

COMPLETE STREETS OMAHA

City of Omaha, Douglas County Health Department, Omaha by Design, CHI Health and Live Well Omaha

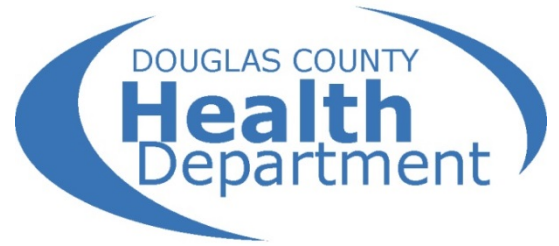


To create great places and enhance our quality of life, the City of Omaha will provide safe, accessible streets for all users. Complete Streets will enhance Omaha's quality of life over the long-term with a well-balanced and connected transportation system that provides for economically sound and connected development patterns, public health and safety, livability, equity, affordability, economic activity, and excellence in urban design and community character.





omaha by design



HDR



PW



Acknowledgments

Omaha's Complete Streets initiative is a collaborative process between policy makers, community leaders, residents, city agencies, transportation advocates and professionals. Since May 2014, participants have been engaged in a process to assess existing policies and processes examining relevant national best practices. In addition to the numerous working group meetings, four stakeholder committee meetings were held to receive feedback and facilitate a larger dialogue concerning complete streets. This process was built upon previous complete streets efforts, dating back to 2010, numerous adopted city policies and practices. This process is a result of the hard work and dedication of the working group and stakeholder committee members.

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Douglas County Health Department

Live Well Omaha

HDR Inc.

Omaha by Design

City of Omaha

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1.0 Vision

To create great places and enhance our quality of life, the City of Omaha will provide safe, accessible streets for all users. Complete Streets will enhance Omaha’s quality of life over the long-term with a well-balanced and connected transportation system that provides for economically sound and connected development patterns, public health and safety, livability, equity, affordability, economic activity, and excellence in urban design and community character.

2.0 Complete Streets Principles

2.1 Complete Streets serve all users and modes.

The City shall develop the community’s streets and right-of-way so as to promote a safe, reliable, efficient, integrated and connected transportation system that will promote access, mobility and health for all users: people traveling as pedestrians and by bicycle, transit riders, motorists and others. City streets and/or street networks shall accommodate emergency responders and freight needs as well, in a manner consistent with this policy.

2.2 Complete Streets require connected travel networks.

Complete Streets require connected travel networks. Streets shall be connected to create complete transportation networks that provide travelers with multiple choices of travel routes within and between neighborhoods reducing congestion on major roadways.

2.3 Complete Streets require best-practice design criteria and context-sensitive approaches.

In recognition of context sensitivity, public input and the needs of many users, the City will align related goals, policies and code provisions to create Complete Streets solutions that are appropriate to individual contexts; that best serve the transportation needs of all people using streets and the right-of-way; and that support the land-use policies of the City of Omaha Master Plan.

The City will take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice design guidelines. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural and urban design principles.

2.4 Complete Streets are the work of all City departments.

Complete Streets are the work of all City departments. The City shall foster partnerships with the State of Nebraska, public transit agencies, neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the City's complete streets policy and continue such infrastructure beyond the City's borders.

2.5 Complete Streets include all roadways and all projects and phases.

The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. The City shall establish a procedure by which Complete Streets is incorporated into the routine planning, design, implementation and operation of all transportation infrastructure upon adoption of this policy.



2.6 Complete Streets require appropriate performance measures.

City shall measure the success of this Complete Streets policy using the following, but not limited to, performance measures:

- Linear feet of new/ reconstructed sidewalks
- Linear miles of new/ restriped on-street bicycle facilities
- Number of new/ reconstructed curb ramps
- Number of traffic calming projects approved and implemented
- Number of crosswalk and intersection improvements

Unless otherwise noted above, within 24 months of adoption, the City shall create individual numeric benchmarks for the performance standards deemed appropriate. These performance standards shall be tracked and measured annually with the annual report posted on-line.

3.0 Applicability and Jurisdiction

Prior to work, projects shall be assessed based on the existing and future context of the affected transportation infrastructure within the overall multimodal network, as identified by recognized plans including those with pedestrian, bicycle and transit guidelines. The Complete Streets policy will apply to all public and private street design, construction, and retrofit projects managed and implemented by the City of Omaha initiated after the Policy adoption, except in unusual or extraordinary circumstances contained in Exceptions below.

4.0 Exceptions

Not every street can be complete for each traveler, and exceptions may be requested for projects. Exceptions should not become common. Requests will be considered by a committee consisting of the Director of Public Works, Department of Planning and Department of Parks and Recreation when:

1. Maintenance activities designed to keep transportation facilities in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and surface treatments such as chip seal, or interim measures, on detour routes.)
2. Reconstruction of the right-of-way is due to an emergency.
3. Bicycle, pedestrian, and or motorized vehicles are prohibited by law from using the facility.
4. Contrary to acceptable guidance on public safety ,
5. Cost is excessively disproportionate to the need for probable use.
6. Other factors indicate the absence of need, including future need (e.g. low density or rural area; existing parallel facilities that provide adequate accommodation for other users.) In determining future need, exemptions committee shall consult relevant City and regional long range plans for land use and transportation.

Exclusive of Exceptions 1 and 2 above, the planning and public works directors shall document and explicitly explain why a transportation project is exempt from this policy. This explanation shall be issued in the form of an official memorandum and a complete streets process checklist. When projects or



related contracts require City Council approval, this memorandum shall also be submitted to City Council.

5.0 Next Steps

The City recognizes that "Complete Streets" may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. Additionally, the City recognizes the importance of approaching transportation projects within the context of the larger street network, and that all modes do not necessarily need to receive the same type of accommodation and space on every street.

To carry out this policy, the City of Omaha will take the following next steps:

1. The Public Works and Planning Departments and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate;
2. The Public Works and Planning Departments and other relevant departments, agencies and committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets in accordance with this policy;
3. When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
4. City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects.
5. City staff will develop a public and stakeholder engagement strategy/plan

5.1 Code Amendments

The City of Omaha Master Plan and applicable municipal codes, , shall be revised to incorporate the principles and provisions of this Complete Streets Policy and be reviewed and updated from time to time. All City of Omaha manuals referenced in the City Code and administrative policy that affect the design of roadways and facilities sited in the right-of-way, which affect the implementation of this policy, shall be reviewed and updated to make them consistent with its goals and support its implementation. To facilitate near-term compliance with this policy, an interim advisory on the design of streets and subdivisions that references national guidelines and manuals shall be issued as administrative policy The report also will address the applicability of this policy to private development.



