

Executive Summary

Do bus pass programs reduce parking demand in Omaha, NE?

The first question this study asked was “Do bus pass programs actually reduce parking demand in Omaha, NE?”. Current bus pass program users at local Omaha colleges and businesses answered questions about what their current and pre- transit pass commute patterns are. Non-bus pass users answered questions about their current and potential commute patterns. We compared both groups’ responses to answer the questions, To what extent do transit programs reduce parking demand and what potential parking reduction exists if transit programs were used by everyone who wanted to use them.

The following conclusions can be drawn:

- **Existing Bus Pass Programs Reduce Parking Demand:** Bus pass programs offered by colleges and employers reduce parking demand for those students and employees who would otherwise drive for some of their commute trips each week.
 - **Students:** Students participating in a college-provided bus pass program are reducing the number of parking spaces needed by 172 parking spaces per day.
 - **Employees:** Employees participating in an employer-provided bus pass program are reducing the number of parking spaces needed by 67 spaces per day.
- **Potential for Further Parking Demand Reduction:** Some students and employees currently do not participate in a bus pass program, but would participate if they knew about it or if it were available to them.
 - **Students:** At the University of Nebraska at Omaha (UNO), for every 100 additional participants, parking demand is expected to be reduced by 16 spaces per day. At Metropolitan Community College, for every 100 additional participants, parking demand is expected to be reduced by six spaces per day.
 - **Employees:** For employers in this survey, for every 100 additional participants, parking demand is expected to be reduced by 54 spaces per day.

How much does a transit program cost compared to parking?

The second question this study asked was “How much does a transit program cost compared to parking?” Through research of local parking and transit costs, the following information was compiled:

- **Bus Pass Program Costs:** Regardless of who pays, a 30-day unlimited ride pass will cost between \$42-\$55 per pass. Organizations who become Metro Partners can receive bulk discounts reducing the cost of the 30-day unlimited ride pass to \$42.
- **Parking Costs:** Parking costs vary based on several factors. Is parking provided by the employer or leased? Is it a garage or surface lot? Is there a shuttle provided between the parking lot and the college or business? Regardless of who pays, the following are the costs of parking in Omaha:
 - **Employer Leased + Provided Parking:** Monthly leased parking ranges between \$48 per space for surface parking and \$70 for garage parking.
 - **Employer Provided Surface Parking:** The cost for providing surface parking, including land, design and construction, and operations and maintenance, ranges between \$73 - \$163 per space per month. (20 years at 4% interest)
 - **Employer Provided Garage Parking:** The cost for providing garage parking, including land, design and construction, and operations and maintenance, ranges between \$119 - \$224 per space per month. (35 years at 4% interest)
 - **Parking Shuttles:** When needed, parking shuttles can cost on average between \$13 - \$28 per space per month.

Conclusion

For organizations with parking challenges, transit programs are a cost effective solution to reduce parking demand. Providing a transit pass to those employees and students who want to use it costs less per month than providing parking.

Monthly cost comparison of transit and parking in Omaha for employers

Chart 14: Cost Comparison of Transit Programs (per pass/month) and Parking (per space/month) in Omaha

