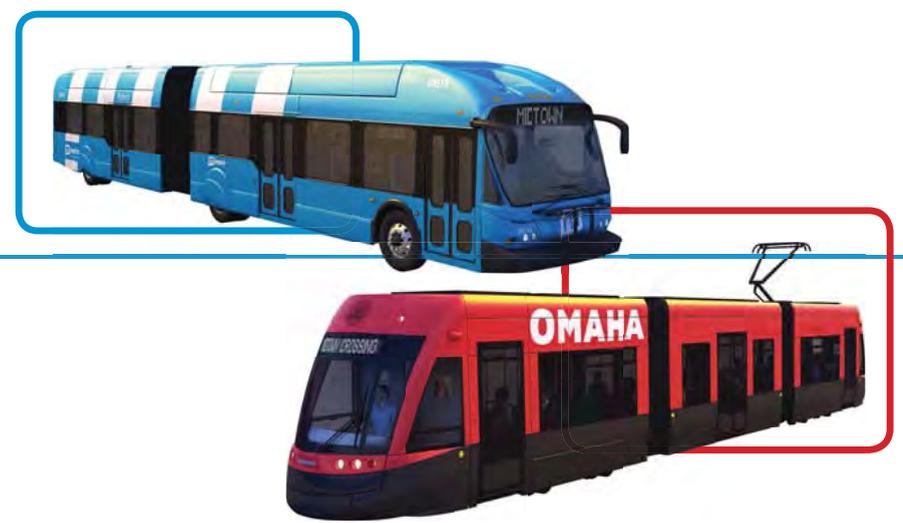


Welcome



- The purpose of today's meeting is to:
 - Review results of the Final Screening
 - Present the Transit Alternatives
 - Receive input on Alternatives that will move forward

