

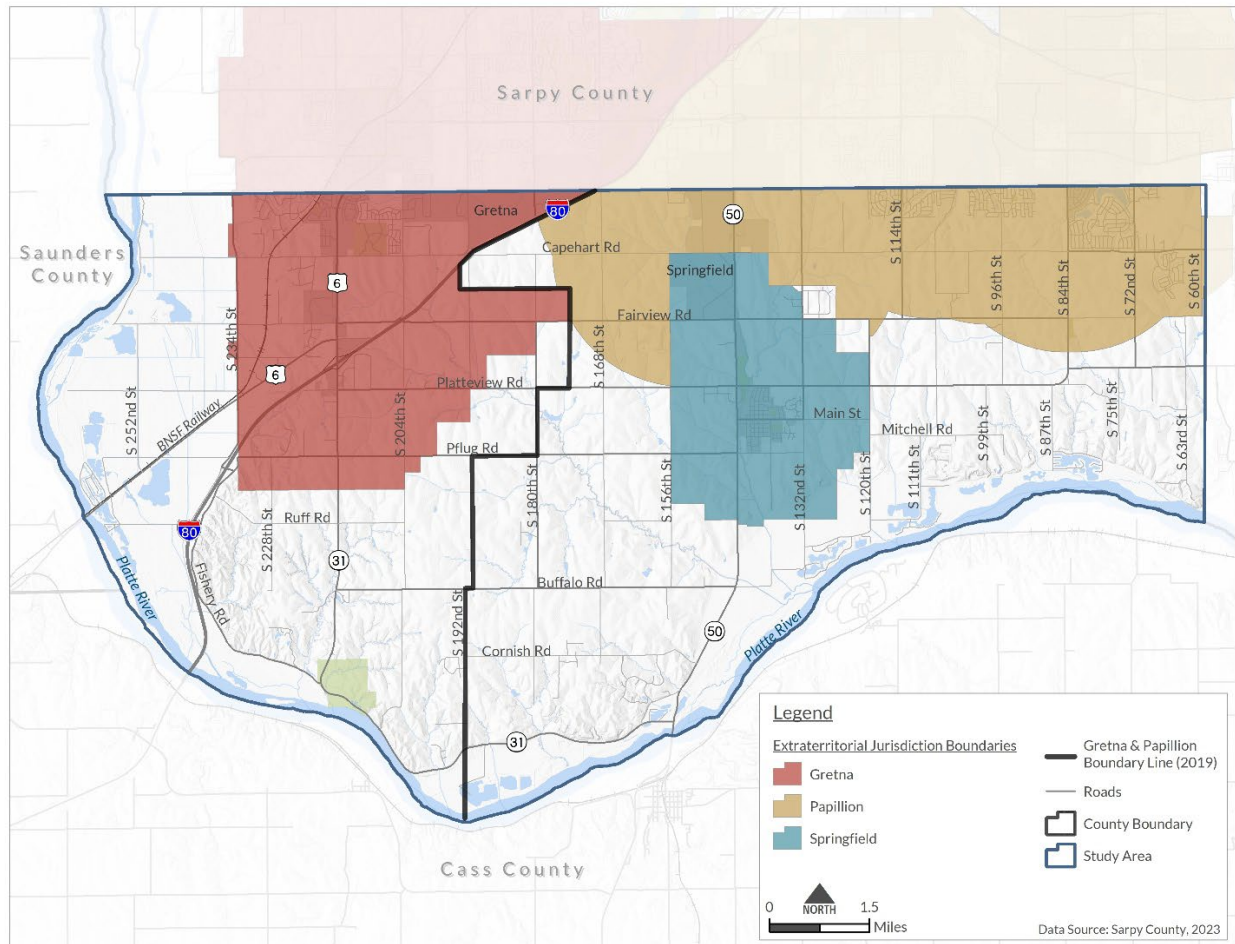


## APPENDIX A: EXISTING PLANS, POLICIES, AND TRANSPORTATION CONDITIONS MEMO

## Task 3.2 – Existing Plans & Policies

The WE-STEP study was initiated with the understanding that each jurisdiction (**Figure 1**) has a distinct set of guiding plans and policies in place that influence the development of a local and regional transportation network. It is anticipated by the review team for this study that some of these plans and policies may have consistency while others may not and lead to potential conflicts in the efficient development of a transportation network that best serves future growth in western Sarpy County.

FIGURE I: Study Jurisdiction Boundaries



This memorandum summarizes the sources of data, plans, and policies/standards that currently guide development and maintenance of the transportation network. Additionally, the summary provides information about commonalities and incongruent elements that exist between jurisdictions. Finally, the summary and associated review may be used to help support recommendations for shared policies adopted into local plans of the study partners.

Study references included:

- **Gretna** – PlanGretna adopted 2009, updated 2021 and current subdivision regulations
- **Springfield** – Springfield Comprehensive Plan adopted 2015 and current subdivision regulations
- **Papillion** – The Papillion Plan updates 2022 and current subdivision regulations
- **Sarpy County** – Sarpy County Comprehensive Plan (rev. Nov. 2020) and current subdivision regulations
- **MAPA** – 2050 Long Range Transportation Plan (2020)

## Goals and Performance Measures

Transportation goals summarized in the Comprehensive Plans of Gretna, Springfield, Papillion, Sarpy County, and MAPA, provide common themes including an interconnected network, diverse transportation options, and responsive services. Papillion and Sarpy County prioritize safety and adequate infrastructure that supports community development. Urban design with street planning includes the use of parkways and green streets as transportation networks which support all modes of transportation in Gretna and Papillion. Springfield strives for a transportation network that supports vibrant district development for its future growth. Sarpy County concentrates on infrastructure preservation. MAPA adopts a regional perspective, ensuring equity, enhancing the living environment, boosting economic growth, and managing transportation systems. These shared and distinctive transportation goals reflect shared efforts to support community mobility and overall quality of life.

## Data and Analysis Results

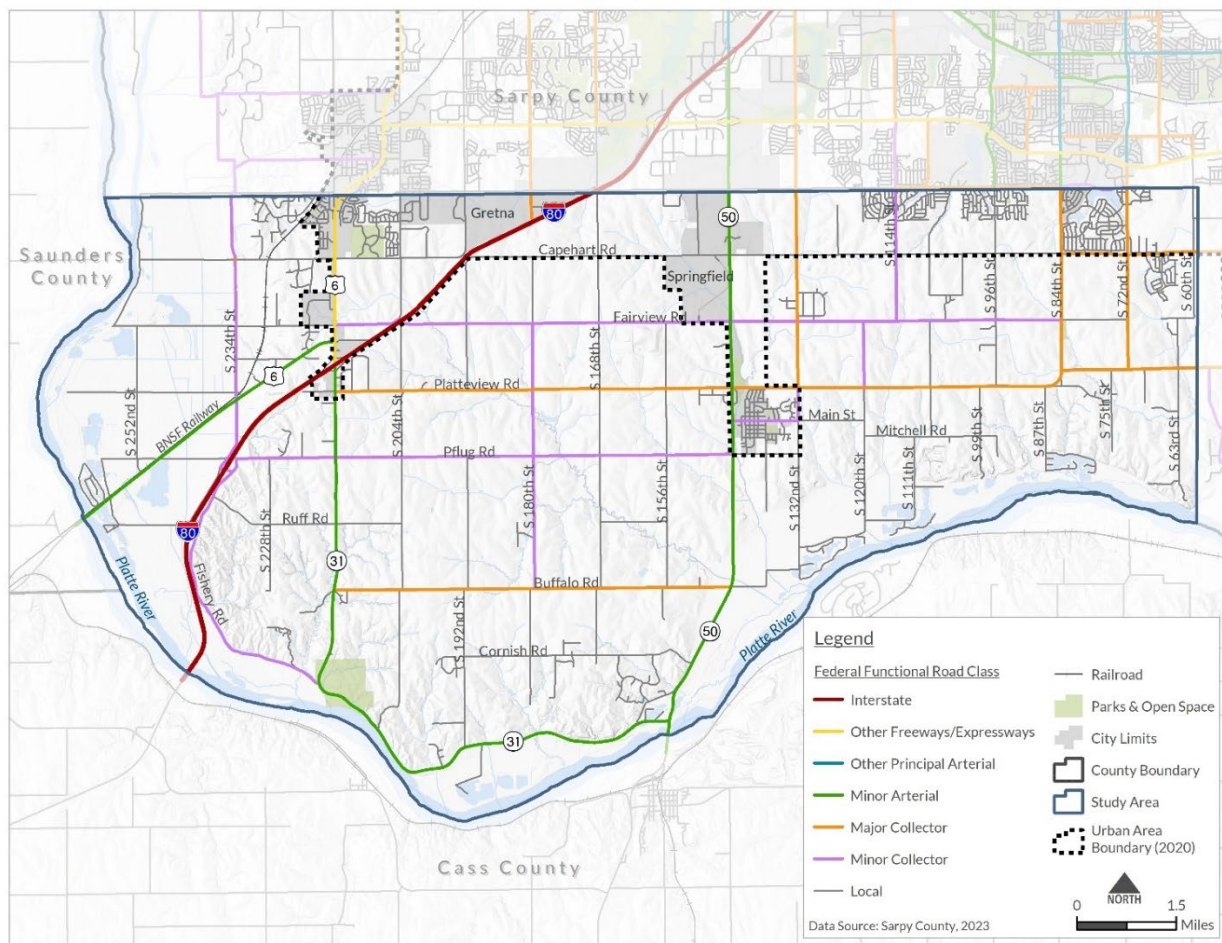
Comprehensive Plans for local jurisdictions use current traffic volumes compiled by MAPA to measure existing and future level of service (LOS) which can be useful for forecasting how land use changes may create the need to increase roadway capacity over time. All jurisdictions rely on the regional Travel Demand Model which uses land use and growth information provided to MAPA by each community. This iterative method of transportation and land use planning can help with forecasting when traffic flows are projected to change significantly leading to demands that may overwhelm capacity during peak travel periods of the day.

Papillion includes a summary of the capacity analysis for the transportation network included in the Comprehensive Plan. Although not included in other Comprehensive Plans, this same approach is used by each of the local jurisdictions. Papillion's projected traffic volumes are compared against capacity guidelines for central and non-central business district settings. Roadways that are forecast with future volumes that exceed available capacity provide a trigger for the community to begin programming for roadway improvements which may include alternatives evaluation and design for corridor right of way protection, roadway cross section, access management, intersection design, and accommodation for active transportation. For individual developments, local jurisdictions will require traffic impact studies to be completed with subdivision applications. This process helps to ensure that the planned capacity and traffic management intended for the arterial and collector street network can support the proposed development demand. Development proposals are typically only reviewed by the jurisdiction responsible for approving the application.

## Strategies and Network Recommendations

The Federal Highway Administration (FHWA) groups roadways into classes according to the character of service they are intended to provide. A roadway must be classified, at minimum, as a planned or existing Minor Collector in an urban area or Major Collector in a rural area to be eligible for Federal Surface Transportation Funds. The Urban Area Boundary is typically the dividing line between urban and rural areas. On the outer fringe of rapidly growing regions, rural standards applied in the County should be reviewed to anticipate future corridor protection needs that may be different than less developing rural areas. Federal Functional Classifications (**Figure 2**) provide state, regional, and local planning context for the transportation network and focus primarily on the purpose of the roadway rather than the design requirements. Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Federal transportation agencies describe roadway system performance, benchmarks and targets by functional classification. As these agencies continue to streamline performance-based decision making, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety. Comprehensive Plans and Long Range Transportation Plans must reflect the Federal Classification of the road network and may include additional classification maps for State and Local considerations.

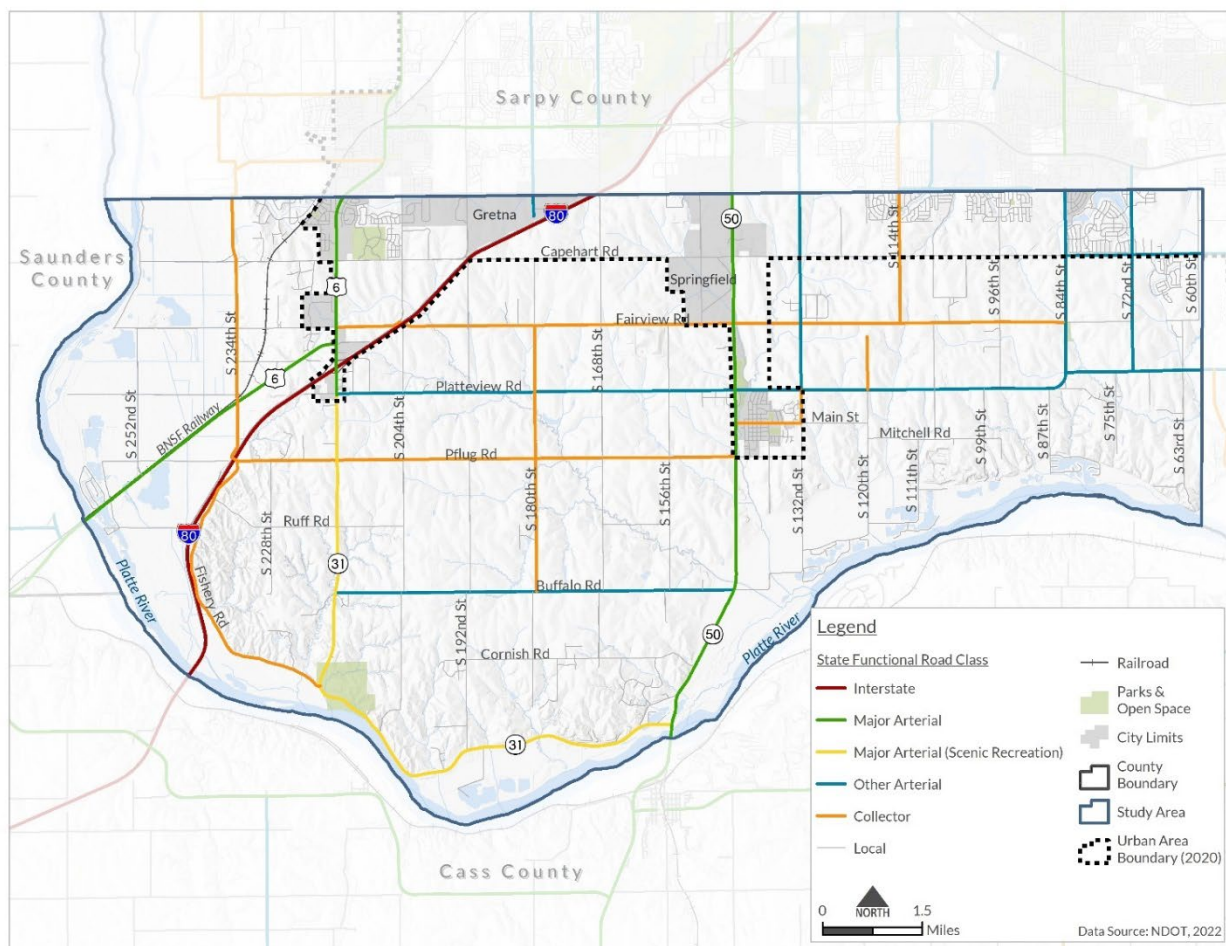
FIGURE 2: Existing Federal Functional Road Classification





The State Highway Classification System, administered by NDOT, provides jurisdictions with the minimum design criteria that must be achieved for a federal-aid supported project. The State Classification system (**Figure 3**) is used to ensure that the transportation facility is designed appropriately for the context and purpose it is intended to serve for the regional network purpose. The State Classification System establishes criteria such as minimums for right-of-way widths, design speeds, lane widths and many others. It is important to note that a State Classification for minimum design standards can apply to multiple Federal Functional Classifications. For example, a Major Arterial State Functional Classification Design Standard can be applied to both a Major Collector and a Minor Collector assigned on the National Functional Classification system. Nebraska Title 428 is maintained by the Board of Public Roads Classifications and Standards where these procedures for Standards are provided in Chapter 2. Standards are divided between urban and rural standards for the same classification type. This is an important consideration for planning rapidly growing urban areas where jurisdictions will grow into the rural county and eventually connect boundaries with each other. The MAPA urban planning area boundary is typically used as the delineation between urban and rural standards for roadway design requirements.