Guidance on Implementation

1.0 Application to City Projects

All City capital improvement projects, including roadways, initiated subsequent to the adoption of this Policy shall fully integrate its Complete Streets goals and principles from the earliest project scoping and budgeting phases. As this Complete Streets Policy establishes higher and more comprehensive goals and criteria than Ordinance No. _____, this policy shall supersede it for roadway projects. All projects shall be initially defined such that the overall project budget is sufficient to assure conformance with this policy.

2.0 Capital Improvement Projects.

Consideration of this Complete Streets Policy and its long-range goals shall be incorporated into the planning, scoping, budgeting, funding, design, approval and implementation process for all City facilities, roadways, and right-of-way infrastructure. The Planning Department shall provide coordination and support. Departments shall consult the Master Plan, Capital Improvement Program, and other relevant City master plans for guidance.

In planning and designing City projects that include or impact roadways, City Departments shall consult the Public Works Department and shall consult City master plans and policies related to pedestrian, bicycle, transit, and vehicle transportation. All projects shall strive to advance and integrate multiple goals, including a high-quality public realm, placemaking, Green Streets, and economic development. City projects shall seek cost-saving opportunities through such integration.

Projects shall anticipate opportunities to incrementally achieve fully complete streets and networks over time, and in future phases of work. Departments shall take care that their work does not adversely affect the pedestrian realm and opportunities for multimodal travel and facilities.

Projects should anticipate funding needs and seek resources to acquire necessary right-of-way and/or easements. Where the costs of acquiring right-of-way to provide separate accommodations for each mode of travel are cost-prohibitive, innovative or multi-use facilities within the existing right-of-way that accommodate both pedestrians and bicyclists may be considered, if appropriate for the roadway and its context.

For City parks projects, park land may be used for bicycle/pedestrian trails and other elements of the transportation system that provide connectivity and support people's access to parks and recreational/outdoor activities.

City utilities and utility partners will provide guidance on ensuring that Complete Streets Policy implementation does not create public safety hazards or reductions in levels of utility service unacceptable to utility customers. Utility projects will seek to support and advance implementation of this policy and related right-of-way conditions.



3.0 Project Budgets.

It is the responsibility of each project to budget appropriately for implementation of this policy, in a context-sensitive manner. This includes budgeting for right-of-way and/or easement acquisition. Where primary funding sources for City projects are narrowly constrained (e.g. restricted to utility, affordable housing, or other purposes), the City will actively pursue additional funding sources to allow implementation of this policy to a high standard.

4.0 Private Projects

In reviewing zoning, site plans, subdivision plans, planned unit developments, and other projects that include streets or private drives or other internal circulation routes, City staff shall seek full compliance with the intent of this Complete Streets Policy. To ensure that its goals and principles are fully incorporated into the City of Omaha zoning and development review process, staff across departments shall receive appropriate training. The Planning Department also shall provide appropriate information and education to the development community and applicants.

In reviewing projects subject to Article 22 of Chapter 55 of the Municipal Code, the City shall approve compliance only as it conforms to the goals and intent of this Complete Streets Policy. A system shall be developed to track approvals of compliance; a multidisciplinary staff team to assess impacts on Complete Streets shall review such approvals annually.

If City staff recommends additional measures regarding private projects, that process will include public review and input.

5.0 Complete Streets Program.

The City will implement this policy through a Complete Streets Program based in the public works department. The Program will be developed and implemented in consultation with other departments and partners. It will be appropriately staffed to provide multi-modal transportation planning; it will be coordinated with City programs and initiatives for bicycling, pedestrians, transit and trails.

The Complete Streets Program will be structured as an element of the master plan implementation and be inclusive of all relevant City Departments. The Program shall facilitate citywide staff training, public education, document development and/or updates, departmental Complete Streets efforts, and other actions as necessary to fully implement this Complete Streets policy.

An interim report on the development and progress of this program shall be delivered to Omaha City Council within 12 months of policy adoption.

6.0 Modal Networks

The City shall advance projects that are needed to close gaps and to complete priority transportation networks and routes for people using each individual travel mode.



7.0 Street Design Standards.

The City shall refer to the following national guidelines, recognized by the Omaha City Council:

1. Designing Walkable Urban Thoroughfares: A context sensitive approach (Institute of Transportation Engineers/Congress for the New Urbanism)
2. Urban Street Design Guide, and Urban Bikeway Design Guide (National Association of City Transportation Officials)

Flexible and innovative context-sensitive design solutions that conform to these guidelines are encouraged for both public and private projects. Updated street design standards and criteria that reflect these national guides will be developed in the course of revising the Transportation Criteria Manual.

The design of roadway water quality controls and storm drain infrastructure (as required by ordinance for new roadways and major roadway reconstructions) shall be incorporated into this approach.

In Downtown and existing mixed-use centers Great Streets Design Standards shall continue to apply.

8.0 Green Streets Guidelines

A multi-disciplinary City staff team shall develop specific Green Streets principles, guidelines, and metrics. The guidelines shall reflect national best practices as well as green infrastructure referenced in existing city policies. They shall address roadway-design related stormwater infrastructure and management, for both water quality and runoff volume; the linking of trails and greenbelts with roadway networks; and other relevant sustainability, environmental and ecosystem goals.

The integration of Green Streets principles and metrics shall be overseen by Environmental Services Division of the Public Works Department. They shall be administered as an integral part of street design and project reviews.

9.0 Staff Training

The City will provide information and training on this Complete Streets policy and its principles, and best practices for implementation, to relevant City staff across departments within 150 days of policy adoption. Continuing education inclusive of all aspects of this policy shall be provided on an annual basis. The training materials shall be offered to regional and City partner agencies.

10.0 Outreach and Education.

The City and partner organizations will provide ongoing public information and education about Complete Streets to Omaha residents; community groups and leaders; transportation, planning, design and engineering professionals; and the private development community. The City will meet at least annually with representatives of Metro Transit, Douglas County, MAPA and NDOR to review best practices in Complete Streets implementation and evaluate cross-agency efforts.