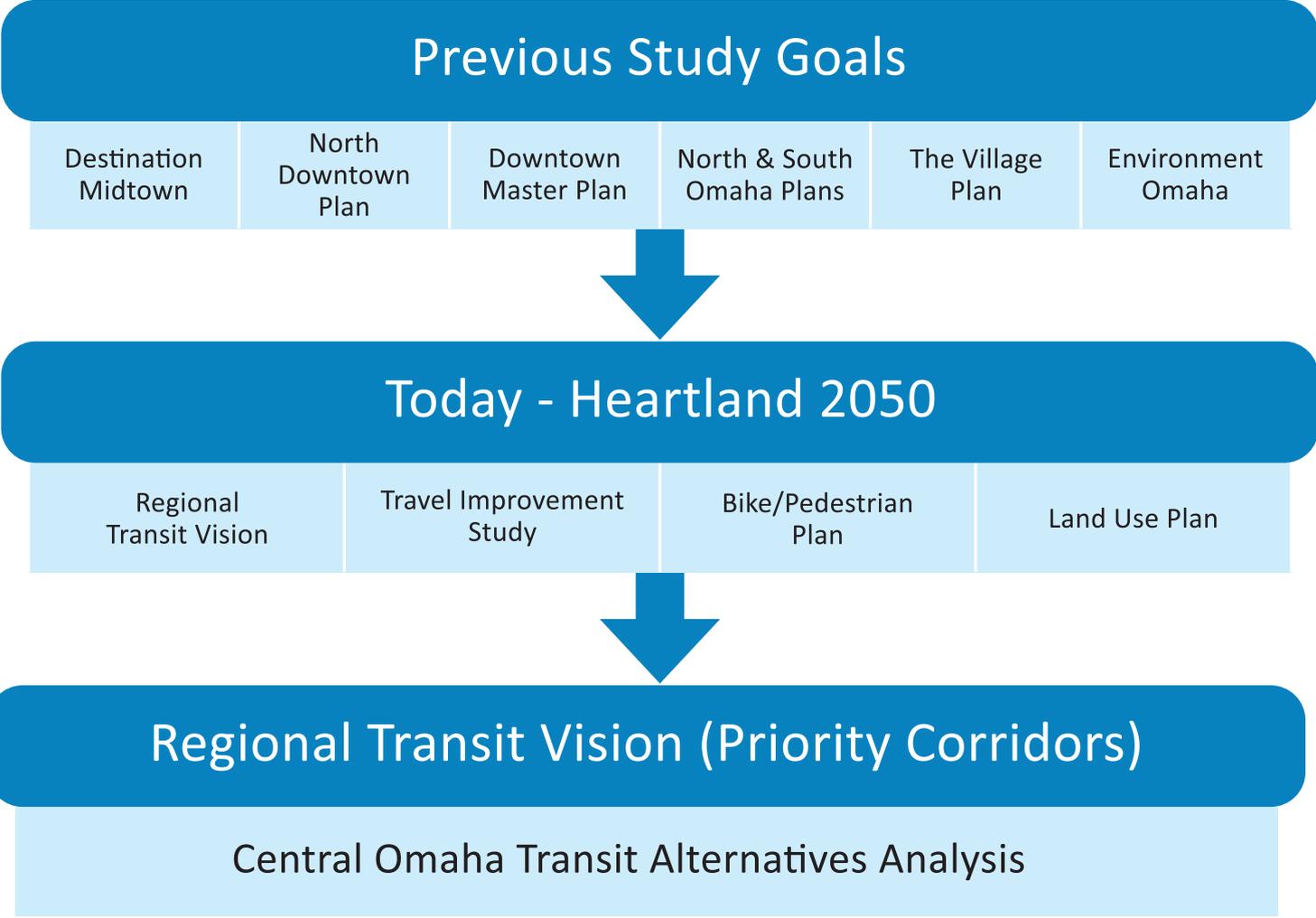
Welcome

Goals of the Central Omaha Transit Alternatives Analysis

- Evaluate the corridor's transit service and needs.
- Define and evaluate alternatives including technologies, routes, and operation plans.
- Extensively work with the public and study area stakeholders.
