

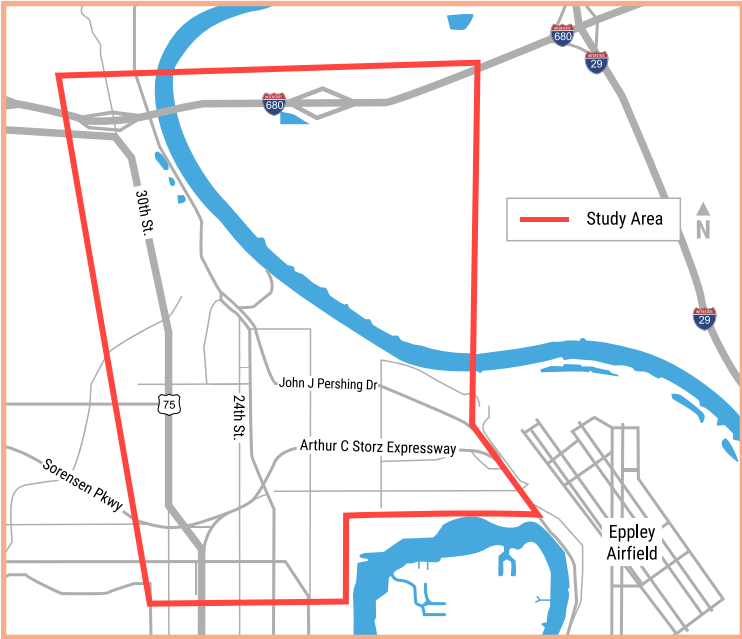
Introduction

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) and its partner agencies have conducted the Highway 75 Corridor & Freight Strategy Study as a high-level study to identify feasible, planning-level concepts that can meet mobility and community goals.

Project Background

The study area is divided by US Highway 75 in northeast Omaha, locally known as 30th Street. The adjacent land uses are primarily residential and commercial with about 15,000-20,000 vehicles using the corridor daily, and between four and six percent of those trips being heavy trucks. Negative impacts to the neighborhood from this transportation corridor include noise, pollution, crashes, auto-centric character, and subsequent negative health impacts.

Since the mid-1950s, there has been a long history of investigating potential alignments of the U.S. Highway 75 corridor. Most recently, there has been continued interest in addressing the need for an improved connection between the North Freeway, the Storz Expressway, and I-680, while also mitigating the community impacts of the current Highway 75 alignment along 30th Street. In 2019, the Nebraska Legislature approved funds for MAPA to conduct a study that will assess potential transportation and economic options in the study area.



The feasibility study evaluated multiple alignments for a new roadway alignment alternative to serve some of this traffic with fewer ongoing neighborhood impacts post implementation. A new roadway alignment could potentially serve as an alternate truck route to 30th Street provided that the new alignment is redesignated as Highway 75. The redistribution of trucks from 30th Street to a new alignment would provide the opportunity for 30th Street to be redesigned to better serve the neighborhood.

Transportation studies and roadway construction since 1950 have had dramatic impacts on this community. The construction of the North Freeway south of this study area created significant impacts within these Omaha neighborhoods. Highway 75 traffic has created a barrier for residents and businesses in the study area. Study findings and recommendations from previous studies were compiled and reviewed for study consideration. The following studies can be found on MAPA's website:

- North Freeway Corridor Study: 1975
 - I-680 to Eppley Airfield Corridor Study: 1999
- 30th Street Traffic Study & Truck O-D Survey: 2006
 - Historic Florence Master Plan: 2007

Study Goals

Guiding the study is a set of goals. These study goals are the framework by which any potential changes to the transportation system are evaluated to see if it is consistent with the vision for the community and mobility in the corridor. These goals are shown below.

- Mobility
- Safety
- Neighborhood quality
- Accessibility
- Freight movement
- Economics

Public and Stakeholder Input

Input received from the community and system users was crucial in determining direction for the study and helping vet ideas for potential transportation changes. To facilitate a broad, inclusive discussion across the community a range of engagement and input methods were utilized.