11.0 Metrics for Evaluation

Complete Streets Policy metrics will be developed, tracked and reported. For mobility goals, they include miles of new and improved sidewalks and bicycle facilities and number of accessible transit stops. Additional metrics that reflect the comprehensive goals of the policy will be developed within 12 months of policy adoption.

12.0 Code Amendments

City staff will conduct a diagnosis to identify: 1) what, if any, provisions in current code or criteria are in conflict with implementation of this Complete Streets policy, or otherwise present impediments, and 2) what code and criteria amendments are needed, if any, to address impediments or to otherwise advance the implementation of the Complete Streets policy.

Upon adoption of a major revision to the municipal Code by Omaha City Council, necessary updates on this policy shall be issued to create consistency with all Land Development Codes and language related to roadways, right-of-way, street classifications, overlay districts, and other applicable elements.

13.0 Roles and Responsibilities

Omaha Public Works Department, as the administrator of the Complete Streets Program, shall have lead responsibility for implementation of this policy.

Final authority for the construction of elements in the City right-of-way, as well as reporting responsibility for exceptions granted to this policy, resides with the Public Works Department. As per City Charter and Municipal Code, the following functions and programs shall be assigned to the Public Works Department: city engineering; traffic engineering; street construction, maintenance and street lighting. The Public Works shall jointly and collaboratively address these goals for the community's roadways, coordinating with other City departments and partner agencies as needed.

14.0 Exceptions Reporting

The Public Works Director shall report each exception granted through the mechanism established in this policy, including for City projects, and shall oversee the timely public posting of such reports on the City of Omaha website.

Quarterly, a summary report on exceptions granted shall be provided to a multidisciplinary City staff team responsible for guiding Complete Streets implementation. Annually, a report shall be provided to the City Council.



Appendix A: Complete Streets Policy Adoption Process

(Master Plan Amendment)

- ✓ June 3rd Planning Board Briefing
- ✓ June 23rd City Council Briefing
- ✓ July 3rd Planning Board Approval
- ✓ July 28th City Council First Reading
- ✓ August 11th City Council Second Reading
- ✓ August 18th City Council Third Reading, Public Hearing and Vote



Appendix B: Complete Streets Implementation Timeline

2015

- ✓ Amend Master Plan – To include Complete Streets Policy within the Transportation Element.
 - Planning Board
 - City Council Action
- ✓ Establish Complete Streets Advisory Committee
- ✓ Establish Complete Streets Working Committee (Interdepartmental and cross agency)
- ✓ Initiate Complete Street Guidelines by:
 - Combining all relevant policy and guidance,
 - Developing a complete streets baseline benchmark report,
 - Develop and issue Complete Streets Guidelines

2016/2017

- ✓ Continue Complete Street Guidelines development by:
 - Developing a Omaha Street Types Catalog (based on local context) in concert with overlay zoning and federal road classifications,
 - Developing implementation workflows and organizational processes internally and with community partners,
 - Developing a Complete Streets Checklist,
 - Developing an evaluation and monitoring program through (City Works and Acella) Programs,
 - Develop Public engagement plan / strategy,
 - Develop funding program

2017/2018

- ✓ Release Complete Streets Guidelines
- ✓ Launch Complete Streets Program
- ✓ Launch Complete Streets Engagement Plan / Strategy

2018/2019

- ✓ Active Implementation through:
 - Monitoring & Metrics
 - Continuous Improvement
 - Public Engagement
 - Provide Complete Streets Annual Benchmark Report to City Council



Appendix C: Complete Streets National Resources

- Best Complete Streets polices of 2013 by Smart Growth America National Complete Street Coalition
<http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/resources>

(Includes power points, fact sheets, highlights of 15 communities that lead the nation, policy language and scores of other cities – 610 in 2013, jurisdictions in 48 states have Complete Streets policies, 83 were adopted in 2013)
 - Best Complete Street Policies: Cover all users
 - Cars and motorists
 - Transit vehicles and users
 - Travelers of all ages and abilities
 - Best Complete Streets Policies
 - Specify any exceptions and require high level of approval of them
 - Allow flexibility in balancing user needs
 - Best Complete Street Policies
 - Apply to new and retrofit projects
 - Direct use of latest and best design standards
 - Direct the Complete Streets solutions fit in with the context of a city
 - Establishes performance standard measures of success
 - Implementation from policy to practice (prompt the following changes)
 - Restructure procedures
 - Rewrite design manuals
 - Retrain planners and engineers
 - Retool measures to track outcomes
- Complete Streets from Policy to Project: The Planning and Implementation of Complete Streets and Multiple Scales. 2013
<http://www.smartgrowthamerica.org/complete-streets/a-to-z>
 - Framing and positioning
 - Institutionalization of Complete Streets
 - Analysis and evaluations
 - Project delivery and construction
 - Promotion and education
 - Funding
 - AASHTO (American Association of State Highway and Transportation Officials)
 - Green Book
 - Ped Guide from 2004
 - Sidewalks
 - Crossing the street
 - Medians and islands
 - Intersection design
 - Traffic signals
 - Crosswalks
 - Crosswalk marking
 - Curb extensions - AASHTO sight lines
 - Transit
 - Bicycles
- USDOT Policy
www.fha.dot.gov/environment/bikeped/design.htm
Bike-pedestrian ways shall be established in new and reconstruction projects in all urbanized areas unless one or more of 3 conditions are met:



- Cost
- Absence of need for alternatives
- Where bikes and pedestrians are prohibited

- NACTO – National Association of City Transportation Officials
 - Urban Street Design Guide in 2013
<http://nacto.org/usdg/>

- Urban Bicycling Guide
www.nacto.org/cities-for-cycling/design-guide/

- ITE - Institute of Traffic Engineers
<https://www.ite.org/>
 - Created Walkable Communities report with case studies
<http://www.ite.org/css/>

- Federal Highway Administration (FHA) Office of Infrastructure and Office of Planning, Environment and Realty
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

- Transportation’s Changing Role in the Community
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/policy/
<http://www.rethinkingstreets.com/download.html>



Appendix D: Complete Streets Presentations

(10 presentations, 176 attendees)

This does not include all the talks and presentations from Stakeholders.