- Evaluate the economic development potential of various transit improvement strategies.
- Determine order of magnitude cost estimates.
- Identify potential funding sources.
- Determine a preferred transit alternative to initiate detailed engineering and development of a financial plan.

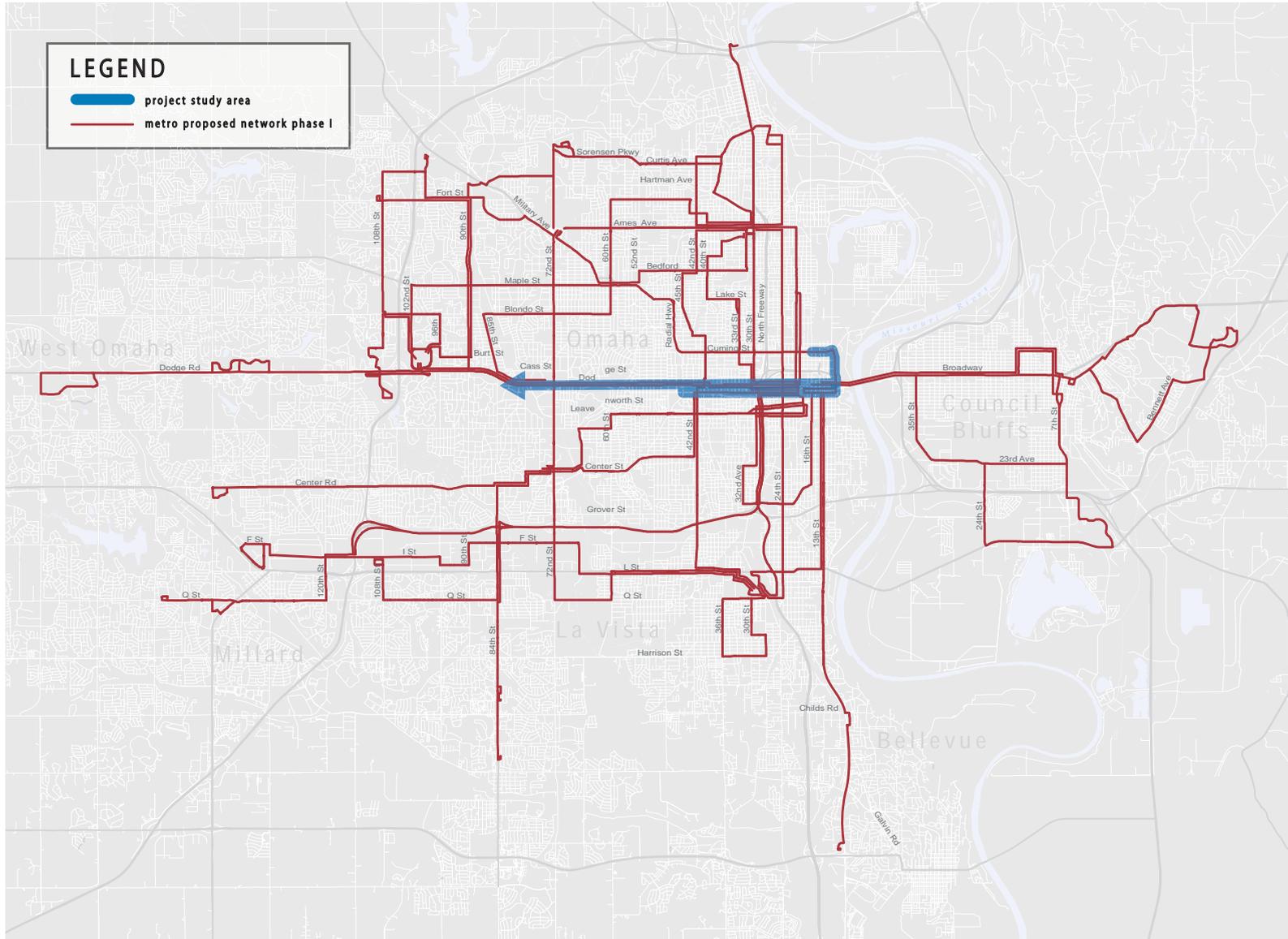
Does Omaha Need Improved Transit?