FIGURE 3: Existing State Functional Road Classification



Additionally, local classification systems may supplement State Classifications within local jurisdictions. This is not common, but they may either exist within subdivision regulations as a legacy standard that is no longer used or a purpose-built classification to support hyper-local transportation needs of a transportation integrated, land use strategy. Local classifications do not replace Federal or State classifications and rely only upon local regulations to oversee subdivision regulation and design requirements applied to development. As such, the roadway classifications (Table 1) and descriptions of minimum design criteria are specified within local subdivision regulations.

Table 1: Existing Plan Typologies

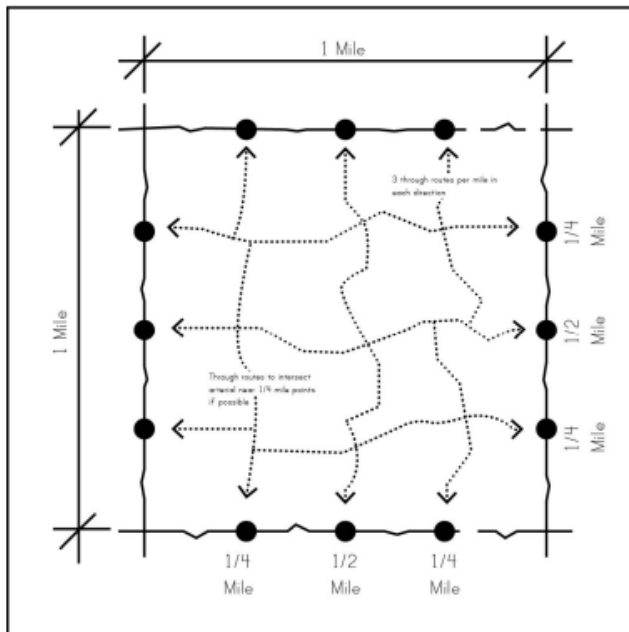
Jurisdiction	Reference	Description
City of Springfield	<a href="#">Comprehensive Plan Chapter 4, Page 171</a>	Provides four (4) typologies according to the Federal Classification System; major arterial, other arterial (only for Platteview Road), collector streets, local streets
City of Papillion	<a href="#">Comprehensive Plan Chapter 3, Page 49</a>	Provides five (5) typologies according to the State Classification System; expressways, major arterials, other arterials, collectors, and local streets. Additional definitions in the Plan for civic streets and parkways add to, but do not replace, the underlying functional classifications in Papillion.
City of Gretna	<a href="#">Comprehensive Plan Chapter – Transportation Plan, Page 187</a>	Provides six (6) “Street Classification” typologies best considered through a local planning lens; major arterial, interstate highway, other major arterial, other arterial, collector street, and local street. Also provides six (6) “Street Designation” typologies which align with the Federal Classification System: interstate, other freeways & expressways, other principal arterial, minor arterial, major collector, minor collector
Sarpy County	<a href="#">Comprehensive Plan Chapter 5, Page 116</a>	Provides six (6) typologies according to the Federal Classification System; interstate, other freeway & expressway, principal/minor arterial, major collector, minor collector, and local road
MAPA	<a href="#">Long Range Transportation Plan, Page 5</a>	Provides six (6) typologies according to the Federal Classification System; Interstate, other freeways & expressways, other principal arterial, minor arterial, major collector, minor collector (local roads are not included as a typology)

Local jurisdictions must plan and program transportation projects in a manner that upholds Federal Classifications and satisfies minimum State Classification design standards. Failing to track the different naming and purposes of functional classifications in comprehensive plans can lead to discrepancies in corridor strategies where jurisdictions will grow together. Local policies provide guidance for the roadway routing standards each jurisdiction intends to achieve within the applied typologies. Most local plans provide a short policy guideline for roadway routing standards. For continuity, they are listed here. While they do not contradict each other, they are distinctly different.

## Roadway Routing Standards

- Papillion:** Page 57 of the Comprehensive Plan describes connectivity and how the network should connect. The street network should have segments which connect to one another internally and to collector streets. Several measures to evaluate the connectivity of street networks have been developed. One measure included in the Comprehensive Plan that may not be applied to future planning is the ratio of the number of street links divided by the number of nodes (intersections or cul-de-sac heads). A target ratio of 1.40 may produce a good neighborhood mix of connectivity and privacy when site development conditions allow. The subdivision regulations (Article V Chapter 170-16.A (6) also regulates the subdivision of streets to support a through route strategy including three north-south and three east-west through routes provided per mile, unless infeasible, on the half and quarter mile intersections with adjacent streets. Access management (**Figure 4**) is recommended as full access each quarter mile with turn movement limited to right-in, right-out only on the quarter mile. Quarter mile spacing is preferred at 1,320 feet with 1,200 feet minimum.

FIGURE 4: Typical Three-Through Street Policy



- Gretna:** Page 113 of the Comprehensive Plan provides general expectations for connectivity. The transportation network for Gretna will provide interconnected access between neighborhoods and commercial areas, a balance of opportunities for vehicular, pedestrian, and other forms of transportation and levels of service that respond to and influence land use needs. Gretna Comprehensive Plan also adopts the three through streets per mile policy described for Papillion.
- Springfield:** Page 169 of the Comprehensive Plan provides a few notes about transportation network connections. Adequate circulation systems are essential for the safe and efficient flow of vehicles and pedestrians, to all parts of the community. Communities need to be able to provide adequate transportation services to move people and goods around and through the community. In addition, access to facilities, industries, and businesses should facilitate efficient traffic patterns

while minimizing conflicts between vehicular and pedestrian traffic. Springfield does not address the three through streets per mile policy in their Comprehensive Plan or Subdivision Regulations.

- **Sarpy County:** Page 89 and 131 of the Comprehensive Plan provide goals and policy statements regarding connectivity that is safe, reliable, efficient as well as acknowledging the important role of coordinating activities as local jurisdictions grow into the county. Transportation goals and policies, including the creation of a complete streets policy, arterial access policies, and the implementation of accessibility guidelines; Provide a connected transportation system that offers safe, efficient and reliable options for all modes of travel; Coordinating the development of public infrastructure and facilities will enhance the overall connectivity and continuity of public amenities, thereby creating comprehensive systems available throughout the county. Sarpy County Comprehensive Plan (Page 130) is enforced by subdivision regulations and adopts the three through streets per mile policy described for Papillion. Access management is recommended as full access each quarter mile with turn movement limited to right-in, right-out only on the eighth mile.

The technical differences between typologies at the local level can be further narrowed down to three primary elements – roadway classification, the differences between rural and urban areas according to the state classification and the ROW standards from jurisdiction to jurisdiction.

### Roadway Classifications

**Interstate Highway (Major Arterial):** While Papillion does not provide an definition of Major Arterial of Interstate Highway, Sarpy County uses the federal classification of Interstate as opposed to Major Arterial. Sarpy County’s definition also includes “a divided, limited access facility with no direct land access and no at-grade crossings or intersections” as a component of its definition.

**Expressway:** Papillon provides its own definition for an expressway, whereas Sarpy County provides the federal classification for a freeway/expressway. In Papillion’s definition, it states that expressways will be constructed with only grade-separated intersections, whereas Sarpy County simply notes that there should be limited at-grade access.

**Other Major Arterial:** Papillion does not provide a category for ‘Other Major Arterial,’ and instead uses its own definition of ‘Major Arterial.’ Sarpy County uses the Principal/Minor Arterial state federal classification for ‘Principal/Minor Arterial.’ Papillon states that these articles ‘connect major activity centers,’ which is not mentioned in any of the other definitions. Papillon references the use of ‘traffic control devices’ such as medians, which are not referenced in any of the other definitions.

**Arterial Street:** Many Gretna, Springfield and Papillion all have ‘Other Arterials’ listed as functional classes. Papillion’s comprehensive plan specifies that these other arterials are designed for speeds of 40 mph or below, while neither Springfield nor Gretna mention speed limit regulations. Sarpy County, on the other hand, uses ‘Principal/Minor Arterials’ as its categories. Sarpy County’s primary focus is on prioritizing traffic movement, not localized access.

**Collector Streets:** All the plans include Collector Streets with a common purpose of facilitating access and circulation within different areas, they vary in their specifications, such as speed limits, configuration requirements, and the distinction between Major and Minor Collectors in Sarpy County’s plan.



**Local Street:** As Gretna and Springfield have identical descriptions for Local Streets, Papillion provides additional details about their role in serving individual properties and the challenge of cul-de-sacs. Sarpy County emphasizes the importance of Local Streets in providing direct access to adjacent land uses and highlights their prevalence in the street network.

### Urban and Rural Criteria

**Minor Arterials:** In Urban areas, Minor Arterials have a designated speed of 30 mph (45 mph) with 11 ft. lane width. However, in rural areas Minor Arterials have a designated speed of 50 mph (55 mph) with 12 ft maximum lane width max and 10 ft minimum.

**Major Collectors:** In Urban areas, Major Collectors have a designated speed of 30 mph (55 mph) with 11 ft lane width max and 10 ft minimum. However, in Rural areas Major Collector have a designated speed of 50 mph (55 mph) with 12 ft maximum lane width max and 10 ft minimum.

**Minor Collectors:** In Urban areas, Minor Collectors have a designated speed of 20 mph (45 mph) with 11 ft lane width max and 10 ft minimum. However, in Rural areas Minor Collector have a designated speed of 50 mph (55 mph) with 12 ft maximum lane width max and 10 ft minimum.

**Local Streets:** In Urban areas, Local Streets have a designated speed of 20 mph (45 mph) with 11 ft lane width max and 10 ft minimum. However, in Rural areas Local Street have a designated speed of 50 mph (55 mph) with 12 ft maximum lane width max and 10 ft minimum.

### Right of Way Standards

**Rural ROW** standards are straight forward to understand. In Sarpy County, the minimum ROW for Major Arterials is 150 feet, while the Other Arterials can range from 66 to 100 feet. Gretna is the only other jurisdiction that makes a distinction between rural and urban, noting that the minimum ROW for Major Arterials is 150 feet.

**Urban ROW** standards are slightly more complicated. All jurisdictions have a minimum ROW of 150 feet for Major Arterials, but Other Arterials range from a minimum of 70 feet in Sarpy County to 100 feet in Gretna, Springfield, and Papillion. Collector roads have a minimum of 80 feet ROW in Springfield, 70 feet in Sarpy County, and 60 feet in Gretna and Papillion. Local roads have a 50-foot minimum in Sarpy County and Gretna, 60-foot minimum in Springfield, and no specified ROW in Papillion.

### Development Standards

Subdivision Regulations are used to enforce development review procedures for the purposes of subdividing land according to local codes and ordinances. Within subdivision regulations adopted by each of the four local jurisdictions, the minimum standards for streets networks, design, construction, rights-of-way, and other criteria are provided for use.

Table 2: Subdivision Regulation Standards

Jurisdiction	Minimum Standards	Streets	Design	Construction	Rights-of-Way
<a href="#">Sarpy County</a>	10.1 Shall not be subdivided unless adequate methods for subdivision are formulated by the developer and approved by the Planning Commission and County Board.	10.2 Shall conform to the Comprehensive Plan. Where such is not shown, provide for the continuation or appropriate projection of existing principal streets in surrounding areas.	Table 10-2 Minimum Design Standards of the State of Nebraska Board of Public Roads.	12.1 In accordance with the current edition and any revisions or amendments thereto of the "City of Omaha Standard Specifications for Public Works Construction" and/or the current edition and any revisions or amendments thereto of the "Nebraska Department of Roads Standard Specifications for Highway Construction."	10.2.13 Shall not be less than the minimum dimensions nor more than the maximum grades as set forth in the current version, including any revisions or amendments thereto, of the "Nebraska Administrative Code, Title 428, Rules and Regulations of the Board of Public Roads Classifications and Standards."
<a href="#">Gretna</a>	4.01 No subdivision shall be approved unless it is in conformance with the requirements of this Ordinance and the Comprehensive Development Plan	4.02 Arrangement, character, extent, width, grade and location of all streets shall conform to the Comprehensive Plan	4.24 Per NDOR Standards or as directed by the City Engineer	4.24 Per design standards by AASHTO	4.03 (New) shall meet the right-of-way requirements as stated in Section 4.24 4.04 (Existing) shall dedicate additional right-of-way or easements if necessary to meet the minimum street width requirements set forth in this Ordinance.

Jurisdiction	Minimum Standards	Streets	Design	Construction	Rights-of-Way
<a href="#">Springfield</a>	4.01 No subdivision shall be approved unless it is in conformance with the requirements of this Ordinance and the Comprehensive Development Plan	4.02 Arrangement, character, extent, width, grade and location of all streets shall conform to the Comprehensive Plan	4.02 New or reconstructed streets shall conform to Nebraska Board of Public Roads Classifications and Standards, Minimum Design Standards	4.02 The Nebraska State Standard Specifications shall be the Nebraska Department of Transportation Standard Specifications for Highway Construction	4.04 (New) shall meet the right-of-way requirements as stated in Schedule A 4.05 (Existing) shall dedicate additional right-of-way or easements if necessary to meet the minimum street width requirements set forth in this Ordinance
<a href="#">Papillion</a>	170-16 All streets shall conform as near as possible to the Comprehensive Plan	170-16.A Roadway system shall conform to the City's Comprehensive Plan.	Table II Standards for arterial streets shall be determined by AASHTO standards or state highway officials	Table II Standards for arterial streets shall be determined by AASHTO standards or state highway officials	170-16.C (New) shall meet the right-of-way requirements as provided in Table II of these regulations. and D (Existing) shall dedicate additional right-of-way, if necessary, to meet the minimum street width requirements set forth in these regulations.

### Right of Way Protection and Cross Sections

Local jurisdictions provide their own requirements for ROW protections within subdivision regulations. While MAPA's LRTP provides helpful guidance for the organizing of the regional transportation network, it is the local regulations, in conformance with local Comprehensive Plans and Zoning that direct technical aspects of street, sidewalk, curb ramp or trail construction. Sarpy County protects 300' of ROW for Rural Interstate and Expressways and 150' for Rural Major Arterials. No other local jurisdiction applies Rural standards to ROW protection. Minimum ROW protections for Urban standards are summarized in Table 3 by jurisdiction.

Table 3: ROW Protection Required by Subdivision Regulations

Jurisdiction	Major Arterial	Other Arterial	Collector	Subcollector	Local
<b>Sarpy County</b>	100'	70'	70'	N/A	50'
<b>Gretna</b>	100'	100'	60'	N/A	50'
<b>Springfield</b>	100'	100'	80'	N/A	60'
<b>Papillion</b>	100'	100'	60-70'*	50-60'*	N/A

\* Parking may be provided within Collector and Subcollectors in Papillion

Each local jurisdiction provides additional cross section references for minimum paved width, number of lanes, radius, sight distance, and paved thickness within subdivision regulations. Comprehensive Plans for Papillion, Gretna, and Sarpy County also provide visual examples of typical cross sections. Sarpy County includes four cross-section alternatives that fit within the minimum 100' ROW. Additionally, a 150' ROW and 120' ROW cross-section are provided to support dual center turn left lanes with either six or four through-lane options respectively. Gretna provides visual examples of seven typical cross-sections of 50-150' ROW widths. Gretna also includes variable width ROW for three green street cross sections. The Crossings Corridor Master Plan for Gretna extended nine variable ROW width cross sections for green streets. Papillion Comprehensive Plan updates introduced visual examples of typical cross sections for Parkways and Ridgeline Boulevard streets in 2022.

Cross section criteria in subdivision regulations and visualized in local plans are considered specific to the local Comprehensive Plan. They neither intentionally compliment nor contradict each other between jurisdictions. They exist separately without necessary coordination for arterial and collector street corridors to be established consistently. They also do not exist at this time to provide and coordinated strategy for preserving ROW and designing cross sections across jurisdictions.