1. Nebraska Sierra Club
First Methodist
Oct 23 at 7:00pm
Derek Miller
15 people
2. Omaha Health Summit
Hilton Omaha
Oct 17
Julie Harris and Connie
32 people
3. ModeShift
Howling Hounds
Oct 17
Connie
10 people
4. Citizen Planning Workshop
Weitz Community Engagement Center
Oct 16
Julie
20 people
5. City of Omaha Commission for
Disabilities
Nov 24
Julie
10 people
6. Spring Lake Neighborhood Association
Jan 22
Julie
10 people
7. Omaha by Design Advisory Committee
August 20
28 people
Doug Bisson
October 16
Doug Bisson
25 people
April 15 26 people, Connie



Appendix E: Stakeholder Survey Responses

(May 18, 2015, 18 total responses)

1. Overall, how would you rate your experience as a member of the Complete Streets Omaha Stakeholder Committee?

Excellent	44.44%
Good	50%
Poor	5.56%

2. Do you believe your voice was heard during the process?

Yes	88.89%
No	11.11%

3. Was your role as a CSO Stakeholder Committee member made clear to you at the outset of the project?

Yes	88.89%
No	11.11%

4. Were you provided with enough information about the project to effectively share it with others?

Yes	83.33%
No	16.67%

5. If you answered “yes” to Question 4, briefly describe how (and to which audiences) you shared project information. (4 skipped the question)

I have spent alot of time talking about the project with other members of our Dundee Chain Gang Cycling Club!

Shared the draft information with members of my board.

Shared within our office of engineers

Co-workers in planning dept.

Non-profit groups and neighborhood groups

I shared it with others more through conversations, which in some cases brought up more questions than answers about how the City views complete streets in relation to pedestrians, neighborhoods, and the bigger picture of our city. Most of the people I encounter are strongly in favor of a more holistic and thoughtfully planned street that is not solely car-centric. I think one might even be surprised at the larger community support for this. I think there are too many forgotten neighborhoods in Omaha where I've personally watched citizens walking in the streets because the sidewalks were insufficient. We grown accustomed to raising kids in fear of Farnam Street car speeds as it is confused as an interstate option to Dodge. I wish Complete Streets would include making things like simple and safe pedestrian crossings in neighborhoods a reality. While I am sure this is not an easy solution I would be so happy to provide more feedback but also to share with the numerous organizations I am involved with on how



efforts to make things better are underway. Omaha has such potential to be better with Complete Streets. I hope I will see this reality.

Within my company.

Both the discussion at the meetings and the followup minutes helped me to see what the general vision was and how the implementation might play out... I could thereby discuss this process with other partners with whom I work.

Co-workers

I have not formally shared the project with others, but will be able to if the opportunity presents itself

co-workers, family, neighbors

trucking industry, friends, family, coworkers, economic development associates, a few city, county and state officials

City staff of other munis and my company staff. Generally an update of the process.

Talk to the Public Works Department about how to implement.

6. I agree to write a letter of support to the Omaha Planning Board and Omaha City Council.

Yes	70.59%
No	29.41%

7. I agree to speak in favor of the project at an Omaha City Council meeting.

Yes	58.82%
No	41.18%

8. I agree to continue educating my friends and associates about Complete Streets issues.

Yes	100%
No	0%

9. I volunteer to serve on a Complete Streets Committee to review progress on a semi- annual basis or as needed.

Yes	77.78%
No	22.22%

10. What suggestions do you have for improving the stakeholder process? (11 skipped the question)

You did a great job including needed segments of the population at the table.



Offer additional opportunities for input, even if just electronically. Make sure everyone is on the same page regarding vision for the project. Have projects at a more finished state by final stakeholders meeting so that concrete comments can be made. With the process still seemingly in flux, it's hard to know what issues are worth pointing out.

Remove the Mayors Office and Public Works from the process. This would allow the stakeholders to speak freely.

Find a "first project" and influence that project to make a difference

I think there were moments where it might have been harder for committee members like myself to speak up more because I am not directly involved in the planning (via development, public works, city planning, etc.) At my first meeting it was clear that the members at my table were not really listening to my feedback when we broke into discussion. At another meeting the group was excellent and ideas put forth were productive, well thoughtout, and also exciting to visualize. In any case, I think it would be fantastic to invite stakeholders to give feedback. I think the visuals from other cities doing this right were great inspiration.

I thought it was perfect! Well organized, meetings were at the end of the day, nice snacks, great facilitators and presenters. Keep up the GREAT work! Happy to be a part of it. Thanks for including us!
Larry Johnson, Nebraska Trucking Association

Small group breakouts were good. More of that (ongoing) to keep abreast of process.



Appendix F: Direct & Indirect Complete Streets like policies.

Introduction

As the City of Omaha proceeds through the complete streets process it was determined all adopted policies and codes related to this effort must be reviewed to identify complimentary and conflicting policies and/or laws. This document is an accumulation of all adopted City of Omaha policies and municipal codes related to complete streets. The policies fall into two areas; directly related and indirectly related to complete streets policies. Following the policies are the municipal codes related to complete streets more specifically pertaining streets and rights-of-way.

Policy Findings

The majority of the policies identified from all the pertinent policy documents were found to be complimentary in nature. The direct policies and policy recommendations reviewed contained complete streets language and specifically called for the adoption of a complete streets policy in two separate instances. The indirect complete streets policies and policy recommendations also contain language supporting the intent of complete streets.

Although many of the City of Omaha's documents support the intent and purpose of complete streets a clear comprehensive process was not identified or provided. Furthermore, the many city council adopted policy documents covering Omaha's transportation and street network creates implementation issues and they do not provide a specific "go to" document to provide guidance on street and street network design. (Adopted city policies sources are noted.)

Direct Policies.

County Health Improvement Plan

(Priority Area 2)

GOAL 2: Assure sufficient resources that promote proper nutrition, healthy weight/weight maintenance and increase the likelihood of healthy habits through maximizing a supportive environment.

OBJECTIVE 2.3: By 12/31/2016, assure a multi-modal transportation community through the formal adoption of a Complete Streets Policy.

Transportation Element

(Page 76)

The City of Omaha should advance the recommendations of the Transportation Element and develop a Complete Streets policy that articulates and codifies a formal commitment to use transportation infrastructure funds to benefit all users of streets, including pedestrians, bicycles and transit users of all ages and abilities. This should be in alignment with MAPA's multi-modal corridor evaluation project.