Growth Plans



Does Omaha Need Improved Transit?

Regional Transit Vision

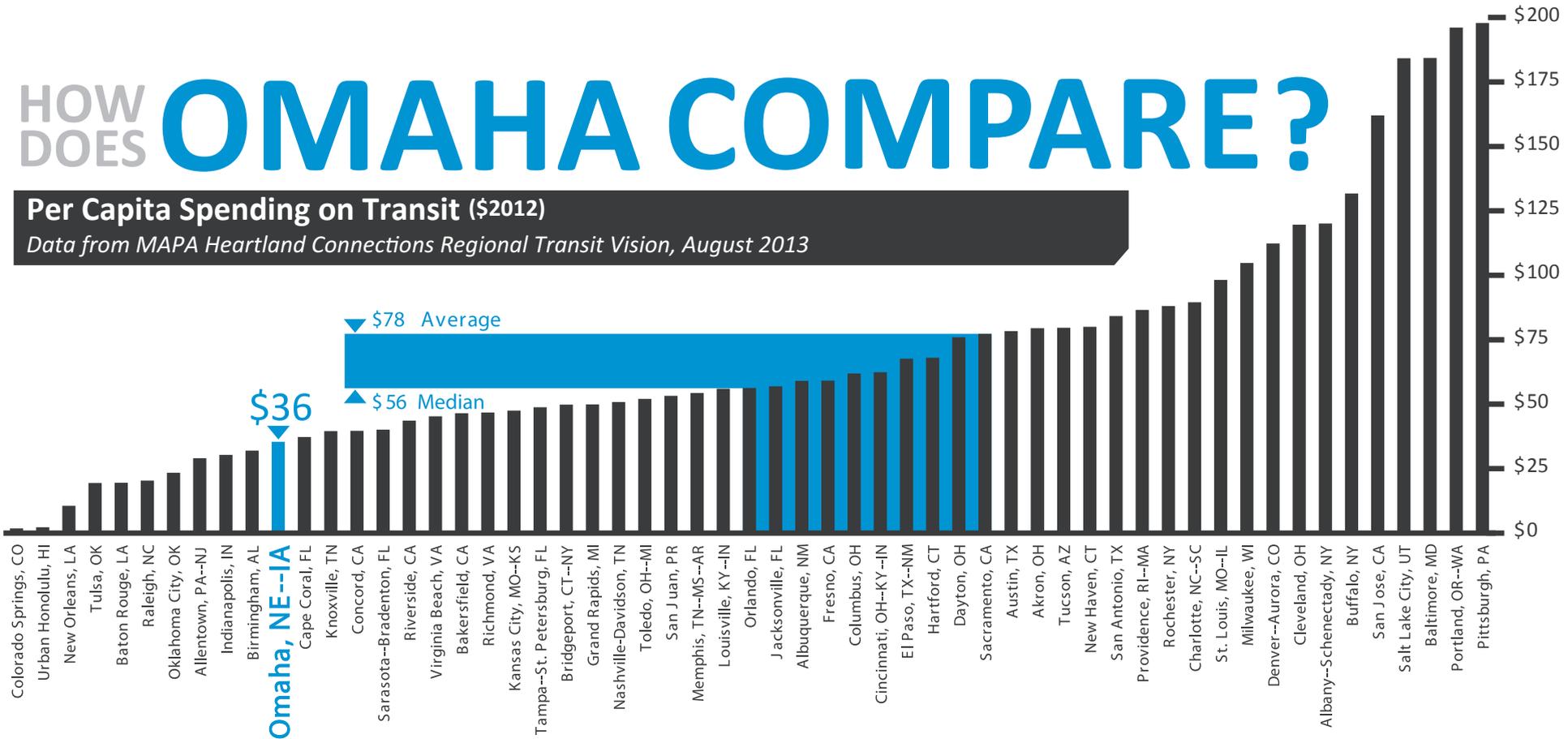


Does Omaha Need Improved Transit?

HOW DOES OMAHA COMPARE?

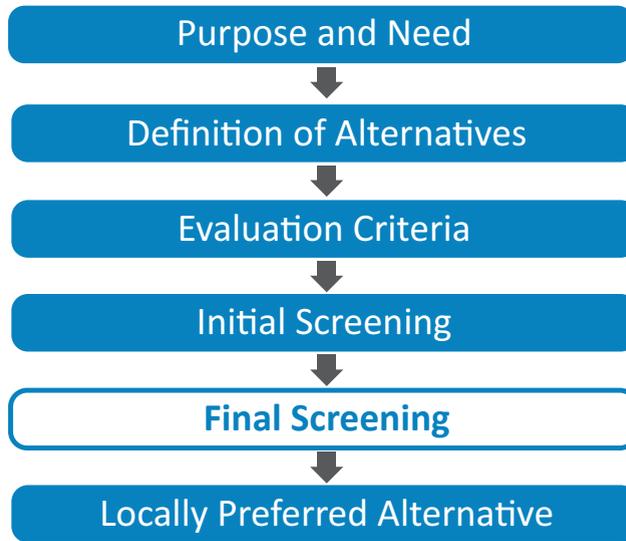
Per Capita Spending on Transit (\$2012)

Data from MAPA Heartland Connections Regional Transit Vision, August 2013



Does Omaha Need Improved Transit?

Improved transit in the corridor is driven by...



- A lack of transit access to our largest employers
- Disconnected activity centers in the central core
- Lack of a transit corridor with more frequent service and simple routes
- An imbalance of parking capacity
- Poor trip circulation for special events
- People saying they need better transit options



What Are The Possibilities?

Transit Technologies

Bus Rapid Transit (BRT)



- Advanced bus service
- Operates in mixed traffic and/or dedicated lanes
- Low floor buses with multiple doors
- Bikes on front of bus (3 max)
- Preferential treatments (queue jumps, traffic signal priority)
- Specially branded service
- Shares travel lanes and stops with other buses
- 40-90 passengers per bus

Modern Streetcar



- Fixed-guideway electric rail service
- Operates in mixed traffic
- Low floor vehicles with multiple doors
- Bicycles on board (4-6 max)
- 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

What Are The Possibilities?