- Public Meetings
- Stakeholder Group, including neighborhood and business representation



Study awareness was spread through a range of means, including active social media presence on MAPA's channels, staff walking in the Florence Days parade route through the majority of the study area handing out information cards to attend the second public meeting, and a community bike ride prior to the draft plan document.

Study Process

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Public and Stakeholder Input
- 2

Baseline Transportation and Community Assessment
- 3

Develop and Screen Alternatives
- 4

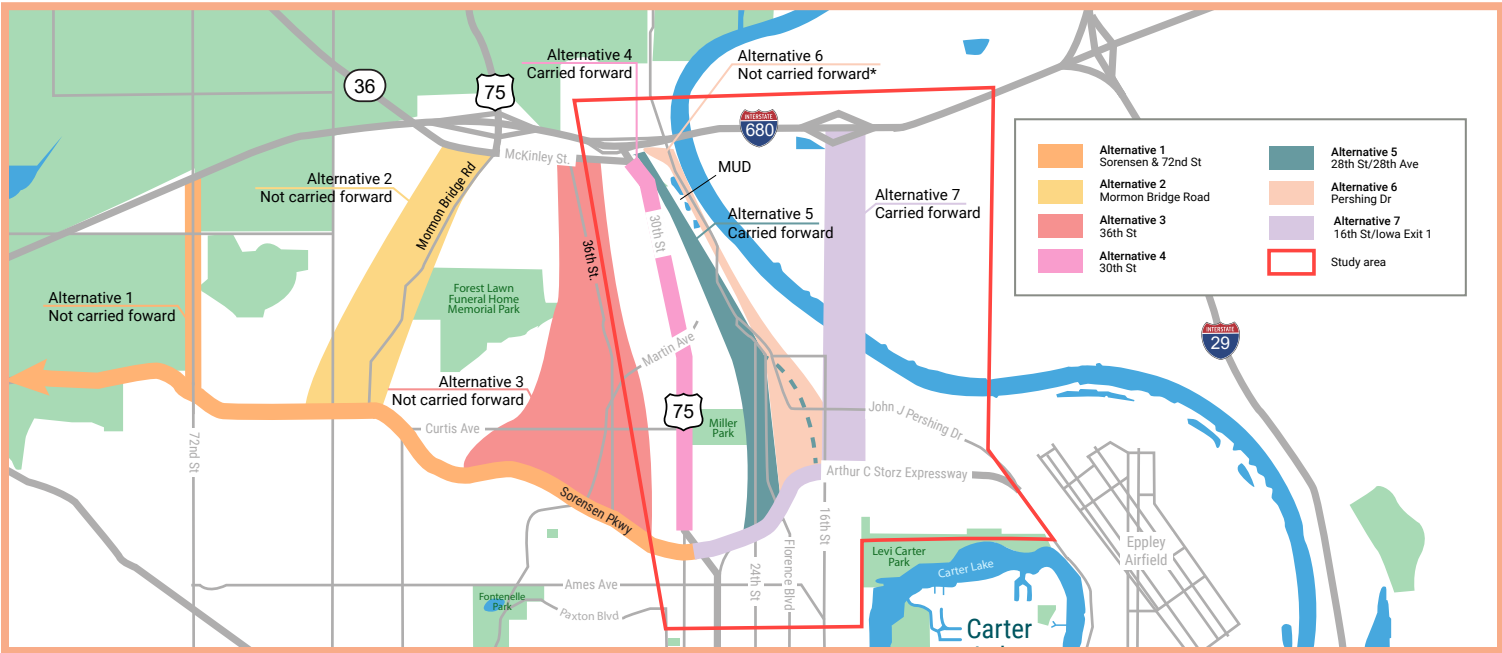
Evaluation of Potentially Feasible Alternatives
- 5

Community Impact Assessment

Initial Alternatives

At the outset of the Highway 75 Corridor Feasibility Study process, the study team identified seven initial, generalized alternative alignments to connect between Storz Expressway / North Freeway and I-680. Initial alternatives are shown in the map below.

