



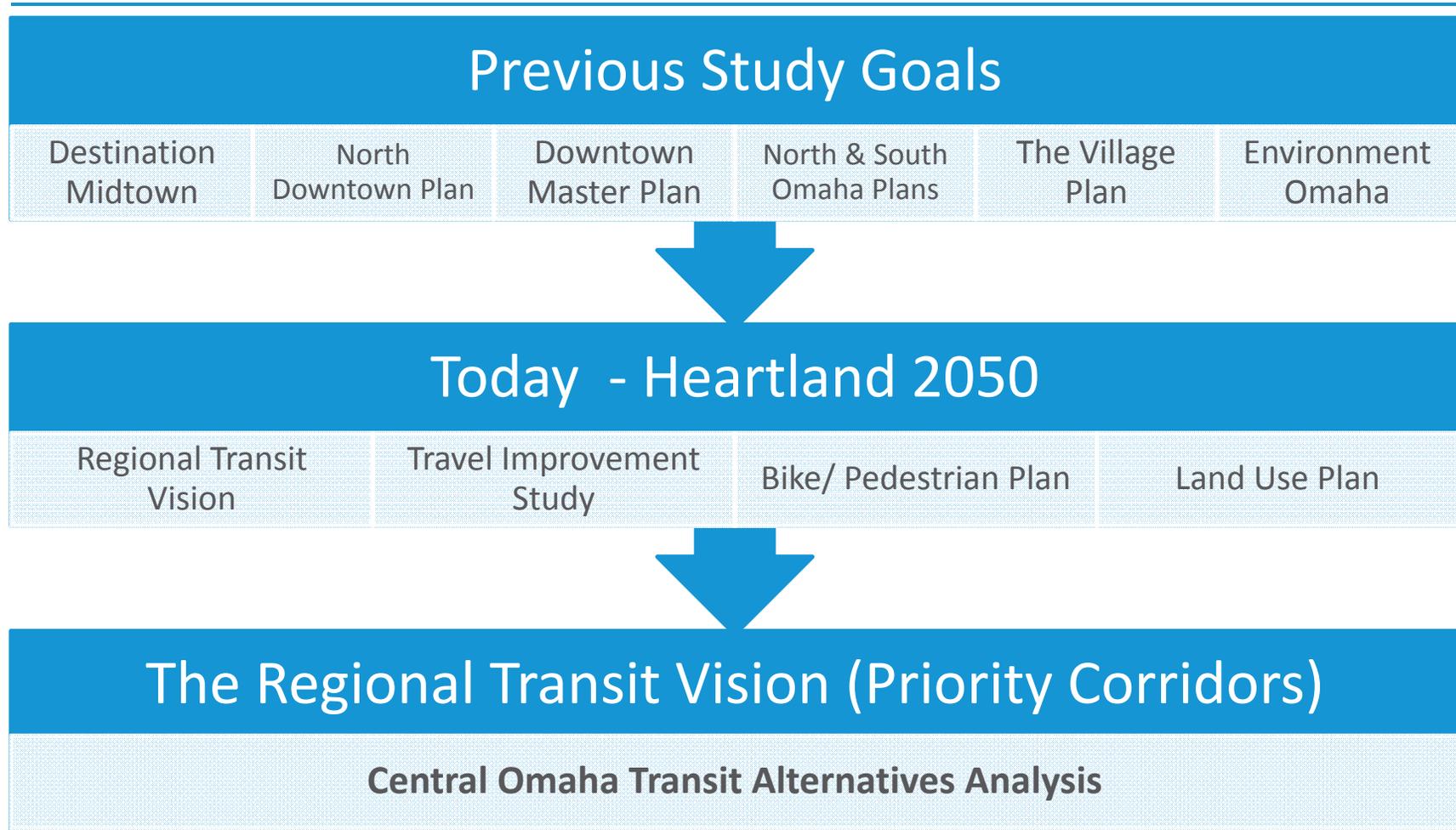
Central Omaha
TRANSIT
ALTERNATIVES
ANALYSIS

Welcome

- *Does Omaha need improved transit?*
- *What are the possibilities?*
- *What do we get by improving transit?*
- *How do we pay for it?*

Does Omaha Need Improved Transit?