Alternative 1: Bus Rapid Transit - Dodge/Douglas to 72nd

BRT Dodge/Douglas

Ridership

Regional

Capacity

90 People, 3 Bikes

New Transit Riders

1,200 per day

Capital Cost

\$30 million*

Operation Cost

\$2 million/year*

*Approximate costs



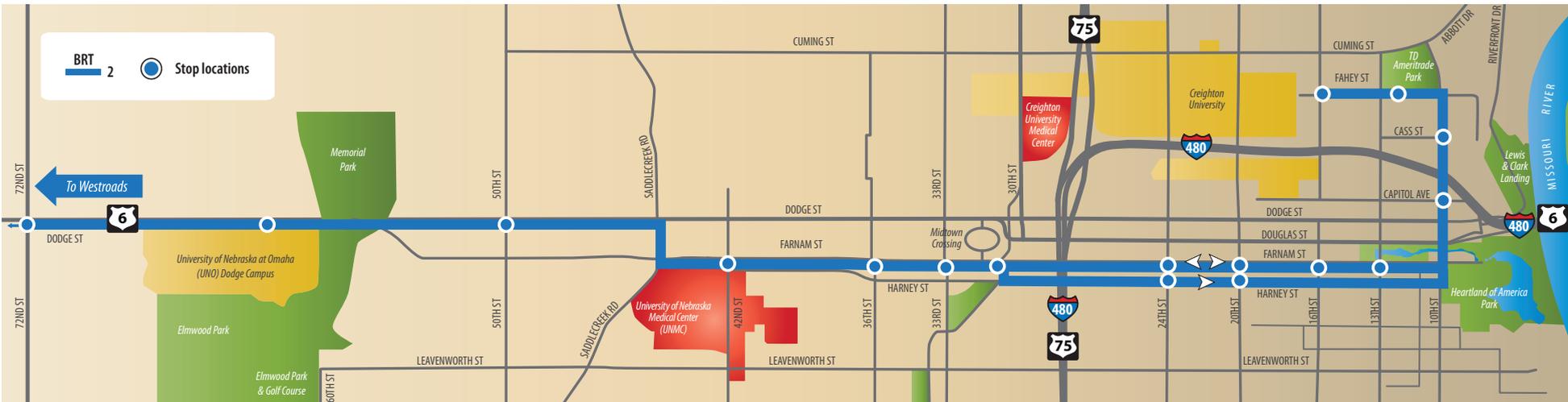
What Are The Possibilities?

Alternative 2: Bus Rapid Transit - Farnam/Harney to 72nd

BRT Farnam/Harney

Ridership	Regional
Capacity	90 People, 3 Bikes
New Transit Riders	1,400 per day
Capital Cost	\$30 million*
Operation Cost	\$2 million/year*

*Approximate costs



What Are The Possibilities?

Alternative 3: Modern Streetcar - Farnam/Harney to UNMC

Modern Streetcar Farnam/Harney

Ridership	Downtown Circulator
Capacity	160 People, 6 Bikes
New Transit Riders	1,400 per day
Capital Cost	\$140 million*
Operation Cost	\$7 million/year*

*Approximate costs



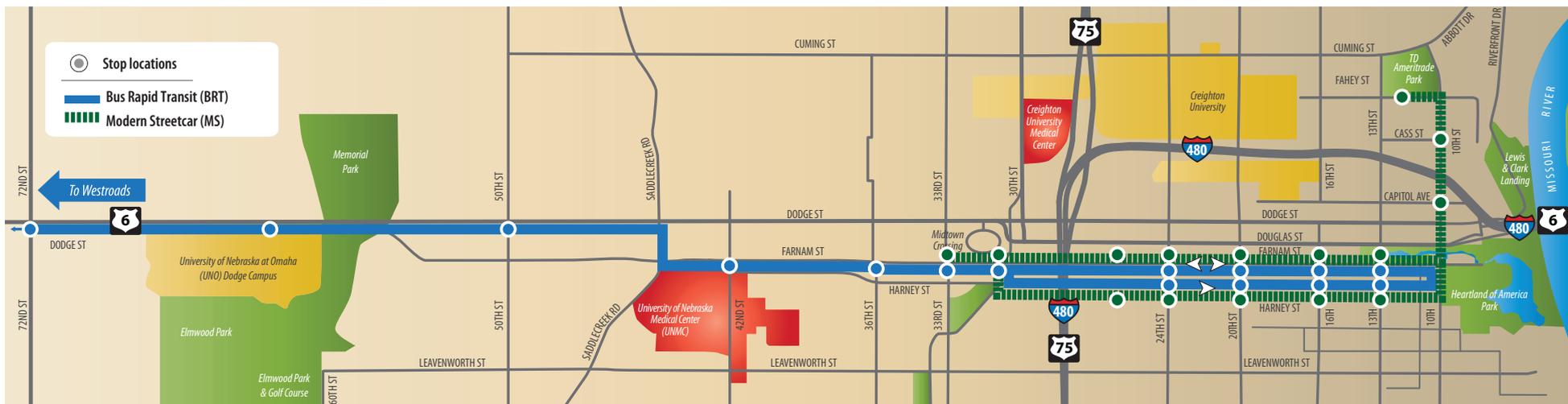
What Are The Possibilities?