### Funding Transportation Improvements

The local designation of future roadway classification helps establish corridor protections needed for roadway projects and provides methods for funding local improvements made by the community. Municipal codes for each jurisdiction enable the cost of street improvements within an improvement district to be assessed toward the value or size of the adjacent property benefiting from the road. For street improvements to Arterial Streets, value provided by the roadway is regional. Papillion maintains local authority that allows funds to be set aside for Arterial Street Improvement cost sharing with Sarpy County when projects are included on the County One- and Six-Year plan. This Arterial Street Improvement Program (ASIP) provides for an efficient method of cooperative improvement for arterial streets. Regional funding is also available for arterial street projects through MAPA and the Transportation Improvement Program. Projects included on the TIP must be amended into the LRTP if they are not already included, but projects selected from the pool of applicants are eligible for State Transportation Block Grant (STBG) funds directed by Federal Highway Administration. Local jurisdictions alone, or in partnership with each other, must provide a minimum local 20% match for requested funding. Without STBG funding, local jurisdictions must use any combination of general funds, sales tax, or bonds to plan, design, and construct projects.



## Task 3.3 – Data Inventory

Several studies are currently available that provide recent and ongoing efforts to capture land use, demographic, and transportation data. Data from these plans and studies was requested from MAPA, NDOT or the individual jurisdictions. Studies referenced include:

- MAPA 2050 LRTP
- Metro Area Travel Improvement Study
- Sarpy County I-80 PEL
- Platteview Road Corridor Study
- Platteview Road Design
- Sarpy County Comprehensive Plan
- Gretna Comprehensive Plan
- The Crossings Corridor Master Plan (Gretna)
- Papillion Comprehensive Plan Update
- Springfield Comprehensive Plan
- Sarpy County Transit Feasibility Study
- 180th / 192nd Corridor Feasibility Study
- Sarpy County Trail Plan
- Lake 80
- South Sarpy County Sewer Plan

## Task 3.4 – Existing Conditions Analysis

A review of existing conditions was completed to summarize 2023 baseline conditions of the region's current multimodal transportation system. Analysis included existing land uses and multimodal transportation infrastructure of the study area. The existing conditions for the largely rural area of Sarpy County summarized in this analysis is lightly beneficial to the future conditions analysis and recommendation to support the study area in the future. The task summary provides a basic assessment of the following topics:

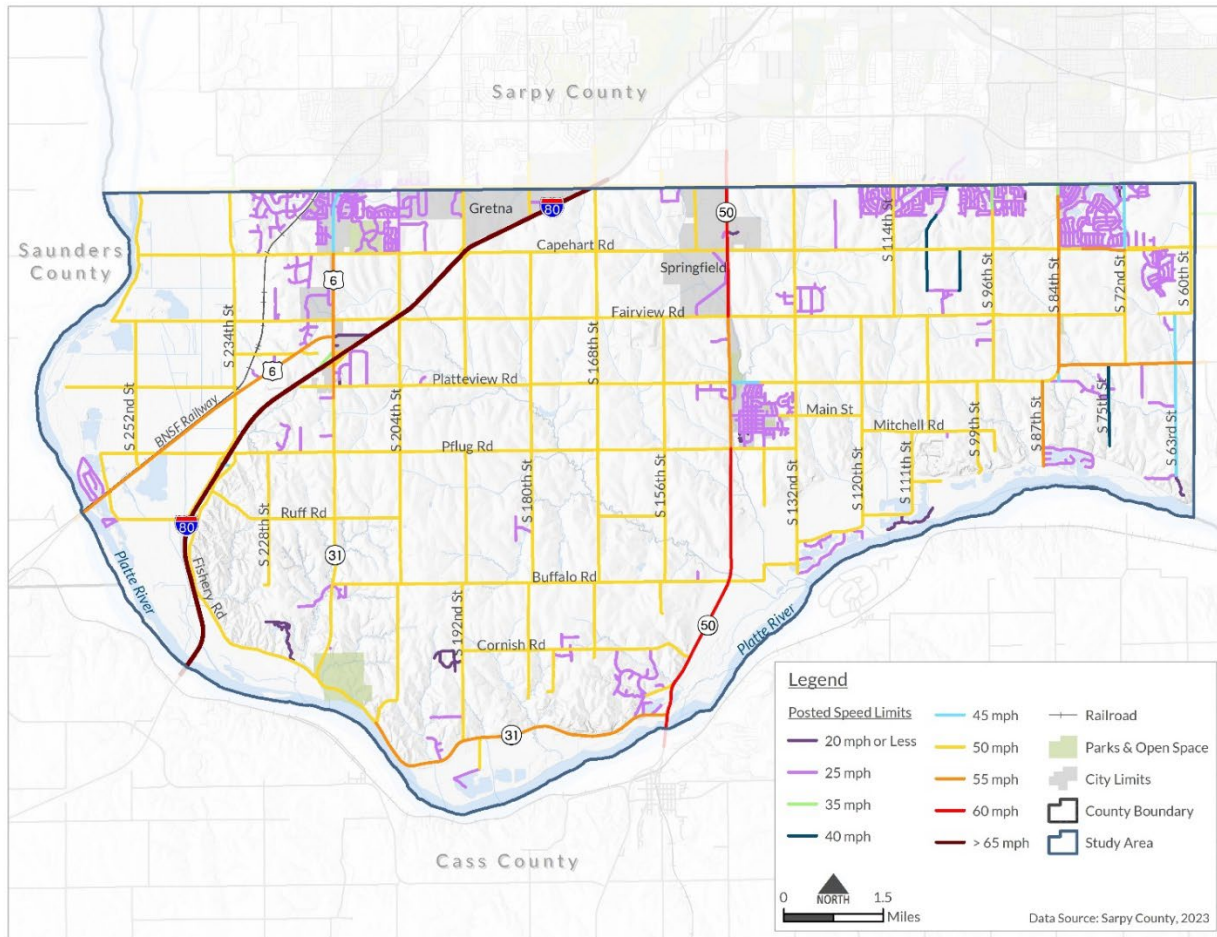
- Planning level traffic operations
- Crash history assessment
- Network connectivity and gap assessment by mode
- Environmental constraints
- Other constraints
- Asset conditions for pavement and bridges

### Planning Level Traffic Operations

The rural transportation network is composed of section line roads that focus traffic moving through the county to highways and the Interstate. Travel speeds are posted throughout the County and within each community. As shown on **Figure 5**, most of the current section line roads list a 50 mile per hour posted speed limit. Most of these roads are county gravel roads that have supported agriculture and low-density residential areas throughout the study area. Posted speeds for highways and interstates provide limits of 55 mph or greater. Posted speeds on local roads with the communities are typically

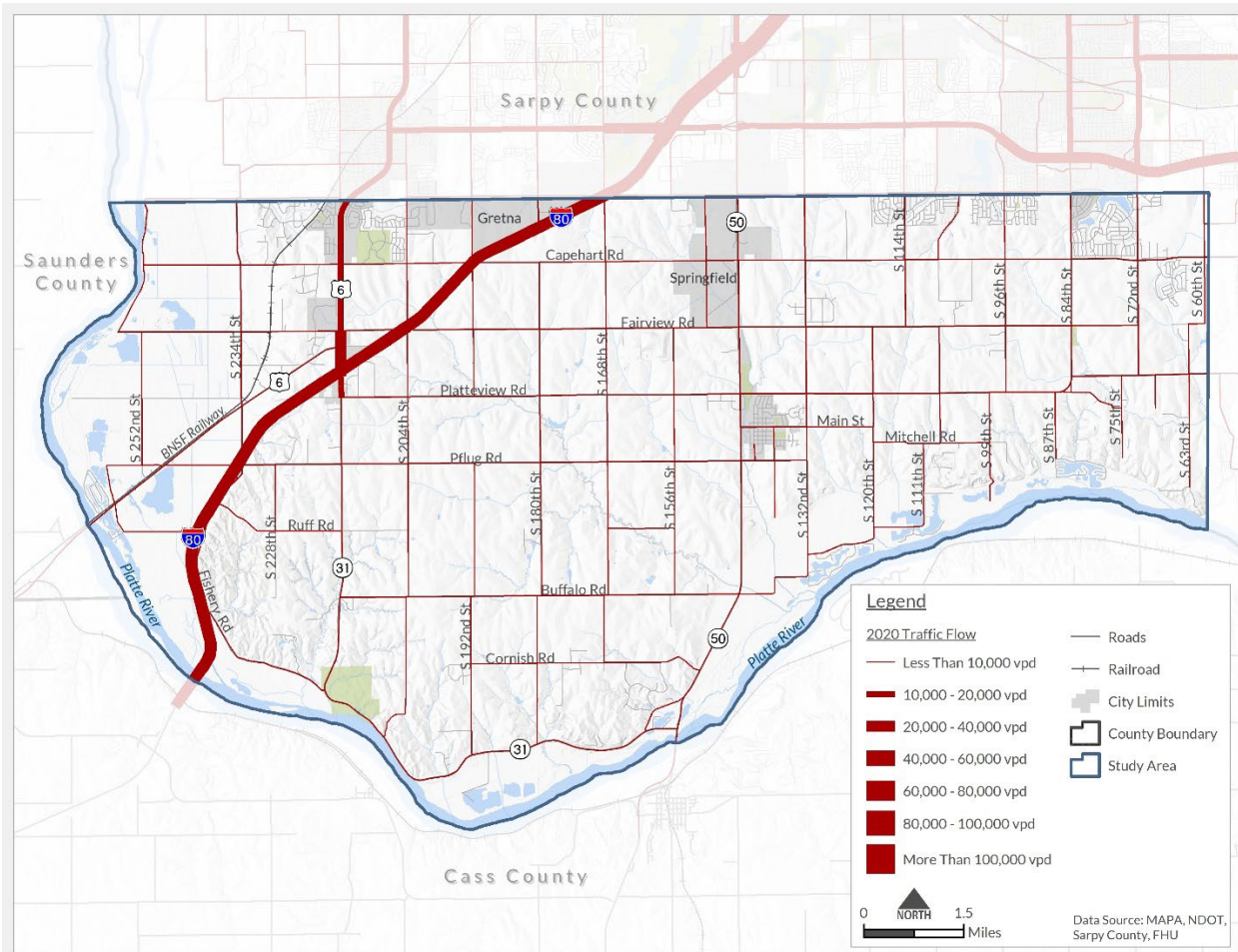
35 mph or lower. State Functional Classification establishes the minimum values for criteria that support posted speed and coordinating the transition between County and Urban design standards requires careful coordination for rapidly growing urban areas.

FIGURE 5: Study Area Posted Speed Limits



Traffic data (Average Annual Daily Traffic) provided by MAPA and NDOT was useful to consider density of traffic flow along major roadways within the study area. Roadways with more travel lanes or higher posted speeds are expected to carry more vehicles by comparison with county roads that have slower speeds. This correlation is represented in **Figure 6**. Major roadways outside the study area that currently carry higher traffic flows include Highway 370 and Highway 6. Traffic flows largely reflect the number of vehicles that move through the area and the intensity of development within the area which are both expected to increase substantially from current conditions.

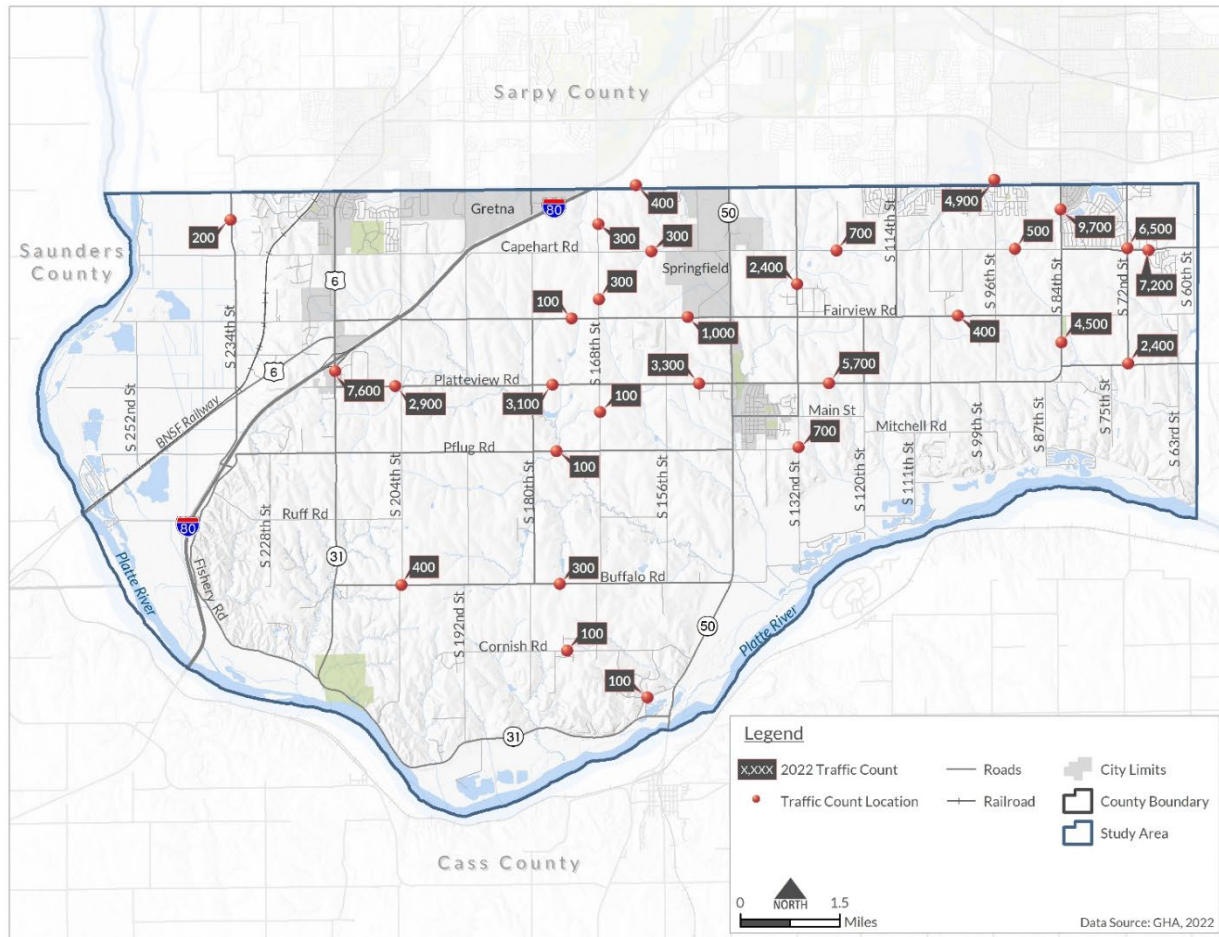
FIGURE 6: Study Area Traffic Flows





Traffic count data collected in 2022 was provided by MAPA which is useful to review with the traffic flows and understand how much traffic is using the county road network. Count data is typically collected over a 24-hour period and the timing is scheduled to coincide with typical traffic volumes understanding that there will be some days with more or less than typical volumes collected during the count. The count volumes in **Figure 7** generally correspond well to the modeled traffic flows provided by MAPA for the study. Traffic counts for state highways and the interstate are also available. The data presented on **Figure 7** is helpful for considering traffic that is on the local road network of Sarpy County.