Growth Plans



Does Omaha Need Improved Transit? Growth Plans



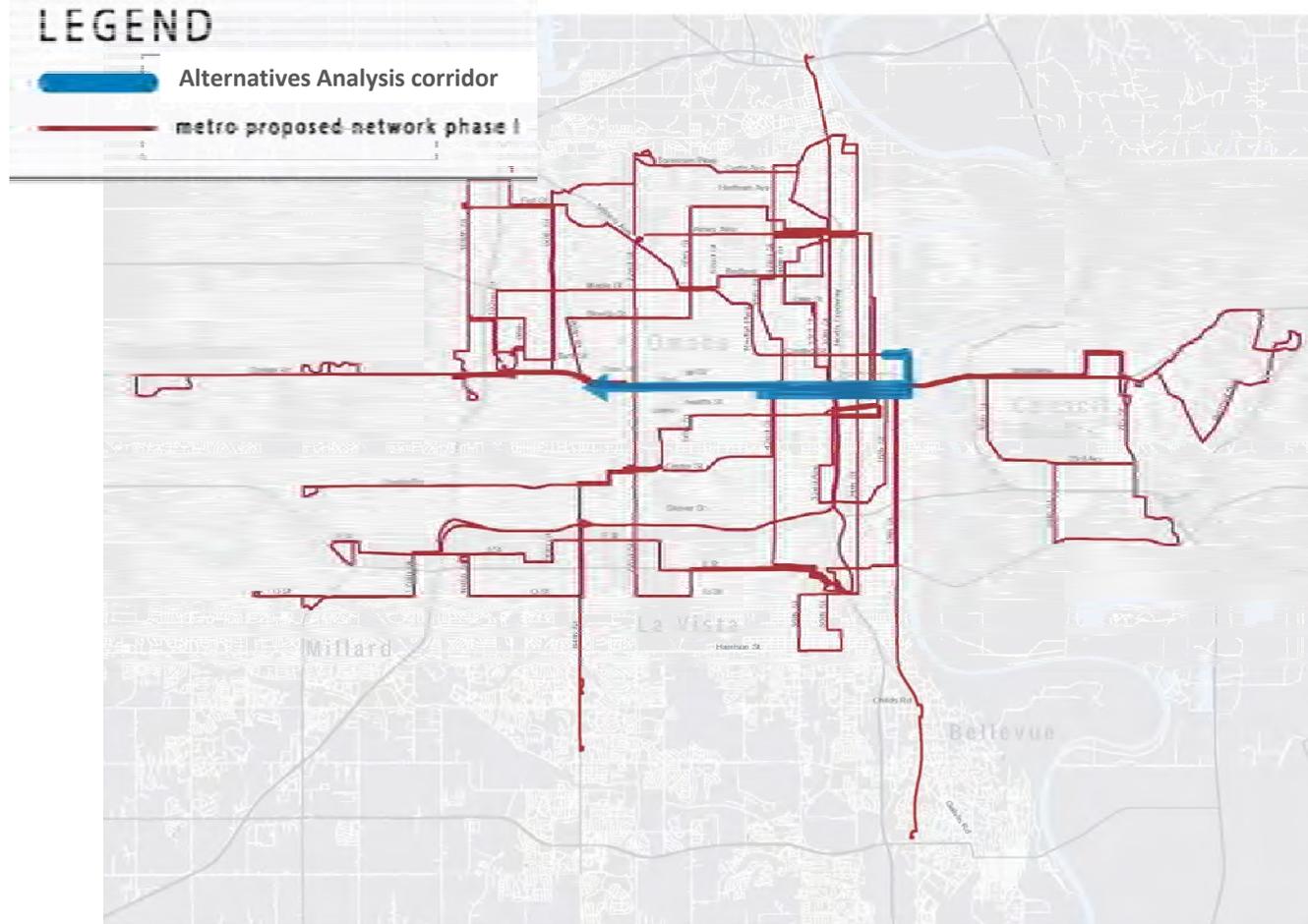
Does Omaha Need Improved Transit?

Growth Plans



Does Omaha Need Improved Transit?