Possible Combined Alternative



	BRT Farnam/Harney	Modern Streetcar Farnam/Harney
Ridership	Regional	Downtown Circulator
Capacity	90 People, 3 Bikes	160 People, 6 Bikes
New Transit Riders	TBD	
Capital Cost	\$30 million*	\$110 million*
Operation Cost	\$2 million/year*	\$5 million/year*

*Approximate costs



What Are the Possibilities?

Route Alignment Options



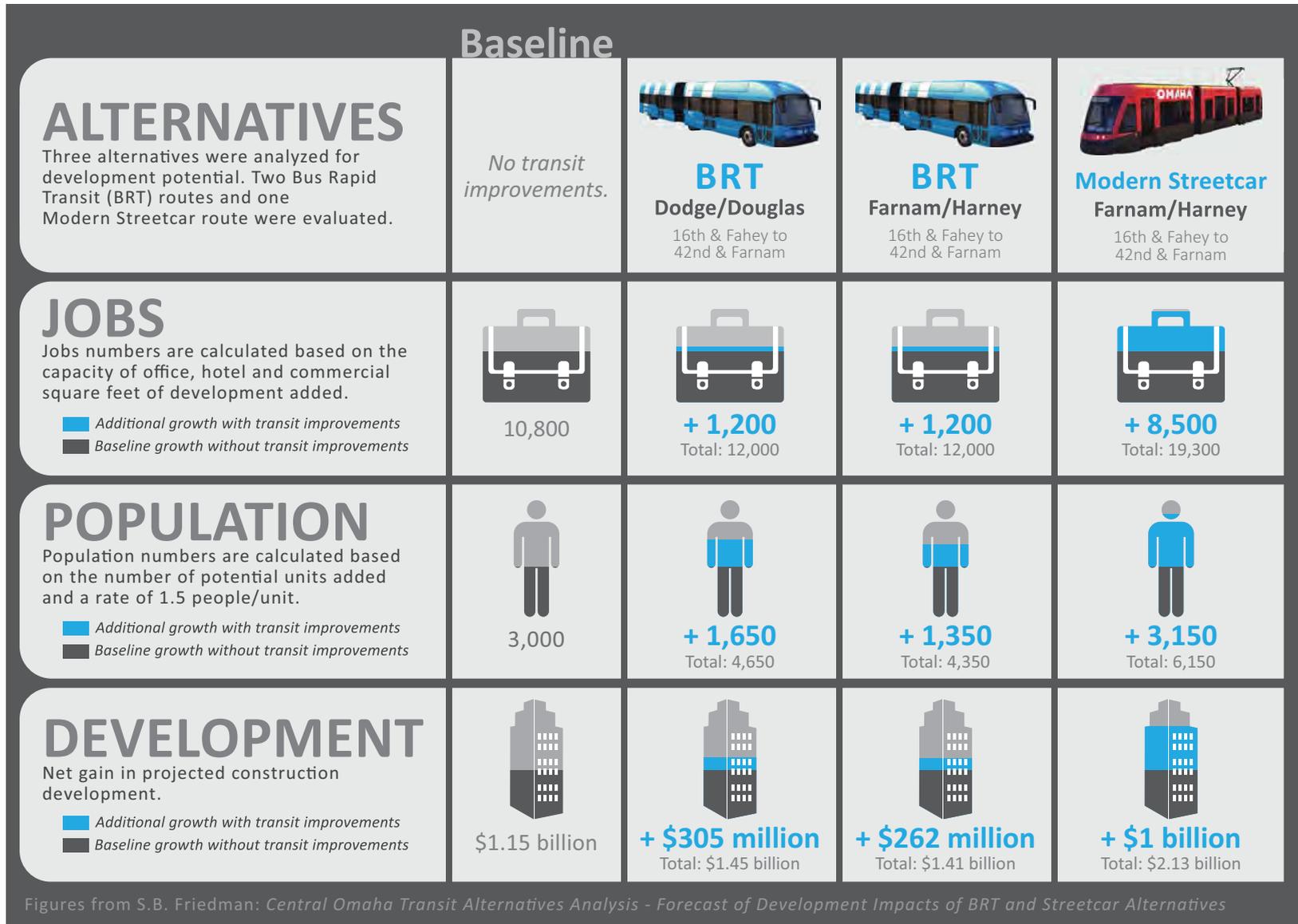
Couplet Alternative



Contra-Flow Alternative

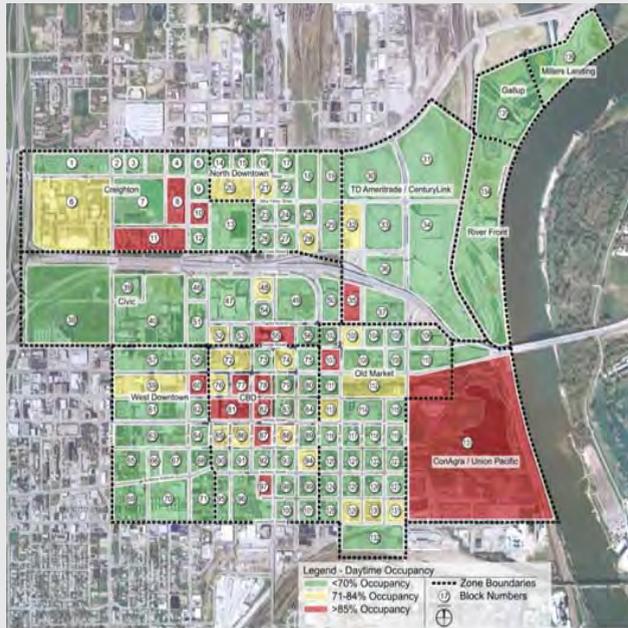
What Do We Get By Improving Transit?

Downtown Development Projections: 15 Year Outlook



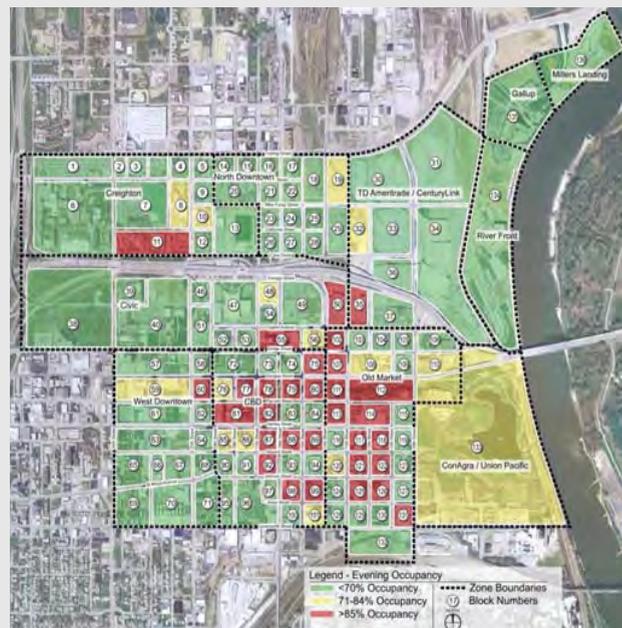
What Do We Get By Improving Transit?

A Park Once District



Daytime Parking Occupancy Rates

Average Weekday Occupancy= 53%



Evening Parking Occupancy Rates

Average Evening Occupancy= 46%

HOW CAN WE **MAXIMIZE** DOWNTOWN?

Based on the 2011 Omaha
Downtown Improvement District
Parking Management Plan
there are currently

40,979 Parking
Spaces

in the Omaha Downtown
Improvement District

Source: Olsson Associates, Walker
Parking Consultants, May 2011

What Do We Get By Improving Transit?

Increased Tax Base on Future Development

Projected Development Without Transit



Projected Development With Transit



Existing Buildings

Projected Development

Based on analysis from S B. Friedman Development Advisors in the *Downtown Omaha 2030 Master Plan* and the *Central Omaha Transit Alternatives Analysis - Forecast of Development Impacts of BRT and Streetcar Alternatives*

Less land committed to parking provides more opportunities for vibrant growth.

How Do We Pay For It?

Potential Sources for Financing Transit Investments

Funding Options Under Consideration

- Business Improvement Districts (BIDs)
- Tax Increment Financing (TIF)
- Parking Revenues
- Private Sources
- Federal Grants

Additional Funding Options

- Increased Metro Property Tax Levy
- General Sales Tax Increase
- State “Turnback” Tax
- State Surface Transportation Funds
- Congestion Mitigation and Air Quality (CMAQ) Program
- Joint Development with New Projects
- Opportunities to incorporate BRT/Streetcar improvements into new projects
- Leasehold Land Contribution
- Bonding

Next Steps