FIGURE 7: Study Area Traffic Counts

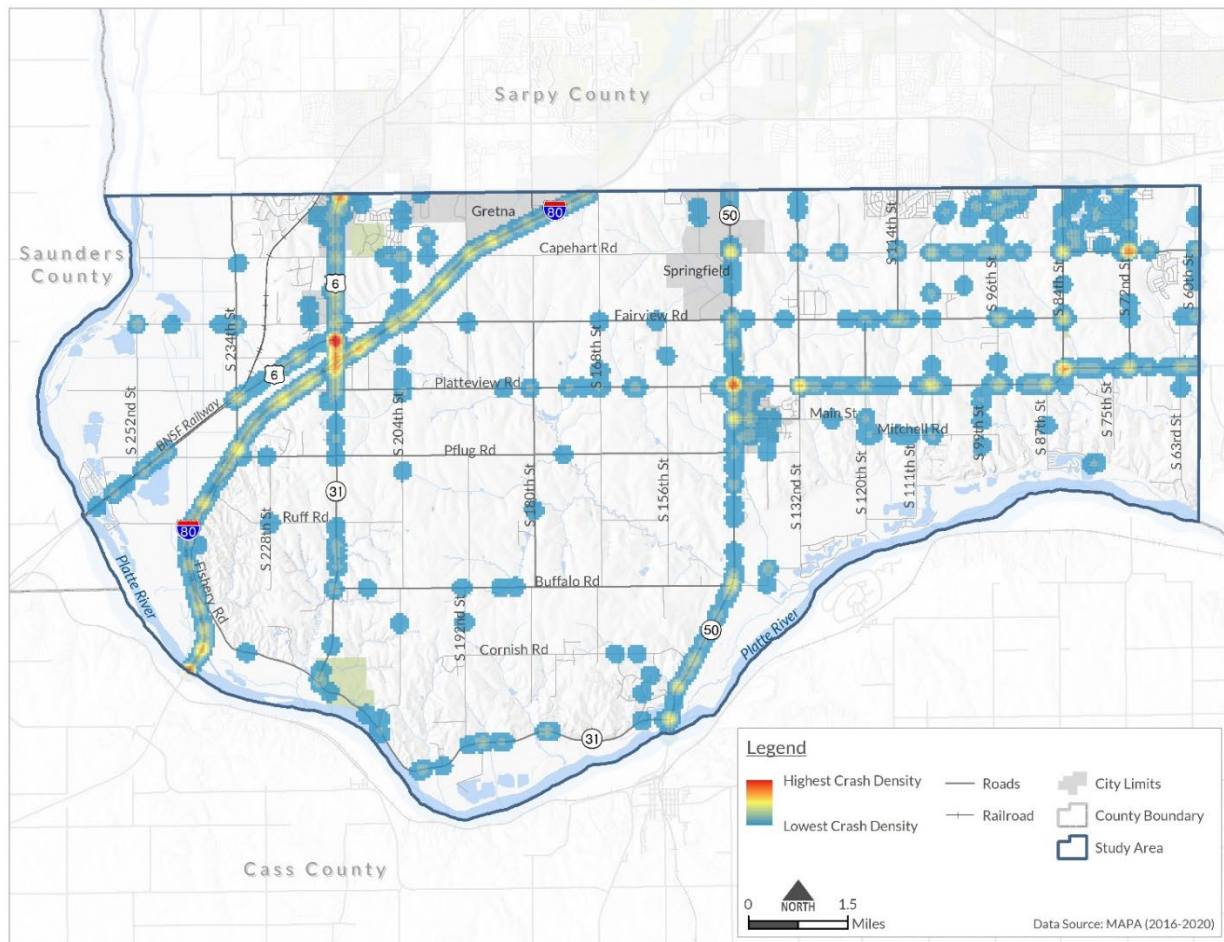




## Crash History Assessment

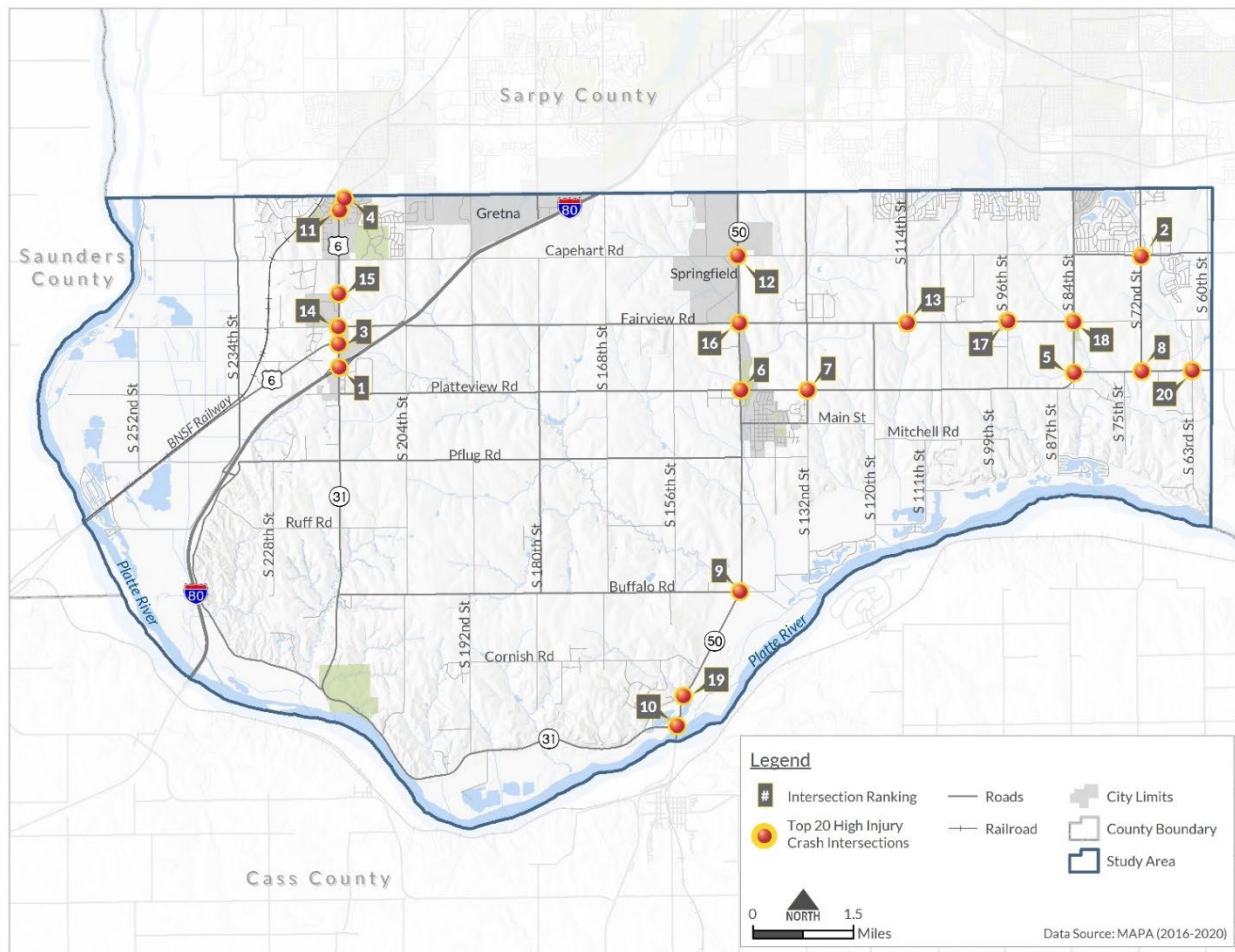
A high-level review of available crash records was completed for roadways within the study area. Records of crashes recorded between 2016 and 2020 were provided to MAPA by NDOT. Crashes are the result of numerous factors that are not explored in this analysis. The density of crashes shown on **Figure 8** provides confirmation that the heaviest traveled roadways also have the most records of crashes. Outside of individual communities included with the study, state highways and interstates represent the largest number of overall crash records. Fairview Road, Platteview Road, and S. 204th Street represent the County roadways with the largest number of crash records.

FIGURE 8: Study Area Crash Record Counts



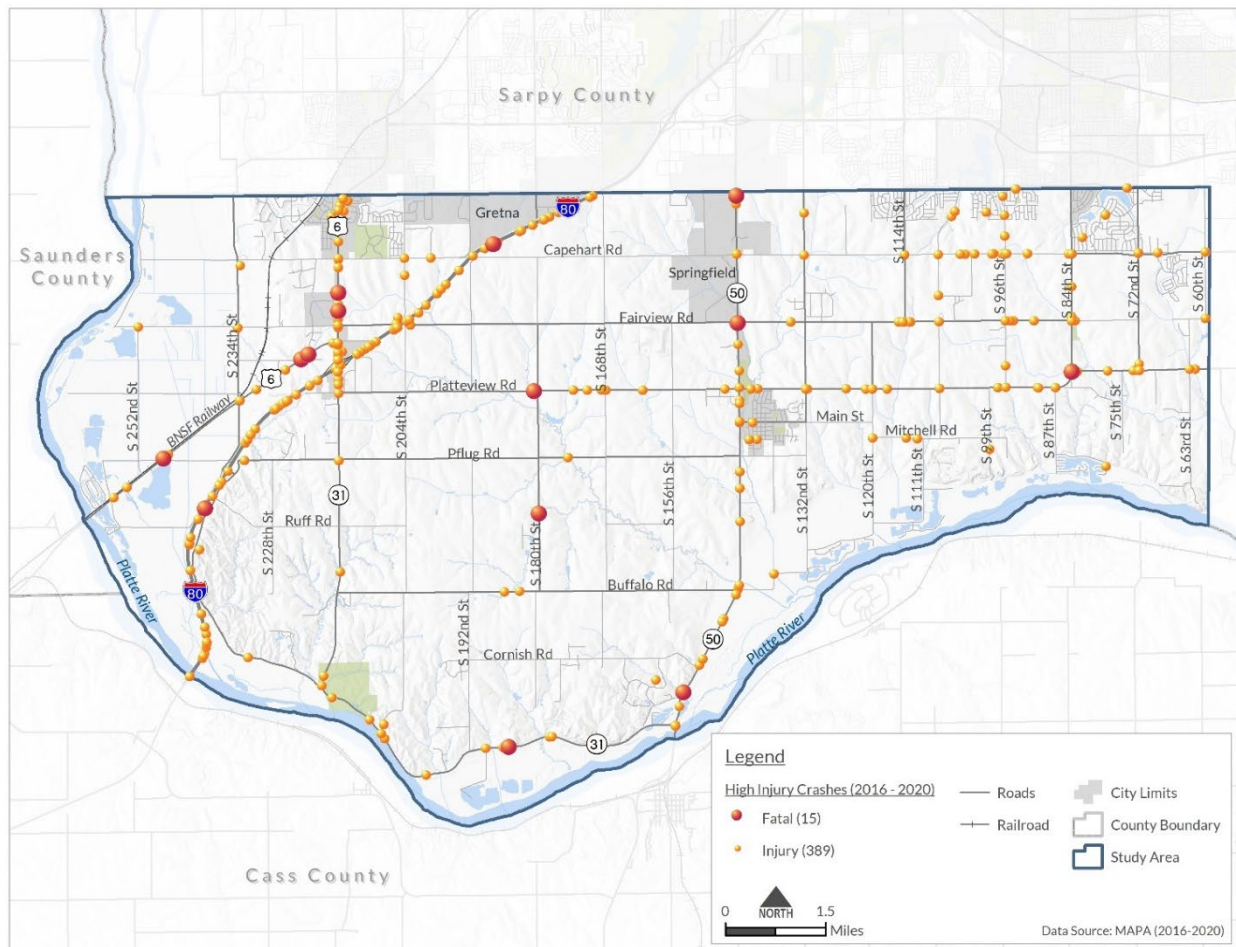
Recorded crash locations are commonly associated with intersections and are described according to the nearest intersection to where the crash occurred. The provided data was screened to identify the twenty intersections that represented the largest number of crashes. An analysis of these intersections or the type of crashes was not completed for existing conditions of this study, but the density of crash at specific locations was of interest. The locations of these 20 intersections are represented in **Figure 9** where more than three quarters of these locations occur on the State highway network or Platteview Road.

FIGURE 9: Study Area Top 20 Crash Record by Intersection



Crash data was also screened to identify the locations where records indicate that a fatality or significant injury had occurred. More than 400 records are represented in **Figure 10** with the predominant number of crashes meeting these criteria located along the interstate, a state highway, or Platteview Road. Six of the 15 fatalities occurred at intersections those roadways. MAPA has initiated a review of existing crash data to prepare a comprehensive safety action plan which will identify the recommended best practices and standards to design roadways and intersections that are safe for all users.

FIGURE 10: Study Area High Injury and Fatality Crash Locations



### Bikeways and Trails

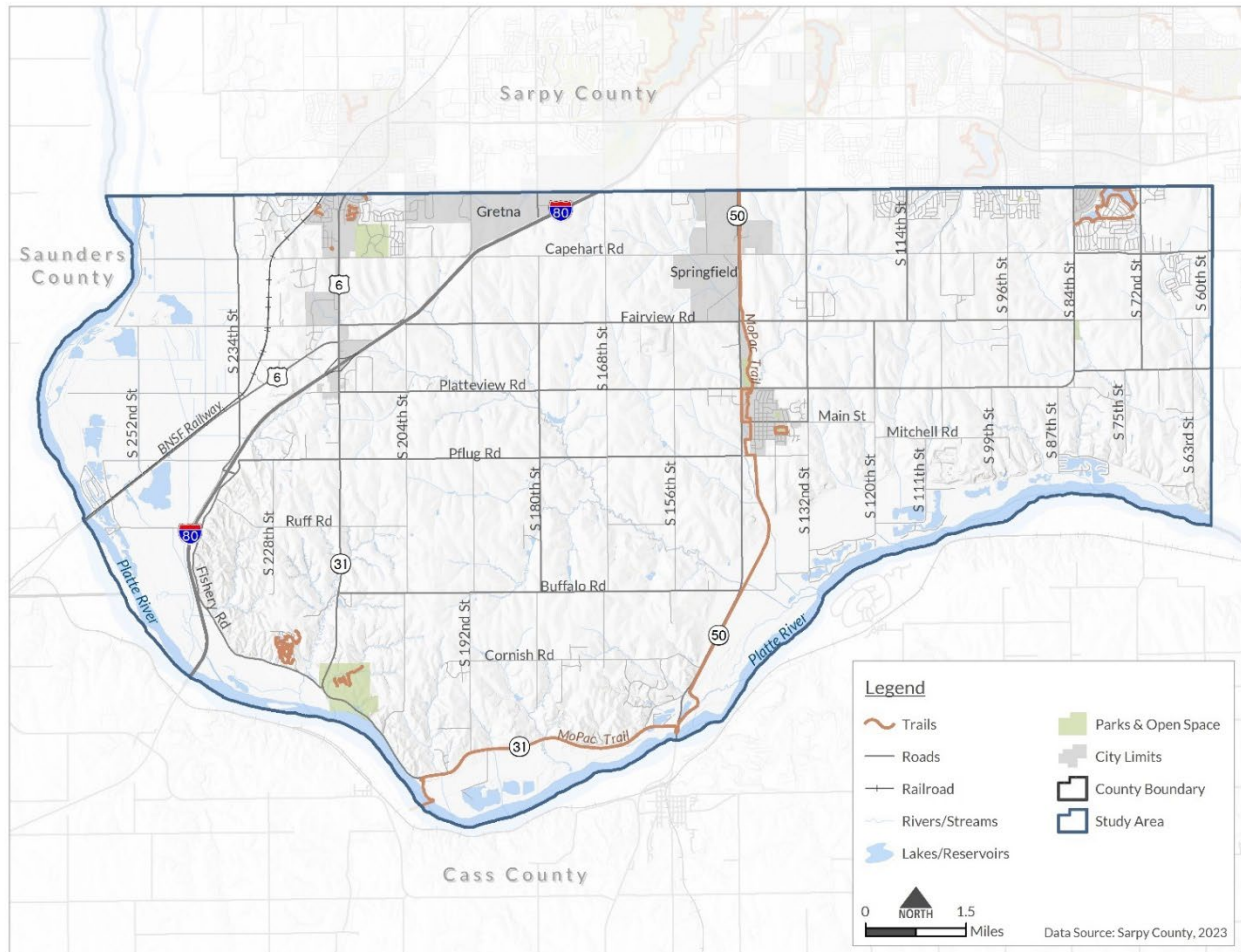
Several plans from the different jurisdictions in western Sarpy County addressed recreational trails in the area. Five trails emerged from an analysis of these plans as major connectors in the region. These consisted of the MoPac Trail, the 144th Street Trail, the Keystone Trail, the Bellevue Loop Trail, and the West Papio Trail. Together, these trails will play a major role in enhancing mobility and connectivity across the region.

The MoPac Trail is predominantly shown in **Figure 11** and is part of the national Rails-to-Trails Conservancy travels along a north-south alignment, running through Springfield before turning west to intersect with the Lied Platte River Bridge crossing south of Highway 31. North of the study area, the 144th Street trail extends south into Sarpy County from the greater Omaha area and stops at the



intersection of 144th Street and Emily Street. The West Papio Trail has a northwest-southeast alignment as it runs along Papillion Creek. The Keystone Trail is another major northwest-southeast trail along the east side of the project area that provides many connections to the greater Omaha area. To the south, the Keystone Trail turns into the Bellevue Loop Trail, which continues southeast beyond the project area, and then north again following the Missouri river.