Regional Transit Vision



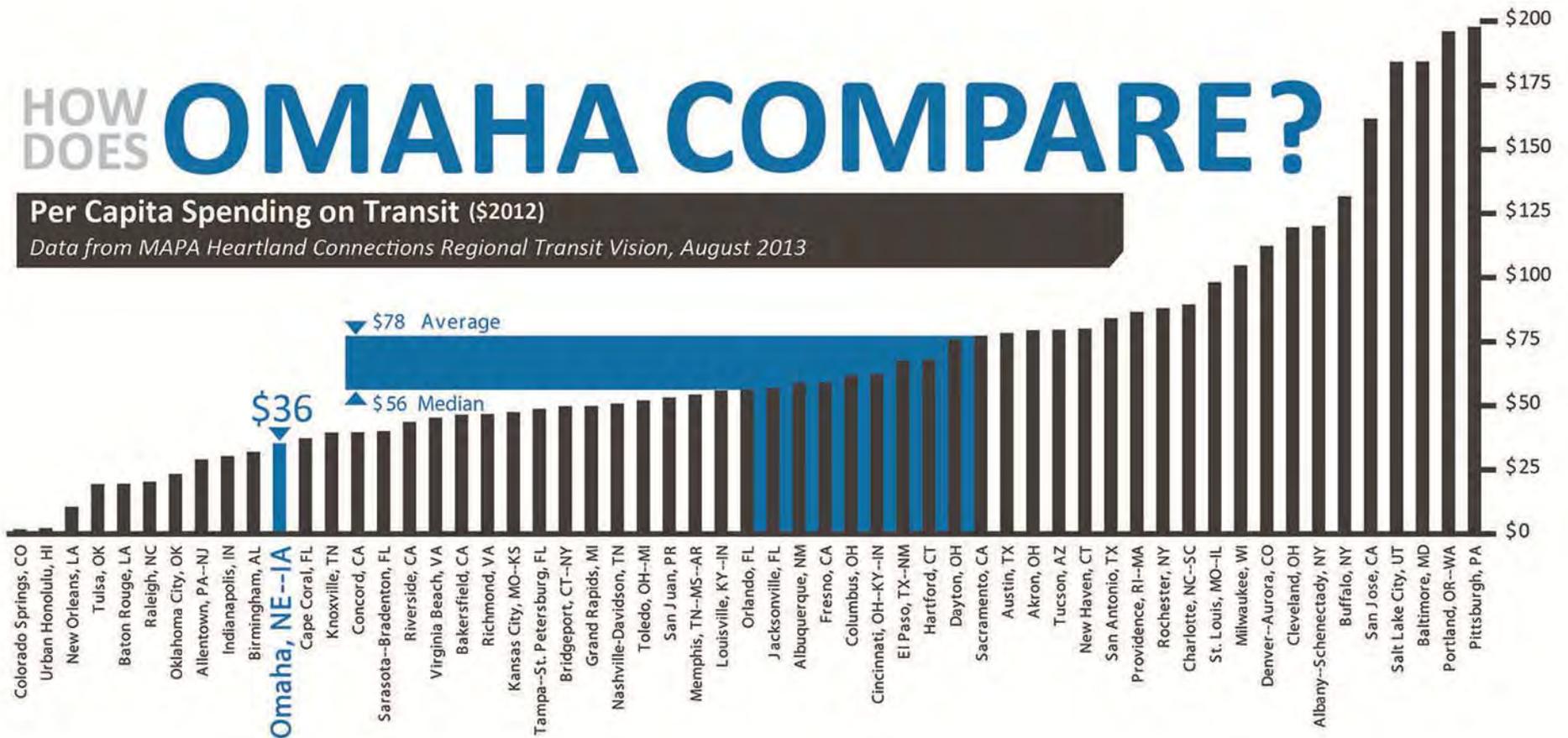
Does Omaha Need Improved Transit?

Regional Transit Vision

HOW DOES OMAHA COMPARE?

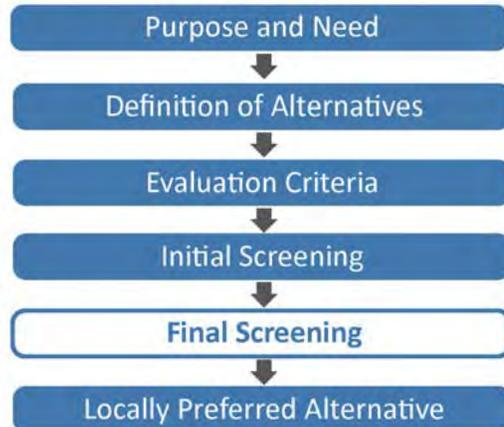
Per Capita Spending on Transit (\$2012)

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

crossroads



uno



unmc



midtown



downtown



What are the Possibilities?

Bus Rapid Transit (BRT)

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

Modern Streetcar

- **Urban Circulator**
- 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 cost



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 cost



What are the Possibilities?

Alternative 3: Modern Streetcar (Farnam/Harney to UNMC)

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



*Approximate cost



What are the Possibilities?

Possible Combined Alternative



	BRT Farnam/Harney	Modern Streetcar Farnam/Harney
Ridership	Regional	Urban Circulator
Capacity	90 people/3 Bikes	160 People/6 Bikes
Capital Cost	\$30 million*	\$110 million*
Operation Cost	\$2 million/year*	\$5 million/year*

*Approximate cost





Downtown Development Projections

15 Year Outlook

Baseline

ALTERNATIVES

No transit improvements.