Many communities throughout the US have developed such policies, but they have varied in levels of effectiveness and political commitment. It is important that Omaha's policy feature the following principal components:

- An articulated vision for what Complete Streets mean for Omaha.
- A clear intent that Omaha will begin to distribute funding more equitably to achieve this vision.
- A separation of detail
- Realistic expectations

Complete Streets Policy

The City of Omaha should advance the recommendations of the Transportation Element and develop a Complete Streets policy that articulates and codifies a formal commitment to use transportation infrastructure funds to benefit all users of streets, including pedestrians, bicycles and transit users of all ages and abilities. This should be in alignment with MAPAs multi-modal corridor evaluation project.

Many communities throughout the US have developed such policies, but they have varied in levels of effectiveness and political commitment. It is important that Omaha's policy feature the following principal components:

- **AN ARTICULATED VISION FOR WHAT COMPLETE STREETS MEAN FOR OMAHA.**
This is a necessary first step: the idea of Complete Streets is, by its definition, open to interpretation and different constituencies of the community are likely to see it as different things. There is no one-size-fits-all definition of complete streets; Omaha needs to clearly express what it means. At the same time, Complete Streets does not necessarily mean that each street is designed to accommodate all users, but rather can mean that the City will provide a connected network of streets where certain travel types are prioritized on certain streets in a way that serves the entire city. Defining this policy in line with this 'balanced network' philosophy can be something as simple as providing streets to accommodate travel on each of the major modes within a half-mile of every Omaha resident.
- **A CLEAR INTENT THAT OMAHA WILL BEGIN TO DISTRIBUTE FUNDING MORE EQUITABLY TO ACHIEVE THIS VISION.** The Transportation Element's development led to a series of recommendations that are significantly different in their funding balance from the balance that is in practice today. It is important to reiterate that this does not imply that past policies have been misguided or incorrect in their ambitions, but

rather than this Transportation Element and its associated process of planning and community outreach have identified a different place for transportation infrastructure investment within the larger scope of Omaha's community planning.

- **A SEPARATION OF DETAIL** in which the legislative elements of the policy, or those that concern elected officials and public-policy decision making, are kept at a high level focused on cultural change and community outcomes, and the detailed technical elements of the policy draw on the expertise of engineers, planners and other specialized professionals.
- **REALISTIC EXPECTATIONS** on how complete streets are to be delivered to the community, especially in a way that is consistent with the articulated vision discussed previously. Not every street will have bicycle lanes, not every street will feature wide sidewalks, and not every street will be a truck route. Instead, the focus should be on providing for the needs of all users on a systemwide basis and to ensure that a particular user's necessary use of all parts of the system is safe and functional.

Development and Local Street Network

Many of the recommendations of the Transportation Element, including specific projects, are closely tied with potential economic and land development opportunities and should be advanced hand in hand with those opportunities when they are executed.

Street Network Connectivity

The City of Omaha fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities. This includes incorporation of the best available standards in all of the City's practices. The City should adopt the best practice concepts found in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.



Environmental Element

(Pages 40, 42, 57, 64, 120, 121, 122, 135, 142)

The Urban Form and Transportation Advisory Committee looked at the opportunities for creating a more effective transportation system in Omaha by adopting design standards for Complete Streets. The concept is focused on providing for pathways of movement that are pleasant, safe, and effective for active transportation while strategically including transit routes as well as accommodating automobiles.

5. Establish and implement a Complete Streets program that establishes a network of multi-modal streets providing appropriate features to accommodate motor vehicles, bicycles, pedestrians, and public transportation. (Transportation Network, Urban Form and Transportation)

4. Create a “Complete Streets” implementation program to sustain an integrated, multi-modal transportation network for motorists, transit users, bicyclists, pedestrians, and personal transportation vehicles that promotes health through physical activity and active transportation. (Active Omaha, Community Health)

Streetscape Handbook

(Page 19)

Basic Principles

Six fundamental principles will help achieve the goal of creating high quality, environmentally responsible streetscapes in Omaha. (Page 12)

- Implement sustainable practices
- **Develop complete streets**
- Use cohesive design elements
- Promote security and safety
- Coordinate maintenance with design and implementation
- Protect and enhance historic character

Develop Complete Streets

Complete Streets accommodate both motorized and non-motorized transportation. They provide comfortable space for motorists, transit passengers, pedestrians and bicyclists. They also serve the special needs of such users as seniors, children and people with disabilities. Health and environmental concerns and high fuel costs make transportation alternatives more realistic and economical for more people. The design of urban streetscapes should meet the needs of a variety of users.

Green Streets Master Plan

(Pages 8, 52, 118)

Why Green Streets?

Increasingly, when we think of streets as public spaces as well as conduits for motor vehicles, the needs of functionality and appearance coincide. The concept of Green Streets accomplishes a number of significant and desirable outcomes, including:



Increased Pedestrian and Bicycle Access

Green streets involves more than the literal “green” of street landscaping; it also considers “green” transportation, opening the way to modes of transportation that have minimum environmental impact and do not use fossil fuels. The Green Streets program, then, introduces the concept of “complete streets” to Omaha, providing streets that safely and attractively accommodate both motorized and non-motorized transportation. Complete streets use landscaping to help define good spaces for the slower speeds of pedestrian and bicycle transportation. Health concerns and skyrocketing fuel costs are making alternative transportation modes more realistic for more people. Our street system should respond appropriately to these developing trends. Green streets provide people with a choice of transportation mode.

Indirect Policies/Policy Recommendations Relating to Complete Streets

Urban Design Element

(Page 56)

5. Development locations at the western fringes of Omaha have been identified as “four corner” centers that have the potential to grow over time and incorporate a mix of commercial and housing types as illustrated on this pages 57 - 59. The City should adopt models for such development that incorporate a dense network of local and collector streets to reduce traffic congestion, provide better circulation, and reduce right-of-way costs, as also stated in the Land Use Element of the Omaha City Master Plan. New development will be designed to encourage pedestrian movement, mass transit, and alternative modes of transportation. (Goal 5: Walkable Neighborhoods in Newly Developing Areas

Street Design Guidelines (Transportation Element)

The Street Design Guidelines (SDG) are intended to broaden the range of design options for streets in Omaha, recognizing that streets and public rights-of-way comprise a significant portion of the city’s area and as such must maximize the public benefit they offer.

Guidelines and Regulations for Driveway Location, Design and Construction

The purpose of this manual is to establish guidelines and regulations for the location, number and the design of driveway approaches that provide access from public streets and highways to private property. These policies and procedures conform closely to the recommended guidelines approved by the Institute of Transportation Engineers, and the American Association of Street and Highway Transportation Officials (AASHTO).