FIGURE 11: Study Area Existing Trails



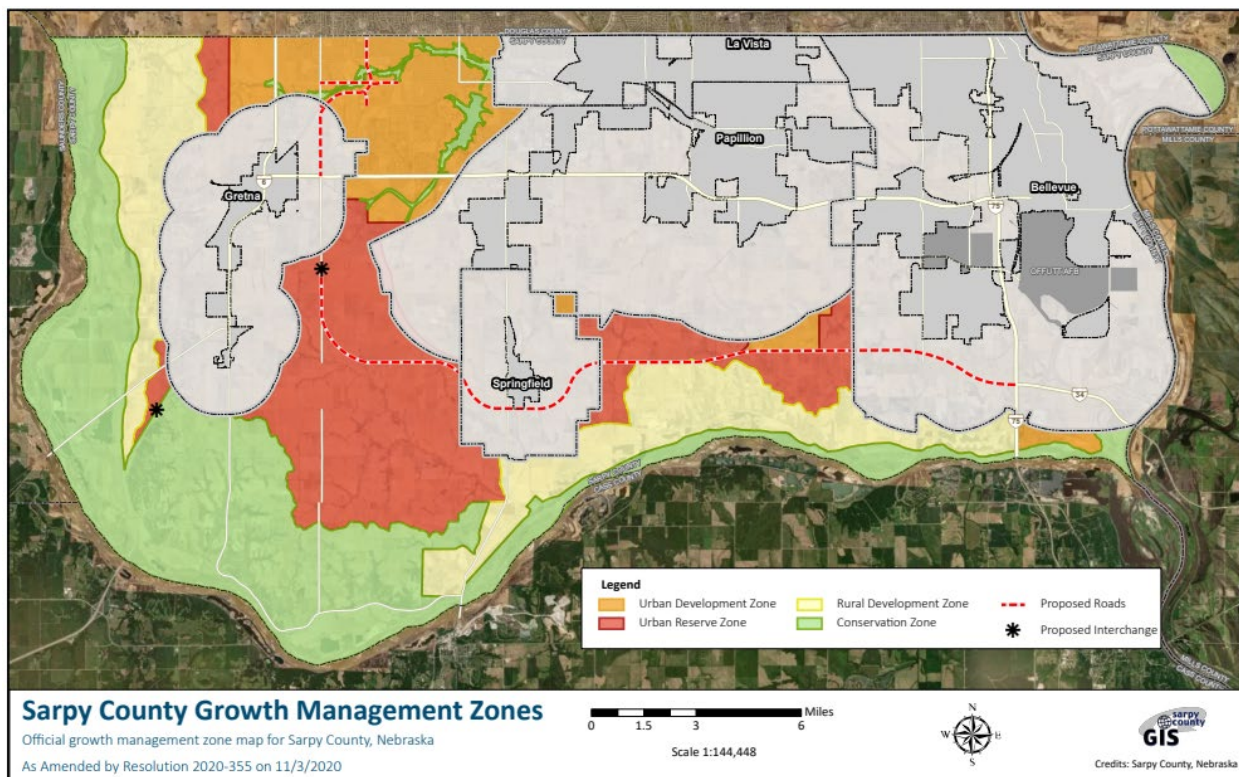
The respective comprehensive or transportation plans of the three cities in Western Sarpy County – Springfield, Gretna, and Papillion – each showcases its own existing trail network. However, outside of each city’s limits, gaps exist with the regional network. Each plan detailing the bicycle network addresses the importance of connectivity with this network, often setting a concrete goal of connectivity and proposing additional trails to be constructed. The Keystone Trail in the north, the West Papio Trail in the northwest, and Bellevue Loop Trail in the east are great examples of trails that connect multiple communities in the region, as together, they connect Papillion, La Vista, and Bellevue, as well as other communities in between. However, the City of Springfield and City of Gretna do not have trail connections that connect either to each other or to the greater Omaha metropolitan area. Unfortunately, in many instances, bicycles or pedestrians must resort to a roadway shoulder to navigate a gap between jurisdictions, a practice that is often only comfortable for experienced riders.



## Constraints

An environmental screening of the study was prepared to support Tasks 3.4 and 3.5. The official growth management zone map of Sarpy County (**Figure 12**) was used as the study boundary for this screening. The results of the environmental screening are included with this memorandum as Attachment 1. Water resources and conservation areas along the western and southern boundary of the study area support land uses that limit development pressure. Water resources, parks, and farmland areas of statewide importance are environmental resources that most influence the current land use context within the study area. Individual transportation infrastructure projects are completed through NDOT, MAPA and/or local jurisdictions and must comply with federal regulations for protecting water resources, protected species and critical habitat among other requirements. These regulations are summarized in Attachment 2.

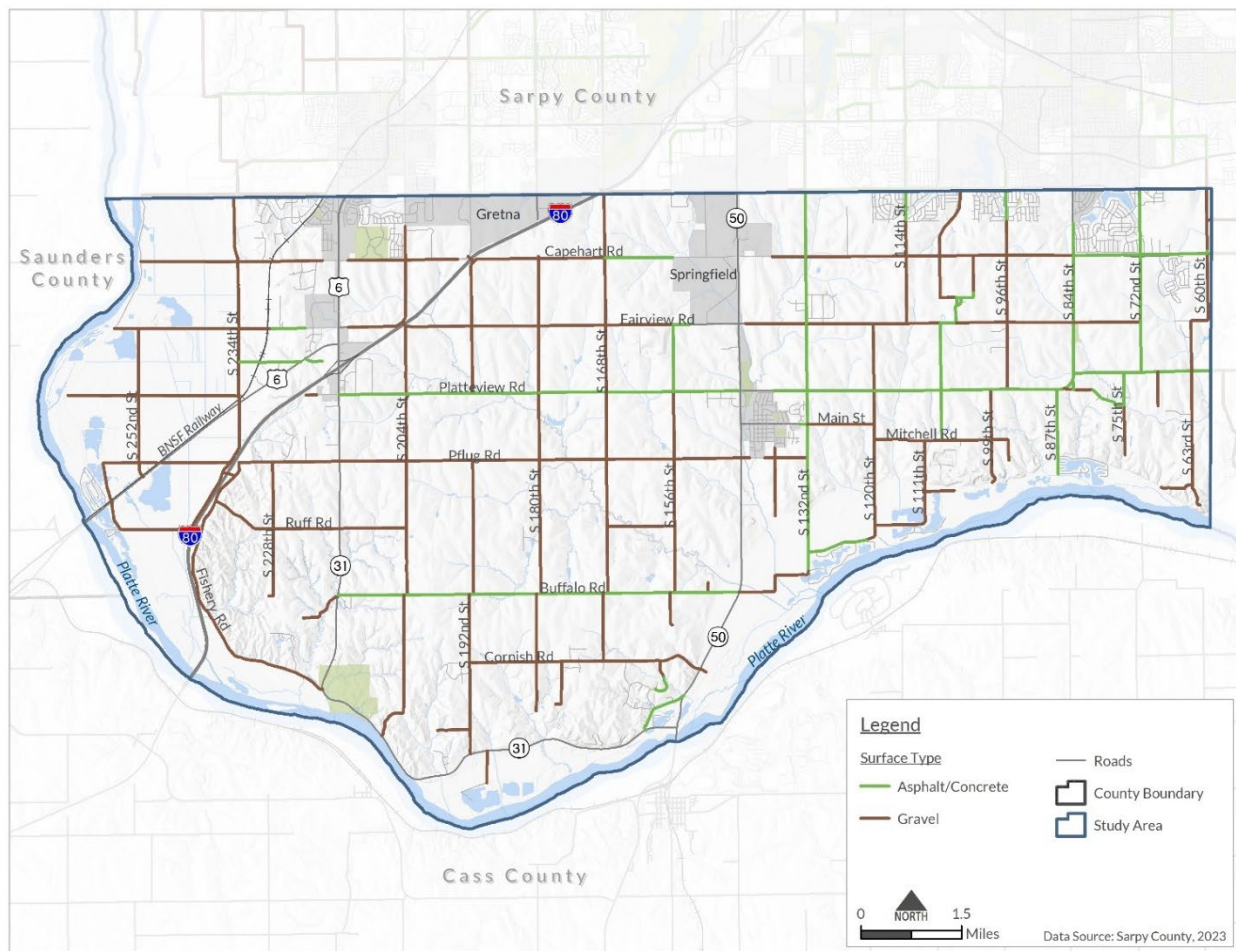
FIGURE 12: Study Area Growth Management Zones



## Asset Conditions for Pavement and Bridges

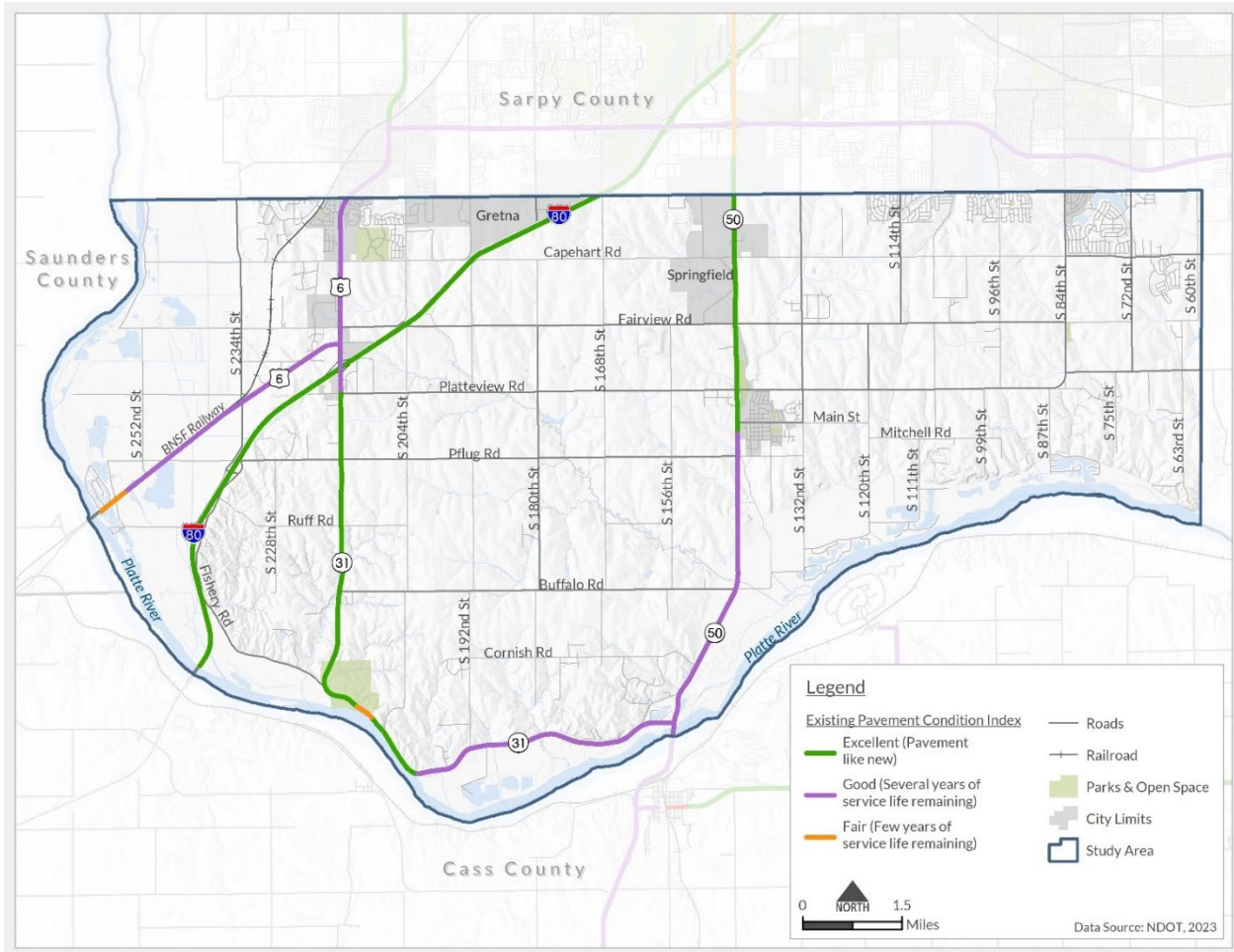
A review of the asset conditions for existing Sarpy County roads was documented for the study area. Information about existing conditions may be helpful for the study recommendations to consider ongoing maintenance needs and possible prioritization of future improvements. Between I-80 and the Platte River, Platteview and Buffalo Road provide paved cross section from east to west (**Figure 13**). The remaining alignments provide a gravel road on section lines with local access provided to more heavily used roadways. The north south roadways between Highway 50 and I-80 remains gravel, while growth pressure near Papillion and Bellevue have led to paving sections of multiple roads to the east of Highway 50.

FIGURE 13: Study Area Existing County Roadway Surface Type



Data provided by NDOT is presented to document the existing condition of the Interstate and Non-Interstate State Highway System. Pavement condition is one performance measure used by MAPA and NDOT to evaluate progress toward achieving goals of the Long Range Transportation Plan. This regional planning document is updated every five years. No segments of the existing network are currently rated Poor and the majority of segments are listed as Good or Excellent condition. Because performance measures like pavement condition index (**Figure 14**) are federally mandated, it is reasonable to expect that NDOT and MAPA will continue to prioritize projects that maintain or improve upon the existing pavement condition ratings.

**FIGURE 14: Study Area Existing Highway Surface Condition**







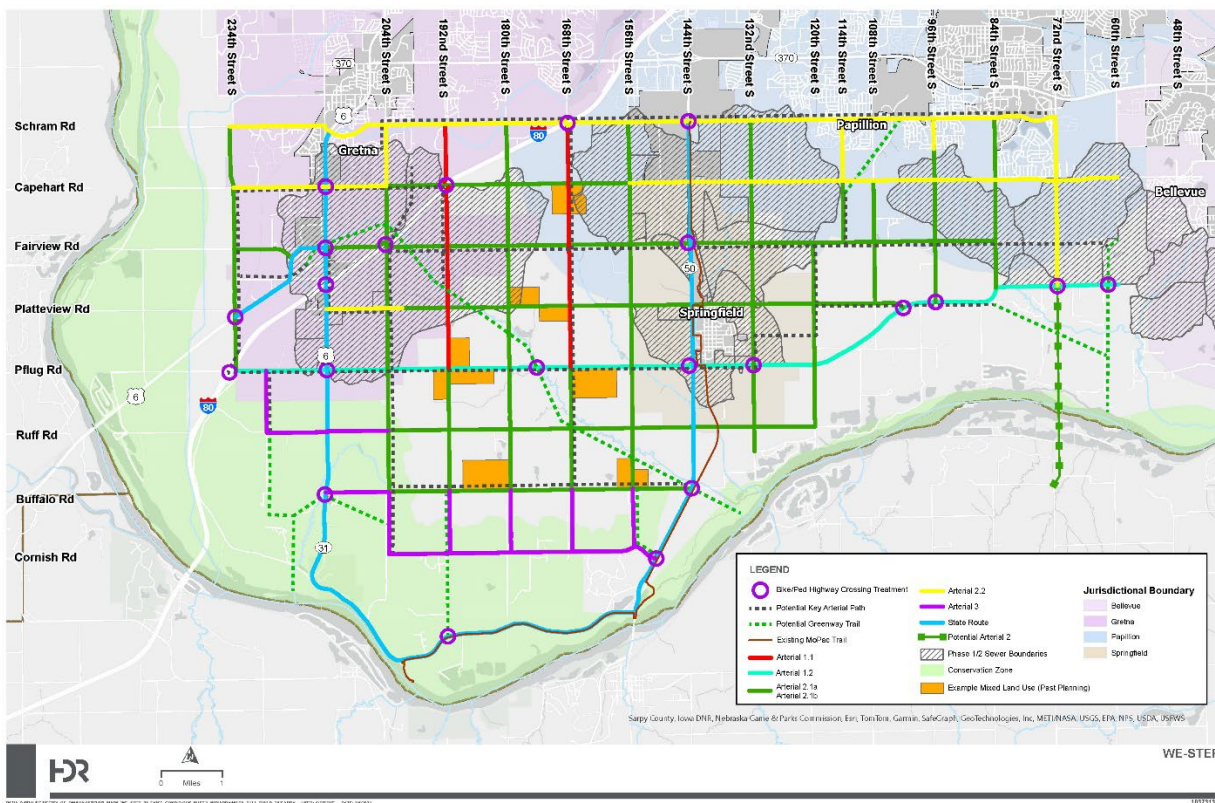
## Land Use / Development Trends

The study team coordinated with MAPA and local jurisdictions to develop three land use assumptions for evaluating alternatives. The assumptions were presented to the steering committee.