BRT
Dodge/Douglas

16th & Fahey to
42nd & Farnam



BRT
Farnam/Harney

16th & Fahey to
42nd & Farnam



Modern Streetcar
Farnam/Harney

16th & Fahey to
42nd & Farnam

JOBS

With transit
 Baseline



10,800



+ 1,200
Total: 12,000



+ 1,200
Total: 12,000



+ 8,500
Total: 19,300

POPULATION

With transit
 Baseline



3,000



+ 1,650
Total: 4,650



+ 1,350
Total: 4,350



+ 3,150
Total: 6,150

DEVELOPMENT

With transit
 Baseline



\$1.15 billion



+ \$305 million
Total: \$1.45 billion



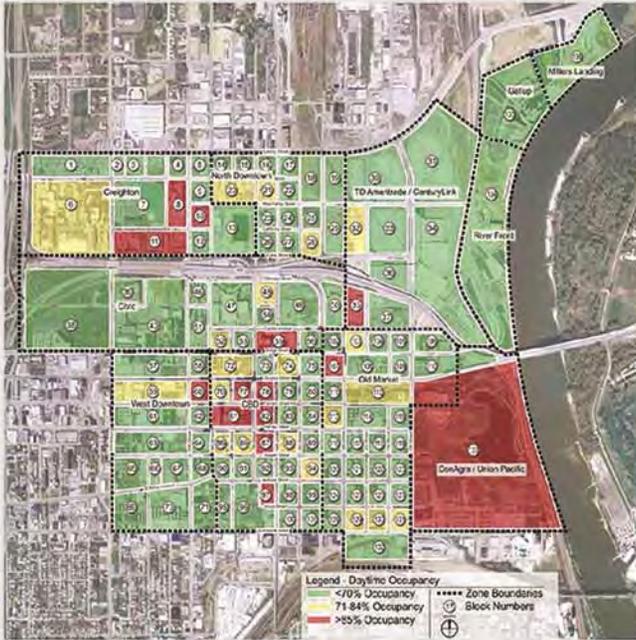
+ \$262 million
Total: \$1.41 billion



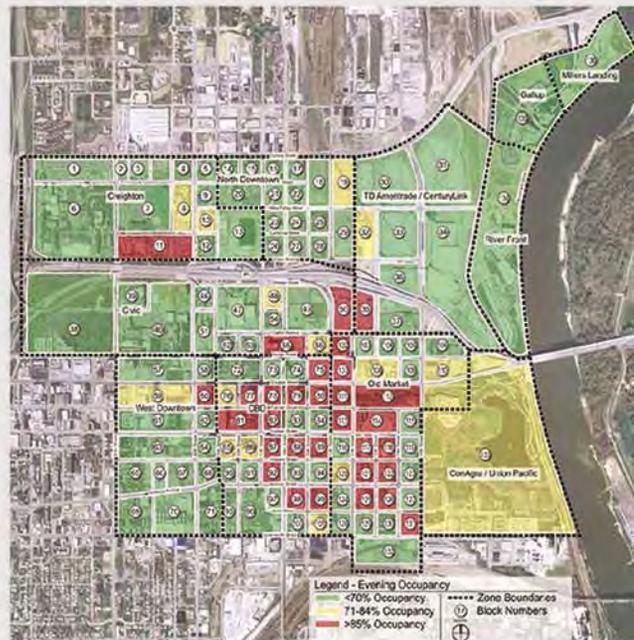
+ \$1 billion
Total: \$2.13 billion

What are the Possibilities? A Park Once District

WHAT CAN WE
GAIN?



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 are the Possibilities?

Increased Tax Base on Future Development

WHAT CAN WE
GAIN?

Existing Buildings Projected Development

Projected Development Without Transit



Projected Development With Transit



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

How Do We Pay For It?