Traffic Calming Manual

The Omaha City Council approved a resolution on October 27, 1998 directing the Planning Director to form a committee to review the Transportation Element of the City’s Master Plan for the purpose of conducting a review of residential traffic flow within the zoning jurisdiction of the City of Omaha. This review specifically called for the establishment of a set of guidelines regarding the control of traffic in existing and new residential neighborhoods and that such guidelines and traffic control policies include



reference to traffic calming devices. In addition, this review was to look at the issue of increasing public participation in the planning process.

Parkway 10

(Pages 4-10)

Function

The area was planned over a century ago using traditional patterns that are once again in favor because they are pedestrian-oriented and have attractive civic elements. The street itself is well designed to disperse moderate auto traffic and to host a rail line, bike lane, tree lines and other plantings, all of which create impressive vistas and attract pedestrians.

Parkway10 will enhance this corridor as a popular destination for walkers and cyclists. Its 1.2 mile stretch will have consistent sidewalks, safe street crossings, ample pedestrian-scale lighting, rest areas and wellness/exercise areas. It will have a designated bicycle lane with bike racks at the designated mixed-use nodes and a connection into the Riverfront Trail System.

Parkway10 also is the ideal location to re-introduce streetcars to Omaha. Until the 19__ , 10th Street was home to a street car line that allowed its residents to reach jobs, shopping, dining and other diversions throughout the City without need of a car. The City's proposed plan to reintroduce streetcars should begin along Parkway10, which would have the combined benefits of:

- Introducing rail transit to a residential community where daily ridership is likely to be high as workers are transported to and from Downtown
- Improving the lives of thousands of Omahans by allowing them to travel to work, school etc. without use of a car. In turn, the mixed-income diversity of Parkway10 will be preserved as the area is revitalized.
- Connecting Omaha's new rail system into its Amtrak Train Station

Form

Set forth below is a list of specific recommendations to transform 10th Street into Parkway10:

- Narrowing of Street - 10th Street is 40 feet wide at the Bancroft intersection and 60 feet wide at the Pierce intersection. Consideration should be given to narrowing 10th Street in order to maintain a 40-foot width between Pacific and the I-80 bridge. This narrowing would both calm traffic and create adequate space for landscaping, streetscaping and bike lane space that will activate the street. Street dimensions, of course, must take into consideration the re-introduction of a streetcar line.
- Streetcar Line - The city's proposed plan to reintroduce streetcars should be adopted along Parkway10 as its first phase, which would have the combined benefits described in the Function section (see above). A transit stop could be integrated into improvements to perhaps located beneath a pavilion located between, and serving both, Henry Doorly Zoo and Park and Ride Downtown works (see above).



Adams Park- Master Plan

(Pages 9, 18)

Consensus Issues

3. The primary street frontages of Adams Park are located on secondary rather than primary streets, limiting visibility and pedestrian access.

12. J.A. Creighton Boulevard is a major vehicular thoroughfare that runs through Adams Park and carries relatively high volumes of high-speed, cut-through traffic through the park; this traffic inhibits pedestrian comfort in the park and does not encourage motorists to stop in the park.

18. There is a lack of both vehicular and pedestrian entrances to Adams Park.

Park Amenities and Facilities

BICYCLE & PEDESTRIAN PATHWAYS: A two-way, multi-use trail is located along Creighton Boulevard as part of a future, boulevard bike trail system. Walking paths are expanded to include 2.5 miles of primary loop trails (shown) with 4.25 total miles of park walking paths.

Aksarben Village-Design Guidelines

(Pages 10, 11)

Streets

The streets in Aksarben Village will be a major part of the public realm. They will serve both pedestrians and vehicles and will connect the district into the surrounding community. The streets will vary from a wide urban boulevard (Center Street) to narrow intimate residential streets which could be public or private. Streets will provide on-street parking, landscaping and generous sidewalks. They will be active public places with multiple entries to shop fronts, townhouses, apartments and offices. Shirley Street will have on street dedicated bike lanes in lieu of parking on the north side of the street.

Open Spaces

The Master Plan emphasizes the Shirley Street corridor as a primary east/west connection between Papio Creek and the existing neighborhoods on the east side of Aksarben. This street will be designed as a “green street” with generous setbacks and landscaping. In lieu of parking on the north side of the street, on-street dedicated bike lanes should be provided for connectivity of Papio Creek to the neighborhoods. Even in the event that sections of the street do not carry vehicular traffic, pedestrian and bike access should be provided with this corridor.

Benson-Ames Alliance Plan

(Pages II-3, II-20, II-22, II-23, II-24, II-25, II-40, II-41)

Vision

The vision promotes social interaction and business development. It includes beautiful linkages that encourage safe movement, through and around the area. These linkages connect our neighborhoods with viable commercial centers accommodating the pedestrian, transit and automobile user.



Mobility

Mobility is the ability to physically move about an area. Mobility involves moving through and around the area, traveling to places within and outside the area using effective wayfinding and identifying adequate parking. As a very mobile society, it is important that various modes of movement are provided and supported. These modes of movement include transit (bus), automobile, pedestrian and bicycle.

Circulation

Roadway corridors should be designed to accommodate traffic with minimum conflicts with other modes of movement. Speed limits and design characteristics should be responsive to the adjacent land use and development patterns. The general characteristics of these roadways include:

- No on-street parking.
- Pedestrian and bicycle facilities, such as sidewalks and trails, if provided, should be separated from the roadway by a landscape area or other appropriate buffer (in some cases sidewalks and trails may not be provided along portions of these road ways).
- Major intersections with other citywide, area and local corridors need to incorporate significant pedestrian accommodations and improvements to encourage the use of appropriate crossing points and provide a safe pedestrian / bicycle experience.

Area

The residential character makes it important to accommodate pedestrian and bicycle use in addition to automobile. The general characteristics of these roadways include:

- Landscape separation between the roadway and the sidewalk.
- Minimal direct private ingress and egress points into adjacent commercial. development or community destinations. Mid-block driveways, alleyways or side streets should serve as the entry and exit points.
- Dedicated bicycle lanes and transit stops, possibly bays for transit stops at key transfer points and destinations.
- Limited on-street parking that does not interfere with traffic movement.