## Multi-Modal Transportation Needs Assessment

Urban growth within the study area will provide the need to improve the existing cross section of section line roads to support the many developments that will occur over time. The study process has identified multiple options for arterial cross sections. Each alternative is envisioned to incorporate the needs of active transportation users as well as personal vehicles. A sequence of priority arterial alignments have been recommended to incorporate a wider sidepath and specifically enhance the intersection approaches to support pedestrians as well as bicycles. These are shown on **Figure 16** in addition to potential greenway trails that do not typically follow the section line roads. Locations where bike/pedestrian crossings are anticipated to require a higher level of design and possible grade separation are shown below as purple circles. Interstate 80 and the State Highway routes carry the highest speeds and most vehicles through the study area. Providing safe ways for active transportation to cross these facilities should be considered in all roadway design plans.

FIGURE 16: Study Area Priority Arterials and Trail Network



## Environmental Review

Development pressure and the resulting transportation network must be accomplished in a manner that supports local and regional policies as well as all Federal and State environmental regulations. The size of the study area is large and individual transportation projects will be evaluated in a manner that aligns with the use of Federal funds, state aid, or local funding. A summary of environmental resources applicable to the western Sarpy County planning area are summarized in Attachment 2.

### Noise

Noise abatement may need to be evaluated for individual projects within the study area, depending on the nature of the project and adjacent land uses near the project location. For federal and state funded projects, noise evaluation would follow the NDOT Noise Analysis and Abatement Policy. Based on noise modeling projections, noise abatement measures would be evaluated for feasibility and reasonableness.

### Floodplains

The Federal Emergency Management Agency (FEMA) is the primary agency responsible for evaluating impacts to the floodway and the 100-year floodplain. A regulatory floodway is the area of a channel and adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Floodway is designated by FEMA and must remain free of development for this purpose. The 100-year floodplain is the land area covered by floodwaters during a 100-year flood event (i.e., areas that have a 1% annual chance of flooding). Areas of Zone A/AE floodplain and floodway are present within a number of areas throughout the study area as identified in **Attachment 1-Figure 4**. In particular along the Platte River in the south and west of the study area; and along Springfield and Buffalo Creeks in the central portion of the study area.

Western Sarpy County study area exists outside the Papillion Creek Partnership which has adopted floodplain development standards enforced by each jurisdiction. The same floodplain management principles are applicable to areas of Sarpy County outside the Papillion Creek Watershed where unless exempt from local floodplain policy adopted by the Papio Partnership, A setback area equal to three (3) times the channel depth plus fifty (50) feet (3:1 plus 50 feet) from the edge of low water on both sides of channel shall be required for any above or below ground structure exclusive of bank stabilization structures, poles or sign structures adjacent to any watercourse defined within the watershed drainage plan. Grading, stockpiling, and other construction activities are not allowed within the setback area and the setback area must be protected with adequate erosion controls or other Best Management Practices, (BMPs). The outer 30 feet adjacent to the creek setback limits may be credited toward meeting the landscaping buffer and pervious coverage requirements. The Floodway Fringe encroachment and creek setback schematic is represented above.

### Wetlands

Based on the National Wetland Inventory and National Hydrography Data set, potential wetlands and channels are present within the environmental study area. The southern border of the project area includes approximately 35 miles of Platte River shoreline including numerous tributaries such as Buffalo Creek, Springfield Creek, and Turtle Creek. In addition, the proposed project area encompasses the Elkhorn River confluence with the Platte in the northwest corner. Many other wetlands and water resources are likely to be present throughout the study area and would need to be determined with a field review of specific project locations.



## Air Quality

The study area is not in a non-attainment zone. On October 1, 2015, the Environmental Protection Agency imposed tougher national air quality standards related to ground-level ozone. The Omaha-Council Bluffs metropolitan area meets these new standards and remains in “attainment” status, but barely. The new standard for ground-level ozone is 70 parts per billion (ppb). Our region’s current measurement according to the area’s air quality monitors is 67 ppb, just three points lower than the new standard.

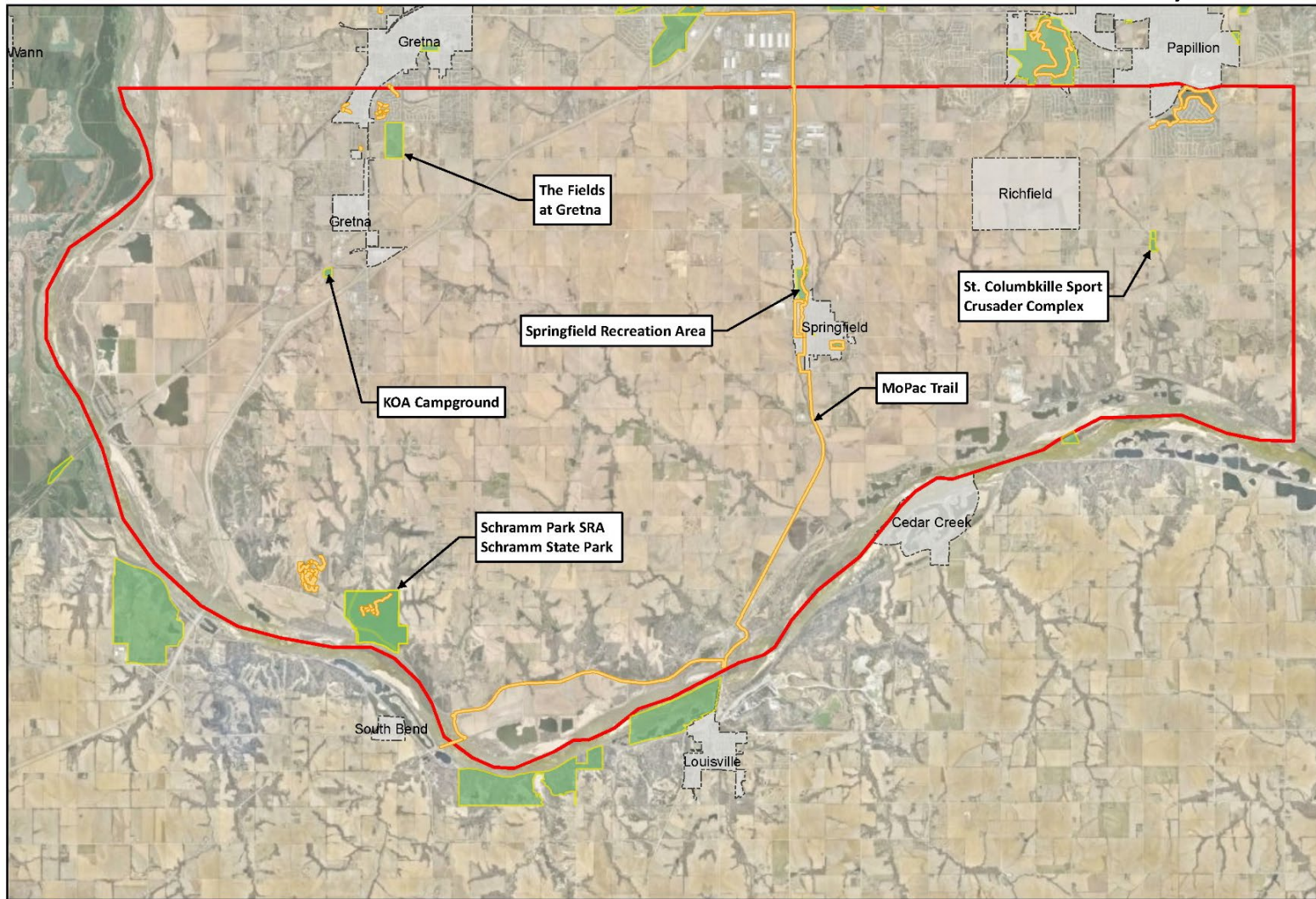
## Sensitive Species

Federal and/or State listed species that could occur within the study area include:

- Interior Least Tern (*Sternula antillarum athalassos*) - state endangered
- Piping Plover (*Charadrius melodus*) - state and federally threatened
- Pallid Sturgeon (*Scaphirhynchus albus*) - state and federally endangered
- Lake Sturgeon (*Acipenser fulvescens*) - state threatened
- Sturgeon Chub (*Macrhybopsis gelida*) - state endangered
- Western Prairie Fringed Orchid (*Platanthera praeclara*) - state and federally threatened
- Northern Long-eared Bat (*Myotis septentrionalis*) - state threatened and federally endangered

Habitat for the first five species is generally associated with the Platte and Elkhorn Rivers. Western prairie fringed orchid habitat is present in native prairie remnants, wherever present. Northern long-eared bat habitat is generally found within forested areas throughout the study area, including riparian areas along creeks. Northern long-eared bat hibernacula is also known to be present in the south portion of the study area, and may require additional coordination for any impacts to suitable habitat in this area.

## Attachment 1 - Summary of Environmental Resource Findings



**Figure 1  
Recreational Resources**

Western Sarpy County Transportation Enhancement Plan  
Sarpy County, Nebraska





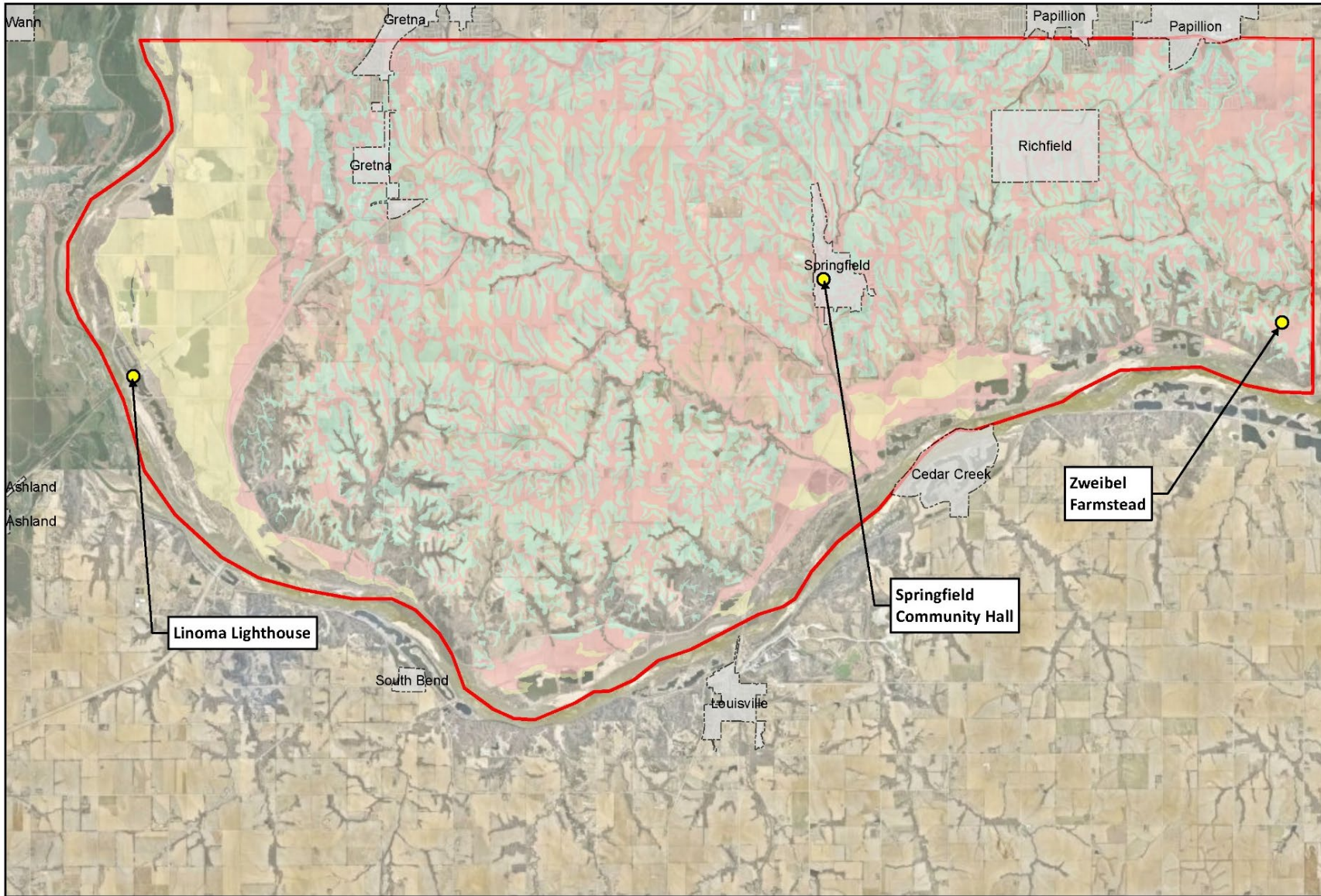
- Study Area
- Freshwater Pond
- Freshwater Emergent Wetland
- Riverine
- Freshwater Forested/Shrub Wetland
- Streams/Rivers



**Figure 2  
Water Resources**

Western Sarpy County Transportation Enhancement Plan  
Sarpy County, Nebraska





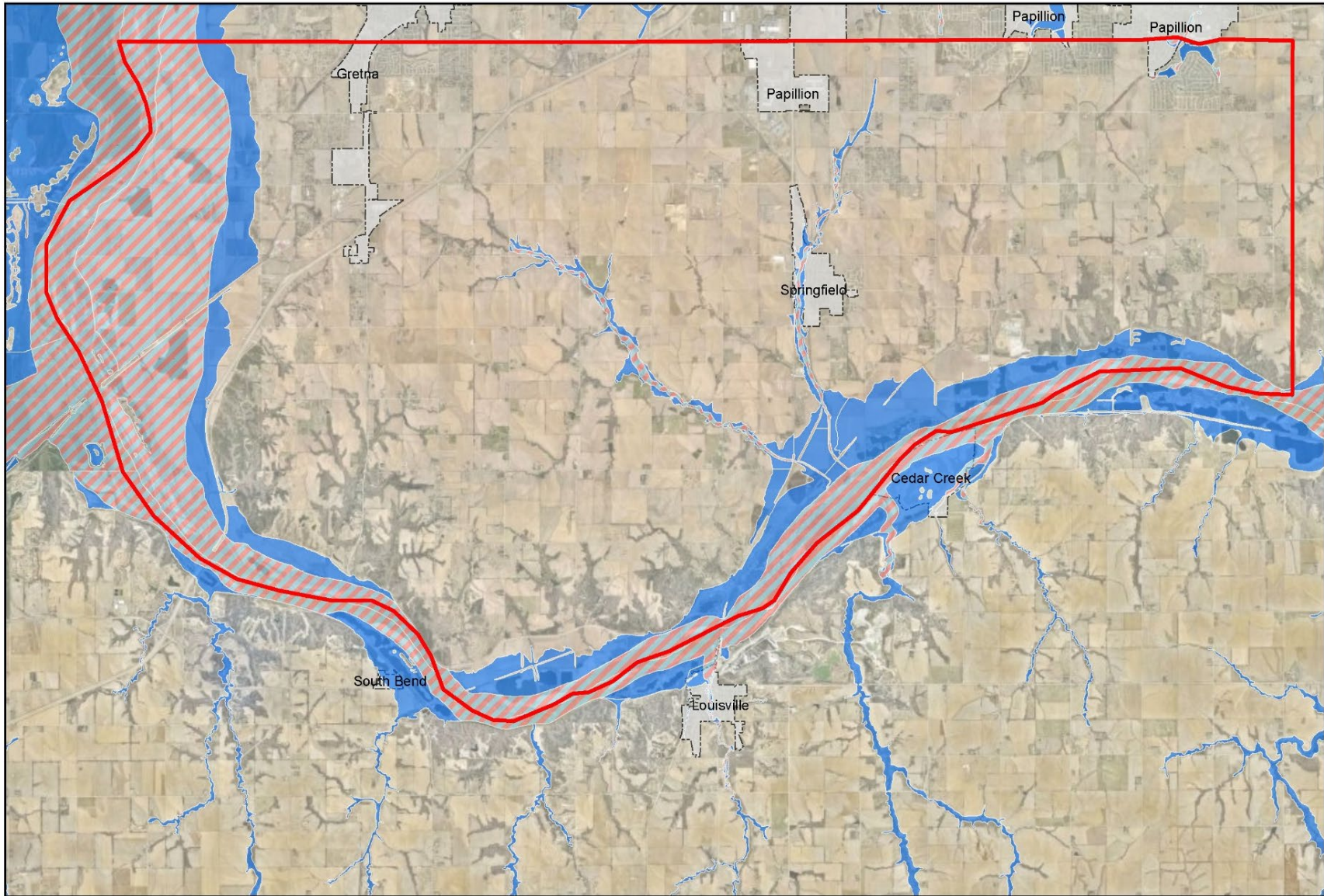
- Historic Register Site
- City Boundary
- Study Area
- Prime Farmland
- Farmland of Statewide Importance
- Prime Farmland if Drained