Many of the initial alternatives were not carried forward for further consideration due to the high neighborhood impacts, limited potential to feasibly divert heavy trucks from 30th Street, or engineering feasibility. An evaluation matrix, shown in the table below, was developed to compare initial alternatives. Potentially feasible build options were narrowed down to the no-build and Alternatives 4, 5, 6, and 7 (a/b).



Potential Alignment	Neighborhood Impacts	Vehicular Mobility	Safety	Accessibility for All Users	Freight Movement	Resiliency & Environment	Option Carried Forward
No-Build 30th St (Current Alignment)	⊖	⊖	⊖	⊖	⊖	⊖	Yes
Alternative 1 Sorensen Pky & 72nd St	⊖	✗	⊖	⊖	✗	⊖	No
Alternative 2 Mormon Bridge Rd	✗	⊖	⊖	✓	✗	⊖	No
Alternative 3 36th Street	✗	⊖	⊖	✓	✗	✗	No
Alternative 4 30th Street Complete Street Enhancements	✓	✗	✓	✓	✗	⊖	Yes
Alternative 5 28th St / 28th Ave	✗	⊖	⊖	✓	⊖	✗	Yes
Alternative 6 Pershing Drive	✓	⊖	✓	✓	✓	✗	No*
Alternative 7 16th St / Iowa Exit 1	✓	✓	✓	✓	✓	✗	Yes