Local

Local corridors are associated with minor arterial and collector type streets that connect neighborhoods with Citywide and Area corridors in the mobility system. Along these corridors pedestrian and bicycle movement is as important as automobile movement, and the primary land use and development pattern is residential. The local corridors in Benson-Ames are:

- 52nd Street
- 60th Street (from Northwest Radial Highway south to Western)
- Hartman Avenue

These roadway corridors, with slower traffic, have a more pedestrian and residential neighborhood feel. The general design characteristics of these roadway corridors include:



- Landscape separation between the roadway and the sidewalk on both sides of the street (an option is no landscape separation in areas with smaller rights-of way).
- Dedicated bicycle lanes.

Greenways

Greenways are viewed as multipurpose corridors that are pedestrian and bicycle oriented. A Greenway corridor is a path or trail separated from the roadway to create a community environmental, movement and recreation asset. Three such corridors have been identified in Benson-Ames:

- Cole Creek - a trail that is separated from roadways and follows Cole Creek from Sorensen Parkway to 72nd Street. This dedicated greenway is recreational in nature with frequent connections to adjacent development and neighborhoods.
- Fontenelle Park / Benson High School - this path connects several public green spaces and the Benson High / Monroe Middle School campus. The route follows 48th Street, Swigart Avenue, Binney Street and Maple Street. This greenway can tie into a pedestrian / bicycle trail separated from the roadway on the north side of Northwest Radial Highway / Military Avenue to connect with Benson Park and the Cole Creek Greenway.
- Happy Hollow - in this case the greenway follows the green space along Happy Hollow through the Saddle Creek area as a segment of the an identified connector between the Omaha Riverfront Trail and the Keystone Trail.

Recommendations

- Implement citywide Green Street standards along Northwest Radial Highway and significantly upgrade the landscape elements to create a parkway feel adjacent to Downtown Benson. Incorporate a separated pedestrian / bicycle pathway along the northside of the roadway.
- Improve the intersections of 60th and 61st at Northwest Radial Highway to accommodate and encourage safe pedestrian / bicycle crossing.
- Pedestrian, bicycle and transit facilities are directly accessible and connect to citywide systems.
- Build pedestrian, bicycle and transit oriented facility improvements along the entire length of the corridor to create a multi-modal transportation corridor.
- Create a corridor streetscape plan that perceptually ties together development along the corridor together and supports multi-modal transportation.

Omaha Boulevards- Master Plan

Traffic Calming

This item identifies acceptable traffic calming opportunities that may provide multiple benefits to motorists as well as cyclists/pedestrians specific to the site conditions of the segment. Appropriate traffic calming devices, as defined by the Omaha Traffic Calming Program include: speed humps, raised intersections, on-street parking, reduced lane width, traffic circles (as a last option) and street trees. Any new traffic calming device or method require Parks Staff and UDRB approval.

Bike Facilities

This notes the appropriate facility (i.e. bike lane, sharrow or asymmetric sharrow) for the segment. It is recognized that there may be innovative approaches to bicycle accommodation that go beyond those



identified, and should be reviewed on a case-by-case basis. It is a goal of this plan to provide multi-modal connectivity within the entire system.

Crossroads Area Redevelopment Plan

(Page 20-21)

Redevelopment Goals

Establish the Crossroads Redevelopment Area as a key transportation hub and improve multi-modal transportation and connectivity

Public Improvements and Infrastructure

The mixed-use/urban model of redevelopment is characterized by a dense arrangement of mixed uses incorporating high standards of design for public spaces such as streets, sidewalks and open spaces. Such public spaces provide a network of connectivity designed for and scaled to multiple modes of transportation. Crossroads Area Redevelopment Plan- Implementation Directives

Planning and Zoning

Provide “complete street” design standards throughout the redevelopment area to provide for the safe and efficient movement of all modes of travel

Destination Midtown

(Pages 14, 97)

Executive Summary

With the exception of the Field Club Trail, there is nothing in terms of on-street or off-street pedestrian or bicycle facilities within the Study Area. Because of the urban nature of Midtown, this deficiency should be addressed in the plan.

The Midtown Master Plan includes a rudimentary study of the potential to develop such a comprehensive biking plan, but it needs to be further developed, tested and refined. In its current incarnation, the proposed plan includes three distinct types of biking facilities:

- Bike Trails – dedicated cartways designed solely for the use of bicyclists, generally distinct from any adjacent roadway;
- Bike Lanes – areas within a general purpose roadway used expressly for bicyclists; these are generally at least four feet in width and are striped and labeled as bikeways;
- Bike Routes – roadways that are signed for and listed for use by bicyclists but which otherwise include no physical concessions to bike riders. These are generally streets with some degree of excess capacity and generally low levels of vehicle traffic.

In cooperation with the Midtown Neighborhood Alliance and local cycling organizations, the City Planning Department staff should field test the Bike Mobility plan included in this master plan and alter, amend and improve it as recommended.



Central Corridor Programs

A Master Plan for the redevelopment of the Farnam/Harney corridor should be developed. This plan would reestablish the corridor as a dominant mixed-use regional draw, with a strong pedestrian orientation and emphasis on local street-level shops, restaurants, and other retail and commercial uses. This plan would include the return of Farnam and Harney Streets to two-way traffic with on-street parking on both sides, and examine the feasibility of a Farnam/Harney streetcar line and on-street bike lanes.

16th Street Corridor Schematic Design Plan

(Page 2)

Typical Block Design

The design for the seven blocks of 16th Street, from Dodge Street to Leavenworth Street, section, plan, and components of the corridor. Each block along the corridor is unique, and therefore, needs to be designed accordingly using the standardized section as a template. The section provides a balance between pedestrian, bicycle and vehicular uses.

The travel lanes will be 14' wide, allowing for a shared-lane, or sharrow, for bicycles and vehicles. 16th Street will have 18' on both sides for rear-in diagonal parking.

Neighborhood Development and Housing Study- Final Report

(Pages 6, 18, 26, 28, 33, 71, 73)

Project Scope

With this grant as a guide, the consultant team developed a detailed scope of work for the Neighborhood Development and Housing Study that includes the creation of a neighborhood

Master Plan to addresses key economic, social, and environmental issues by creating a holistic plan that identifies catalytic development projects, recommended re-development

projects new developments, public spaces, streetscape improvements, transit opportunities, and pedestrian and bicycle connections.