**Figure 3  
Farmland and Historic Sites**

Western Sarpy County Transportation Enhancement Plan  
Sarpy County, Nebraska





**Figure 4  
Floodplains**  
Western Sarpy County Transportation Enhancement Plan  
Sarpy County, Nebraska



## Attachment 2 - Summary of Environmental Resource Findings

Environmental Resource	Applicable Regulations	Findings
<p><b>Wetlands</b></p>	<p>Section 404 of the Clean Water Act (CWA). Title 117 of the Nebraska Administrative Code.</p>	<p>Wetlands and other water resources are afforded protection under the Clean Water Act (CWA) as amended, and EO 11990 of 1977 (Protection of Wetlands). They are also afforded protection from Title 117 of the Nebraska Administrative Code (NAC). Impacts to these resources could require obtaining a Section 404 permit from U.S. Army Corps of Engineers (USACE). Depending on potential impacts, wetland or channel mitigation may be necessary.</p> <p>Based on the National Wetland Inventory and National Hydrography Data set, potential wetlands and channels are present within the environmental study area (<b>Attachment 1-Figure 2</b>). The southern border of the project area includes approximately 35 miles of Platte River shoreline including numerous tributaries such as Buffalo Creek, Springfield Creek, and Turtle Creek. In addition, the proposed project area encompasses the Elkhorn River confluence with the Platte in the northwest corner. Many other wetlands and water resources are likely to be present throughout the study area and would need to be determined with a field review of specific project locations.</p>
<p><b>Water Quality</b></p>	<p>Section 303(d) of the CWA; Safe Drinking Water Act of 1986.</p>	<p>Water Quality is regulated under the Federal Water Pollution Control Act Amendments of 1972 (CWA). The objective is to restore and maintain the chemical, physical, and biological integrity of the nation’s waters by preventing point and non-point pollution sources, providing assistance to publicly owned treatment works for the improvement of wastewater treatment, and maintaining the integrity of wetlands. Each individual state has jurisdiction for managing water quality in its respective state. Section 303(d) of the CWA requires each state to evaluate water quality conditions in designated water bodies and list as impaired any water bodies not meeting water quality standards; this is to be reported every other year.</p> <p>Based on the 2022 Nebraska Water Quality Integrated Report, two Category 5 impaired waters are present within</p>

Environmental Resource	Applicable Regulations	Findings
		<p>the environmental study area: Platte River and Walnut Creek. Future projects would need to implement BMPs to ensure they do not contribute to the impairment of these waterbodies.</p>
<p><b>FEMA Floodplains</b></p>	<p>National Flood Insurance Program; National Flood Insurance Act of 1968.</p>	<p>Floodplain Management Guidelines, EO 11988, outlines the responsibilities of the federal agencies in the role of floodplain management. Each agency shall evaluate the potential effects of actions on floodplains and should avoid undertaking actions that directly or indirectly support floodplain development. The Federal Emergency Management Agency (FEMA) is the primary agency responsible for evaluating impacts to the floodway and the 100-year floodplain. A regulatory floodway is the area of a channel and adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Floodway is designated by FEMA and must remain free of development for this purpose. The 100-year floodplain is the land area covered by floodwaters during a 100-year flood event (i.e., areas that have a 1% annual chance of flooding).</p> <p>Areas of Zone A/AE floodplain and floodway are present within a number of areas throughout the study area as identified in <b>Attachment 1-Figure 4</b>. In particular along the Platte River in the south and west of the study area; and along Springfield and Buffalo Creeks in the central portion of the study area.</p>
<p><b>Cultural Resources</b></p>	<p>Section 106 of the National Historic Preservation Act (NHPA); Native American Graves Protection Act.</p>	<p>Section 106 of the National Historic Preservation Act (NHPA) requires that federally funded or permitted projects be evaluated for impacts on historic properties (buildings, archaeological sites, etc.).</p> <p>Publicly available data for the National Registers of Historic Places identified three listed historic sites in <b>Attachment 1-Figure 3</b>. Other sites not currently listed on the National Register may be present within the study area. Specific projects areas would need to be reviewed to determine if there are potentially eligible structures that are protected under Section 106. Coordination with the Nebraska State Historic Preservation Office is also recommended for specific projects to determine if there are other sites not listed in public databases.</p>

Environmental Resource	Applicable Regulations	Findings
<p><b>Threatened &amp; Endangered Species</b></p>	<p>Endangered Species Act; Nebraska Nongame and Endangered Species Conservation Act.</p>	<p>The Endangered Species Act protects imperiled species and their habitats. Section 9 of the Endangered Species Act makes it unlawful for any person—including private and public entities—to “take” individuals of an endangered and threatened species. Section 7 of the Endangered Species Act requires federal agencies to consult with the US Fish and Wildlife Service (USFWS) for any federally permitted project that may affect a species listed under the study area. The USFWS is the primary agency responsible for administering the Endangered Species Act. The Nebraska Nongame and Endangered Species Conservation Act, administered by the Nebraska Game and Parks Commission (NGPC), protects state listed Threatened and Endangered species.</p> <p>Federal and/or State listed species that could occur within the study area include:                      Interior Least Tern (<i>Sternula antillarum athalassos</i>) - state endangered                      Piping Plover (<i>Charadrius melodus</i>) - state and federally threatened                      Pallid Sturgeon (<i>Scaphirhynchus albus</i>) - state and federally endangered                      Lake Sturgeon (<i>Acipenser fulvescens</i>) - state threatened                      Sturgeon Chub (<i>Macrhybopsis gelida</i>) - state endangered                      Western Prairie Fringed Orchid (<i>Platanthera praeclara</i>) - state and federally threatened                      Northern Long-eared Bat (<i>Myotis septentrionalis</i>) - state threatened and federally endangered</p> <p>Habitat for the first five species is generally associated with the Platte and Elkhorn Rivers. Western prairie fringed orchid habitat is present in native prairie remnants, wherever present. Northern long-eared bat habitat is generally found within forested areas throughout the study area, including riparian areas along creeks. Northern long-eared bat hibernacula is also known to be present in the south portion of the study area, and may require additional coordination for any impacts to suitable habitat in this area.</p>

Environmental Resource	Applicable Regulations	Findings
<p><b>Migratory Birds and Bald and Golden Eagles</b></p>	<p>Migratory Bird Treaty Act (MBTA); Bald and Golden Eagle Protection Act (BGEPA)</p>	<p>Under the Migratory Bird Treaty Act (MBTA), construction activities that would otherwise result in the “taking” of migratory birds, eggs, young, and/or active nests, should be avoided. Additionally, Nebraska Revised Statute §37-540 prohibits take and destruction of nests or eggs of protected birds. Although the provisions of MBTA are applicable year-round, most migratory bird nesting activity in Nebraska occurs from April 1st to July 15th and from February 1st to July 15th for raptors; however, some birds may nest outside these periods. Bald and golden eagles have specific protection under the Bald and Golden Eagle Protection Act (BGEPA), administered by the USFWS.</p> <p>Projects with tree removal activities have the potential to directly impact birds, eggs, young, or active nests protected by MBTA. Tree and shrub clearing should be avoided during the primary nesting season, or surveys should be conducted by a qualified biologist prior to construction. Additionally, bald eagles nest in tall trees near large, open waterbodies where they can forage. Project areas with large trees (e.g., mature cottonwoods) near large bodies of water should be surveyed for potential bald eagle nests. This includes areas near the Platte River, as well as larger reservoirs and creeks throughout the study area.</p>
<p><b>Parks &amp; Recreational Areas</b></p>	<p>Section 6(f) of the Land and Water Conservation Act; Section 4(f) of the U.S. Department of Transportation Act.</p>	<p>Recreational resources developed with federal funding through the Land and Water Conservation Fund (LWCF) are protected under Section 6(f) of the LWCF Act, which prohibits the conversion of these properties to anything other than public outdoor recreation uses. This protection applies regardless of whether a project has federal funding. Section 4(f) of the United States Department of Transportation Act (USDOT Act) of 1966 stipulates that FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless certain conditions apply.</p> <p>Several state parks, recreation areas, wildlife management areas, and trails are identified in <b>Attachment 1-Figure 1</b>. These and other publicly owned recreational resources would be protected by Section 4(f).</p>

Environmental Resource	Applicable Regulations	Findings
		<p>Additionally, several recreational resources in the study area were funded through Land and Water Conservation and are protected by Section 6(f). These Section 6(f) properties are generally located in Springfield, Gretna, Papillion, and Schramm State Park.</p>
<p><b>Environmental Justice</b></p>	<p>Executive Order 12898</p>	<p>Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, directs federal agencies to incorporate environmental justice in their decision-making process. Environmental Justice populations could be present within the study area. Environmental Justice populations are possible within the study area. Individual project areas would need to be reviewed for the presence of potential environmental justice populations and, if present, evaluate whether the project would result in disproportionate adverse impacts to Environmental Justice populations.</p>
<p><b>Airspace</b></p>	<p>Federal Aviation Administration (FAA)</p>	<p>Protected airspace surrounds Millard Airport and Offutt Air Force Base. However, both are located outside the study area and therefore are unlikely to be a constraint to any proposed projects. Construction equipment height will need to comply with the requirements of the FAA. If the proposed project would have any structures or equipment that exceed 200 feet above ground level, FAA Form 7460-01 (Notice of Proposed Construction or Alteration) must be submitted to FAA.</p>
<p><b>Air Quality</b></p>	<p>Clean Air Act (CAA), National Ambient Air Quality Standards (NAAQS)</p>	<p>Federal air quality policies are regulated through the Clean Air Act (CAA) of 1963, as amended (42 USC § 7401 – 7671). The CAA is intended to “protect and enhance the quality of the Nation’s air resources to promote the public health and welfare and the productive capacity of its population.” The CAA directs the attainment and maintenance of National Ambient Air Quality Standards (NAAQS) (40 CFR Part 50). The EPA also implements the NAAQS and determines attainment of federal air quality standards on a short- and long-term basis. The study area is not in a non-attainment zone.</p>
<p><b>Noise</b></p>		<p>Noise is defined as unwanted sound that interferes with normal activities or in some way reduces the quality of the environment. In urban areas, most noise comes from transportation, construction, industrial, and human sources.</p>



Environmental Resource	Applicable Regulations	Findings
		<p>Noise abatement may need to be evaluated for individual projects within the study area, depending on the nature of the project and adjacent land uses near the project location. For federal and state funded projects, noise evaluation would follow the NDOT Noise Analysis and Abatement Policy. Based on noise modeling projections, noise abatement measures would be evaluated for feasibility and reasonableness. For locations meeting the feasibility and reasonableness criteria, noise abatement measures would be carried forward for a vote by the benefitting property owners and tenants. At least 75 percent of points from returned ballots must be in favor of the proposed noise barrier in order for noise abatement to be provided.</p>



## APPENDIX B: PUBLIC AND STAKEHOLDER ENGAGEMENT SUMMARY

STAKEHOLDER	CATEGORY/NOTES	CONTACT
Sarpy Sewer Agency	Resources	Dan Hoins
South Sarpy Watershed Partnership/NRD	Resources	
Grow Sarpy	Growth and Development	Mike Rooks
Sarpy Chamber of Commerce	Growth and Development	Karen Gibler
South Sarpy Environmental Group	Resources	
OPPD	Utilities	Matt Core
MUD	Utilities	Tim Cavanaugh
MUD	Utilities	Mike McGowan
City of Bellevue	Municipalities	
Nebraska Department of Transportation	Transportation Agency	Tom Goodbarn
Gretna Area Chamber of Commerce	Growth and Development	
Black Hills Energy	Utilities	
City of Omaha	Municipalities	David K. Fanslau
Werner Trucking	Logistics/Freight	
Claas	Logistics/Freight	



STAKEHOLDER	CATEGORY/NOTES	CONTACT
Meta/Facebook Data	Data Centers	
Yahoo Data	Data Centers	
Amazon Distribution	Logistics/Freight	
Sarpy County Sheriff's Office	Emergency Response	Tori Boldt
Sarpy County Emergency Response Agency	Emergency Response	Jesse Eret
Papillion Fire Department	Emergency Response	Robb Gottsch
Papillion Police Department	Emergency Response	Christiaan E. Whitted
Springfield Volunteer Fire Department	Emergency Response	
Gretna Fire & Rescue	Emergency Response	Rod Buethe
City of La Vista	Municipalities	Joe Soucie
Papillion - La Vista Community Schools	School Districts	Stephanie Scheller
Springfield-Platteview Community Schools	School Districts	Nichole Baugh
Gretna Public Schools	School Districts	Travis Lightle
Metropolitan Community College	School Districts	Stan Horrell
MOBA	Builders/Developers	Jaylene Eilenstine
Build Omaha	Builders/Developers	Colleen Newton

# Western Sarpy Transportation Enhancement Plan

## Community Engagement Summary

May 2024

This document provides a summary of all engagement conducted for the Western Sarpy Transportation Enhancement Plan (WE-STEP) between June 2023 and April 2024. WE-STEP is a strategic transportation plan that prepares Sarpy County for future growth by identifying an arterial network and supporting collectors in the currently rural portions of the county, and to develop a unified set of policies and standards for each jurisdiction for consistent and safe connections between communities. Community engagement was designed to inform the public and promote awareness of the project and associated opportunities for input. This included meetings with a steering and technical advisory committee, stakeholder meetings, and an online public meeting, and related outreach for each, which are summarized below.

### Steering and Technical Advisory Committee (STAC) Meetings

A meeting was held with the STAC once per month beginning in June 2023. The STAC includes representatives from the City of Gretna, City of Papillion, City of Springfield and Sarpy County. Meetings with the STAC are ongoing, but 12 meetings have been held as of May 2024. Topics of discussion included the following:

- Community engagement for WE-STEP
- Data inputs to be used in the study
- Regional transportation network
- Typical cross sections and roadway design
- Study considerations, including safety
- Through route policy
- Decision tree for design
- Development of design standards
- Priority corridors for implementation

Each STAC meeting was documented with meeting minutes. The STAC was often asked to provide additional input through an online workshop tool, Mural, in between meetings. A list of STAC members is available in Table 1. STAC meetings also included representatives from Metropolitan Area Planning Agency (MAPA), including Jim Boerner, Michael Blank, and Carlos Morales.