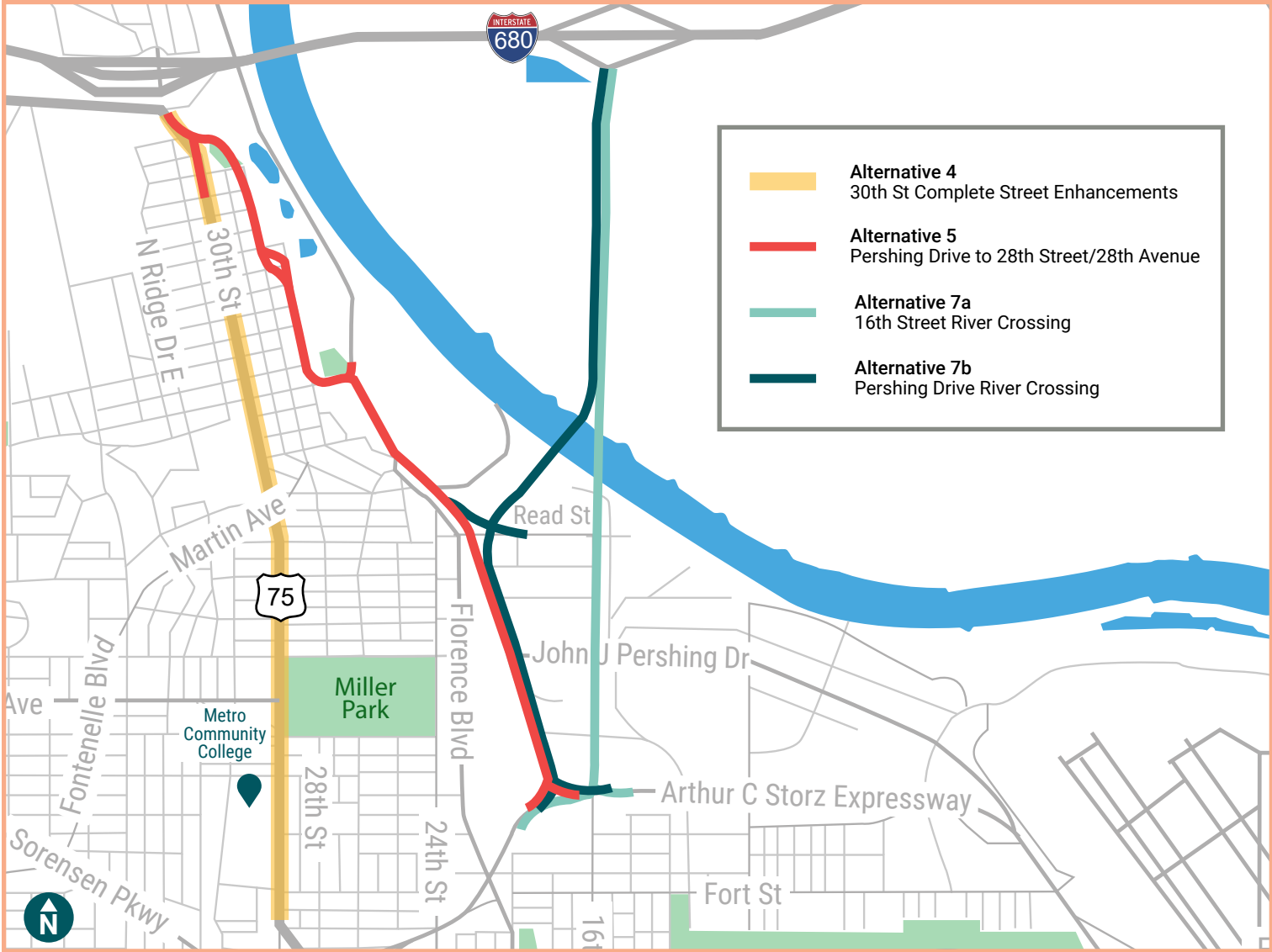


*Alternative 6 was carried forward for additional evaluation but was determined to be not feasible due to physical and environmental constraints between the water treatment plant and the Missouri River

Potentially Feasible Alternatives

Following the initial screening of alternatives, the alternatives shown in the figure below were carried forward for additional analysis. The lane configurations for each alternative are:

- **Alternative 4:** 3 lane (one through lane each direction with a center left turn lane)
- **Alternative 5:** 3 lane (one through lane each direction with a center left turn lane)
- **Alternative 7A:** 5 lane (two through lanes in each direction and a center left turn lane or median-divided with left turn lanes)
- **Alternative 7B:** 5 lane (two through lanes in each direction and a center left turn lane or median-divided with left turn lanes)



Community Impact Assessment

The remaining potentially feasible alternatives were reviewed through a Community Impact Assessment process that evaluated the alternatives from the perspectives of:

- Population and Housing
- Transportation and Mobility
- Traffic Exposure
- Community and Cultural Resources
- Property Acquisitions and Impacts
- Economic Development Potential
- Community Cohesion

Some of the key community impact assessment criteria are summarized in the table below. As shown, there are a range of potential travel time, safety, traffic noise and air quality, freight mobility, environmental, business and residential property impacts, and project costs to consider in the next steps for this study area.

Potential Alignment	Travel Time	Safety	Traffic Noise/Air Quality	Freight Mobility	Natural Environmental Impacts	Business Property Impacts	Residential Property Impacts	Preliminary Cost Range
No-Build	⊖	⊖	⊖	⊖	⊖	⊖	⊖	\$0
Alternative 4	✗	✓	⊖	✗	⊖	⊖	⊖	\$6.5–\$10 M
Alternatives 4 & 5	✓	✓	✓	✓	⊖	✗	✗	\$40–\$46 M
Alternatives 4 & 7a	✓	✓	✓	✓	✗	✗	⊖	\$231–\$393 M
Alternatives 4 & 7b	✓	✓	✓	✓	✗	✗	✗	\$194–\$348M



This study is first step in establishing the feasibility and potential benefits associated with making changes to Highway 75 and 30th Street through the study area. Additional future study and decision-making is required to continue project development. A potential path to project development is shown below. Some of these steps could be combined, but additional study, policy, design and funding commitments are required before any of the concepts outlined in this study can be implemented.

Next Steps