The Existing Conditions

Looking at some of these factors from a positive perspective, the wide streets allow for taller more dense construction and opportunities to redesign the rights-of-way for not only cars ,but alternative forms of transit such as street car or bicycle lanes;

Comprehensive List of Ideas

Implement traffic calming measures such as street diets, rumble strips, and reduced speed limits. Implement plans for a two-way bicycle track along Harney-Dodge. Provide an accessible multi-modal connection between Downtown and Midtown.



Planning Assumptions

This area should be served by multiple modes of transportation that are available including enhanced transit, buses, bicycles, and cars.

Redevelopment Principles

Create a walkable, pedestrian-friendly, mixed-use, and mixed-income neighborhood in the area.

Create a vibrant public realm of civic spaces and complete streets within the area.

Harney St Bikeway

As part of the Omaha Transportation Master Plan, the Harney Street Bikeway (Downtown) is the most prioritized project (B-100) in the City. This project will involve a bicycle route / lanes from 10th Street extending west to 24th Street (roughly one mile in length), where a two-way dedicated bike lane with median will be constructed.

Phase 2.0: Short Term

Farnam Main Street: This street should be pursued as the main street connecting between Midtown Crossing and the Old Market, which focuses on mixed-use and commercial development, the inclusion of multiple modes of transportation (See Options in Plan section), and considered for two-way traffic in order to establish a pedestrian friendly, walkable environment to encourage new private development and redevelopment.

Phase 4.0: Long Term

New Private Development & Redevelopment: New street improvements and multiple-modes of transportation will allow for the total redevelopment and redevelopment of the areas, pushing revitalization to the west.

Metropolitan Community College-System Wide Planning

(Pages 36, 60)

Transportation (and Mobility)

“To promote sustainable transportation options to, from and between MCC locations, thereby reducing the number of single-occupancy vehicle trips and decreasing the pollution from our transportation footprint while simultaneously reducing transportation costs.”

Goals

- Ensure a range of transportation options to all campuses and centers.
- Integrate transit systems with an interconnected bicycle and pedestrian circulation system that includes sidewalks, on-street bike lanes, off-street trails, and shared streets to provide an alternative to vehicular circulation.
- Make transit convenient by fully integrating Metro regional transportation systems with academic facilities and efficient access to campus parking facilities.



- Encourage bicycle commuting through infrastructure enhancements that include dedicated cyclist commuter lanes and convenient bicycle parking and storage on and adjacent to campuses and centers.

Fort Omaha Campus- Transportation + Parking

The Master Plan Update recommends that MCC develop a connected network of multi-modal transportation systems for the Fort Omaha Campus.

Transit

MCC should employ transportation demand management (TDM) strategies to reduce the footprint of the automobile on campus. Bicycling, transit, car sharing, and carpooling are TDM opportunities recommended by the Master Plan Update as high priorities. An immediate TDM opportunity is to enhance MCC’s partnership with Metro by creating a spur of the #30 bus line that includes a transit hub on the Fort Omaha Campus

North Omaha Redevelopment Project

(pages 77-78, 113,)

The Development Framework

Excellent transportation access. A quality business park location requires excellent transportation and truck access. In North Omaha, this means sites with convenient access to both the North Freeway and Eppley Airfield. In addition, sites should be easy for people to reach. Business sites in North Omaha, an area with high transit utilization, should have convenient bus service, as well as good pedestrian and bicycle access. . . Project design should express healthy living concepts by promoting pedestrian, bicycle, and transit access and wellness themes.

The Plan Developed

Pedestrian and Bicycle Access. Connections should be made to existing and potential trails serving the 30th and Ames area to create a model for excellent non-motorized access. Good trail access also reinforces the themes of healthy living and wellness that are present in many of the North Omaha Development Project’s recommendations. The area is served by the existing Creighton/Paxton Boulevard Trail and a potential Belt Line Trail to Adams Park and the Medical Center area. 31st Avenue should be wide enough to accommodate bicycle lanes from these trails to Metro Community College. An improved Sprague Street should also provide standard sidewalks and bicycle lanes that connect to Boyd Field, Levi Carter Park, and the Riverfront Trail.

North Omaha Village Revitalization Plan

(Pages 38, 80, 81)

Increasing mobility and access to transit benefits the environment, social capital creation, and economic empowerment, particularly in a neighborhood facing the challenges that North Omaha faces. The Village Revitalization Plan calls for the implementation of Complete Streets to give pedestrians and cyclists parity with motorists, and supports the Omaha streetcar plan with routes along Cuming, up 24th Street, and over Bristol back to downtown along 30th Street.



Tie neighborhood core development with improvements and enhancements to streets, right-of-way, streetscaping elements, lighting, trails and bike lanes.

30th Street is currently 5-lane, 55-foot curb-to-curb. The current volume of traffic indicates it could be reduced to a 3-lane street, allowing for parallel parking on each side. This provides the opportunity to institute a “Complete Streets policy” in designing the entire roadway with all users in mind including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. Street crossings for pedestrians will be much safer, and considering key elements from the City of Omaha’s Streetscape Handbook, the entire urban village will take on a character of quality and uniqueness.

South Omaha Development Project

(Page 91)

Transportation

In order to improve the transportation system functioning for all users, all transportation system improvements in the Study Area should incorporate Complete Streets design principles. Complete Street design principles address the needs of all transportation system users - drivers, transit riders, cyclists and pedestrians.

Blackstone Neighborhood Plan

(Page 50)

Saddle Creek Road Complete Street

This plan recommends preparing urban design standards for the corridor from Center Street to Radial Highway. Today, the corridor is auto-oriented and intimidating for pedestrians and bicyclists, particularly near the Dodge Street underpass where there is no sidewalk. The corridor should be designed as a complete street, providing dedicated space for vehicles, bicyclists, and pedestrians.

UNMC Development Plan 2006-2015

(Page 40)

Bicycle Pathways

The UNMC campus is adjacent to the Field Club Trail, which extends south from 39th and Leavenworth across from the southern edge of the campus near the Student Life Center, and currently terminates at about 36th and Vinton. Although currently isolated, the Field Club Trail will be linked by a planned connection to the Keystone Trail, using an abandoned railroad corridor that roughly parallels Interstate 80. This project will greatly improve bicycle access to the Medical Center. Pedestrian and bicycle routes to and through the campus from the trail’s north terminus are undefined and challenging because of hills. Bicycle travel through the Medical Center is also complicated by traffic congestion. Future circulation planning will consider ways to improve bicycle travel through the campus area.