Potential Sources for Financing Transit Investments

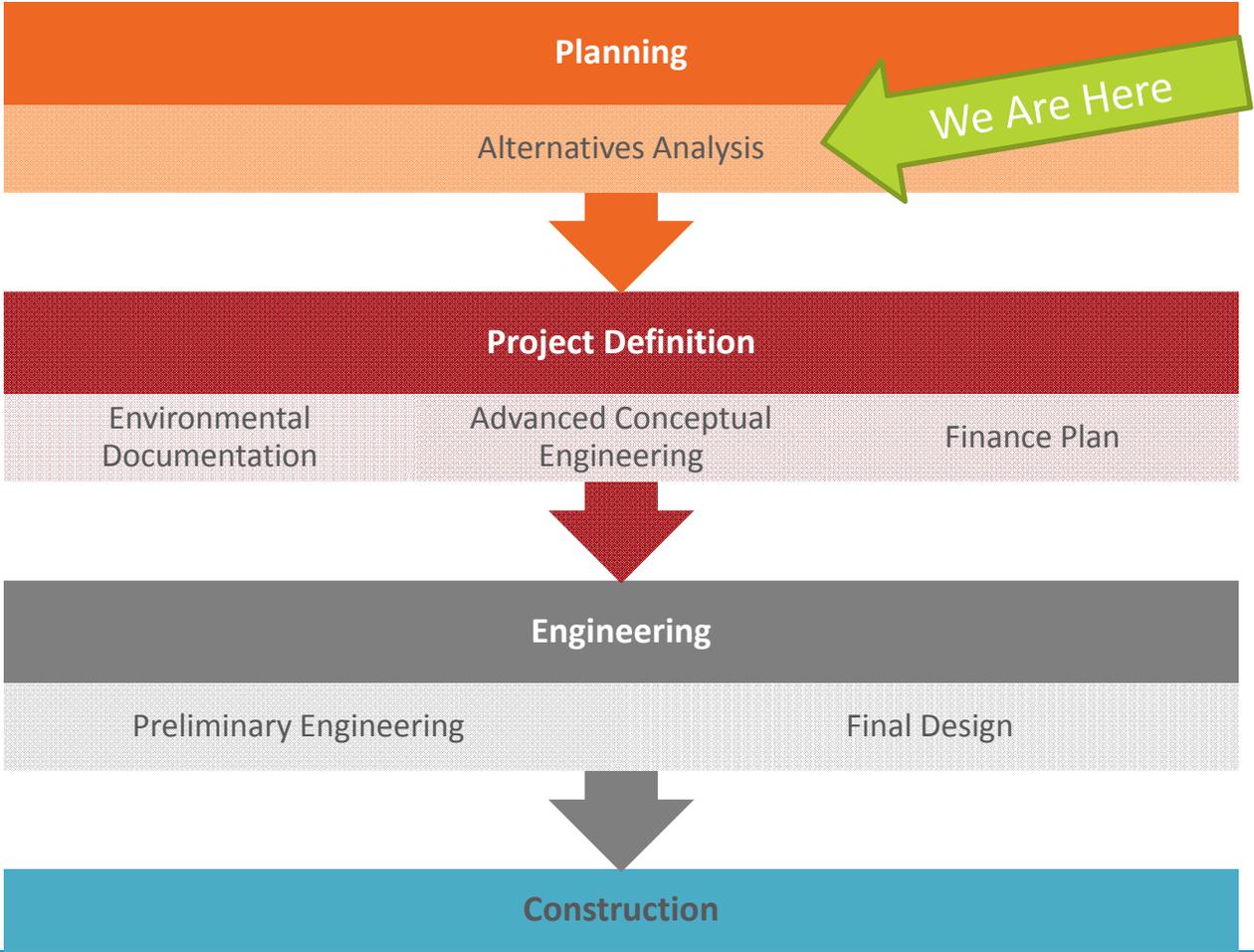
Funding Options Under Consideration	
Modern Streetcar	Bus Rapid Transit
Parking Revenues	Metro Transit Reallocation
Private Sources	Joint Transit Improvements
Business Improvement Districts	Federal Funding
Tax Increment Financing	
Federal Grants	

How Do We Pay For It?

Potential Sources for Financing Transit Investments

Additional Funding Options	
State Surface Transportation Funds	Joint Development with New Projects
General Sales Tax	Congestion Mitigation and Air Quality Program
State “Turnback” Tax	Leasehold Land Contributions
Increased Metro Tax Levy	Bonding

Steps to implementation.



Online Questions

- What are the impacts related to the Regional Transit Vision?
- How do the AA options address the needs of South O, Benson, North O, or Elkhorn? In either the short- or long-term?
- Who benefits from the Streetcar option?
- How would the planned two-way cycle track on Harney Street be impacted?



Tonight

- Visit Open House Stations
 - Does Omaha need improved transit?
 - What are the possibilities?
 - What do we get by improving transit?
 - How do we pay for it?
- Complete the Comment Form
 - Do you think each of the alternatives meet the purpose and need for improved transit in Central Omaha?
 - Do you think a combined alternative should be considered?
 - What changes should be considered?