**Table 1: STAC Members**

Name	Contact	Jurisdiction	Role
Kristine Stokes	<a href="mailto:kristine@cityofgretna.com">kristine@cityofgretna.com</a>	Gretna	Project Manager
Gregory Perry	<a href="mailto:gregp@eagleengineeringgroup.com">gregp@eagleengineeringgroup.com</a>	Gretna	Public Works
Paula Dennison	<a href="mailto:paula@cityofgretna.com">paula@cityofgretna.com</a>	Gretna	City Administrator
Mark Stursma	<a href="mailto:mstrusma@papillion.org">mstrusma@papillion.org</a>	Papillion	Deputy City Administrator
Mike Kleffner	<a href="mailto:mkleffner@papillion.org">mkleffner@papillion.org</a>	Papillion	Public Works
Travis Gibbons	<a href="mailto:tgibbons@papillion.org">tgibbons@papillion.org</a>	Papillion	Planning
Scott Bovick	<a href="mailto:sbovick@sarpy.gov">sbovick@sarpy.gov</a>	Sarpy County	As available
Steven Jensen	<a href="mailto:snjensen@cox.net">snjensen@cox.net</a>	Sarpy County	Planning
Zachary Hergenrader	<a href="mailto:zhergenrader@sarpy.gov">zhergenrader@sarpy.gov</a>	Sarpy County	Public Works
Kathleen Gottsch	<a href="mailto:kathleen@springfieldne.org">kathleen@springfieldne.org</a>	Springfield	City Administrator

## Online Public Meeting Summary

An online public meeting for WE-STEP was available from March 25 through April 15, 2024 at [westernsarpytep.com](http://westernsarpytep.com) or via the City of Gretna’s project page for WE-STEP. The purpose of the meeting was to provide information about WE-STEP and gather public feedback on safety and design, bicycle and pedestrian connections, future development, and where the transportation network needs to support an anticipated increase in traffic. The meeting provided information about the goals and objectives of the plan, the proposed regional transportation network, and study considerations. Attendees were encouraged to provide feedback via a comment map or a general comment form. 934 users visited the meeting throughout the available dates.

## Outreach

Outreach for the online public meeting was conducted via an email to stakeholders, a press release, and social media content. The online public meeting was also promoted on the City of Gretna’s website on the WE-STEP project page. Outreach for the online public meeting can be found in Appendix 1.

## Meeting Materials

The online public meeting was available from March 25 through April 15, 2024, and was hosted at [westernsarpytep.com](http://westernsarpytep.com). The website provided information about the plan, current progress and developments, addressed considerations of the plan, and provided an opportunity for the public to provide input via a location-specific comment map or a general comment form. A full copy of the online public meeting content can be found in Appendix 2.

## Public Feedback and Comments

### Summary

Common themes from feedback are summarized below. A full list of public comments can be found in Appendix 3. Common themes included traffic congestion, including the need for higher capacity roads for north-south and east-west travel during commute times, speed limits, trail connections for bicycles and pedestrians, and paving.

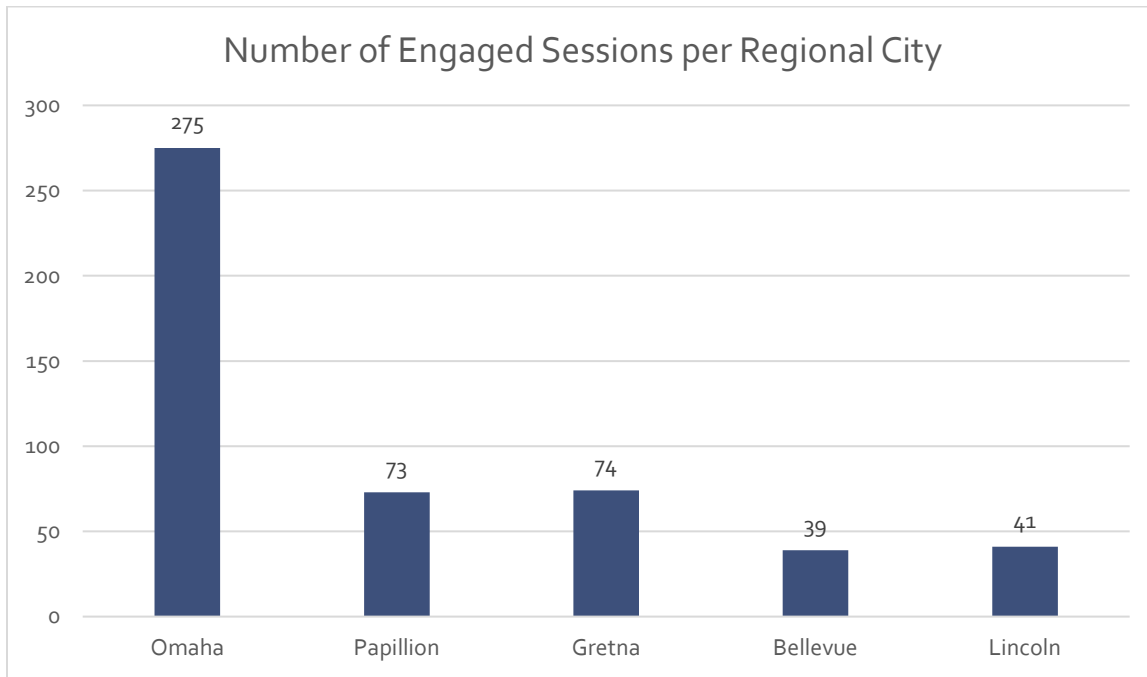
*Demographics*

A user is an individual who interacted with the website. The online public meeting had 934 users.

An engaged session is a single visit to the website that lasted longer than 10 seconds or includes two or more page views. The online public meeting had 473 engaged sessions.

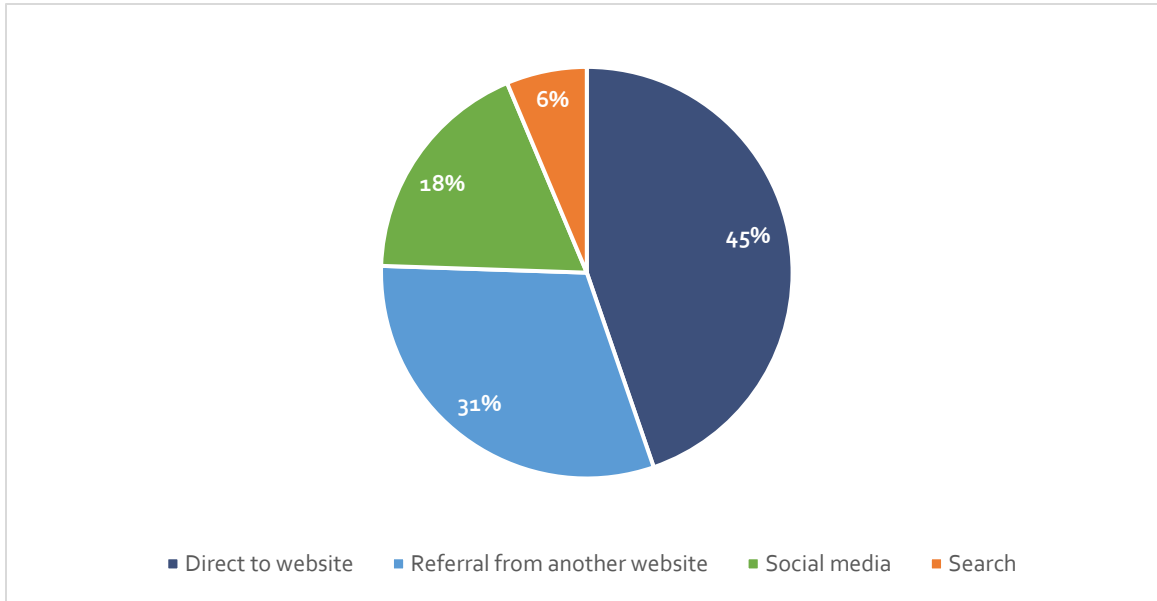
Participants in the online public meeting came from several metro area cities, including Omaha, Papillion, Gretna, Bellevue, and Lincoln. The number of engaged sessions from each city is detailed in Figure 1 below.

**Figure 1: Number of Engaged Sessions per Regional City**



Nearly half of participants accessed the online public meeting by going directly to the website. Other referral sources are noted in Figure 2 below. The sources of referrals are detailed in Table 2.

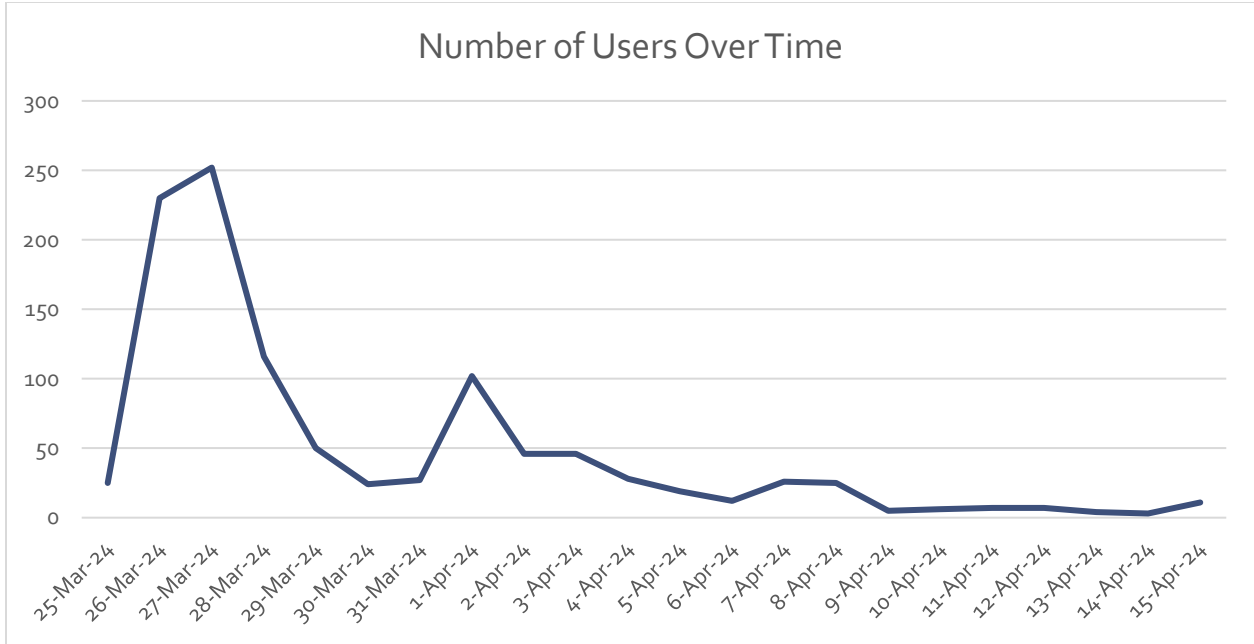
**Figure 2: Online Public Meeting Referral Sources**



**Table 2: Sources of Online Public Meeting Referrals**

Source	Number of engaged sessions
Wowt.com	87
Omaha.com	37
Facebook.com	75
Journalstar.com	10
t.co	8
Eomahaforums.com	5
1011now.com	4
Linkedin.com	3
Webmail.centurylink.net	2
Mail.yahoo.com	1

Of the 934 total site visitors, the highest number of users in one day to the online public meeting occurred on March 27, 2024, two days after it was launched.



### Other Public Comments

Jim Boerner of MAPA served as the project contact on all materials and fielded questions from members of the public. A record of those communications is included in Appendix 4.

### Small Group Stakeholder Meetings Summary

The project team hosted a series of small group stakeholder meetings, including four in-person meetings and one virtual meeting, for a series of identified stakeholders who operate in Sarpy County. These meetings were hosted in April and May 2024. The purpose of these meetings was to present information on the status of the study and solicit input on the future of transportation in western Sarpy County from the stakeholders’ point of view.

### Outreach

Outreach for all meetings was conducted via an email to a list of stakeholders identified by the STAC and desktop research of the project area, and a calendar invitation sent to those stakeholders. For the virtual meeting, additional outreach was conducted via Lisa Scheve, the executive director of Grow Sarpy, the economic development organization for the county.

Outreach for these meetings can be found in Appendix 5, and the stakeholder list can be found in Appendix 6. A full list of attendees can be found in Appendix 7.

### Meeting Materials

In-person meetings were held at the Sarpy County Administration Building on Friday, April 5, Thursday, April 11, and Friday, April 12, 2024. A presentation provided information about the study background and objectives, schedule, previous progress and status of development, and plan considerations. Following the presentation, attendees asked questions verbally of the project team. Questions were answered verbally. Attendees were also encouraged to provide feedback using the online activity tool Mentimeter.

In-person meetings were grouped by stakeholder category, and were organized and attended as noted in Table 3.

**Table 3: Small Group Stakeholder Meeting Organization**

Stakeholder Group	Date & Time of Meeting	Number of Attendees
Resources, Utilities, and Transportation Agencies	Friday, April 5, 2024 1:00 – 2:30 pm	3
Growth and Development, Data Centers, and Builders/Developers	Thursday, April 11, 2024 10:30 am – 12:00 pm	3
Emergency Response and Logistics/Freight	Thursday, April 11, 2024 1:00 – 2:30 pm	4
Municipalities, Community Groups, and School Districts	Friday, April 12 1:00 – 2:30 pm	5
Virtual	Thursday, May 2, 2024 10:30 am – 12:00 pm	7

The project team hosted an additional stakeholder meeting for stakeholders who were not able to attend their designated grouped meeting. The project team hosted this meeting virtually to make it more accessible to remaining stakeholders. The virtual stakeholder meeting was hosted on Zoom on Thursday, May 2, 2024, and featured the same presentation from previous stakeholder meetings and the same opportunities for questions and answers, along with the Mentimeter input activity with one additional question. The virtual stakeholder meeting had seven attendees.

Through all small group stakeholder meetings, the project team reached a total of 22 stakeholders.

Meeting materials can be found in Appendix 8.

### Stakeholder Feedback and Comments

Comments from each meeting are summarized below.

#### *Resources, Utilities, and Transportation Agencies*

##### Metropolitan Utilities District

A representative from Metropolitan Utilities District (MUD) attended the meeting and noted that in the future, the City of Gretna is highly likely to become a wholesale partner of MUD, and that they will be building infrastructure along several of the corridors in the study area. The representative noted that this study area is the “last frontier” of development for MUD. The representative noted the need to get utilities located correctly the first time to avoid costly utility relocations.

MUD intends to develop infrastructure from 36<sup>th</sup> Street to 156<sup>th</sup> Street along Platteview Road, and they would like to coordinate their work with the roadwork being done on Platteview Road. MUD is also coordinating with the City of Bellevue and HDR on infrastructure from 36<sup>th</sup> Street east through Bellevue.

The representative noted that water infrastructure is usually located farther from the roadway, so there is room for the incorporation of trails as the plan notes.



### South Sarpy Watershed Partnership/Papio-Missouri River Natural Resources District

A representative from the South Sarpy Watershed Partnership/Papio-Missouri River Natural Resources District attended the meeting and noted that their watershed planning looks at the same buildout timeframe as the WE-STEP plan. Their current intentions also align with the priority to provide greenspace for trails throughout the area.

The representative noted that a new policy will take effect on July 1, 2024 that any stream crossing of streets with a drainage area of one-half square mile or greater will require in-stream stabilization work.

The representative also encouraged the project team to consider bridge design, particularly a 2- or 4-lane section decision at interim build versus ultimate buildout.

The representative noted that they do not currently have a designed reservoir project, but that the following areas may be of note due to current and future residential areas for walkability:

- 180<sup>th</sup> Street and Giles Road
- 204<sup>th</sup> Street and Schram Road
- 214<sup>th</sup> Street – USACE project
- WP2 and WP4 are currently under construction and part of the Papillion Watershed District

### *Growth and Development, Data Centers, and Builders/Developers*

There was a comment about opportunities for public transit in the study area and to consider the 2016 study that looked at transit in Sarpy County. It was noted that getting workers access to jobs is a priority for the business community and that transit considerations in this plan are important.

There was discussion about considering connector streets for active transportation, including motor scooters. This discussion focused on the difference in use on neighborhood roads versus main arterials and highways.

There was a discussion about having 10-foot sidepaths versus 12-foot sidepaths and the pros and cons that go with each. It was determined that 12-foot sidepaths would be preferred.

There was a comment about getting the southeast Sarpy County transportation study information on the Connect Sarpy website. The project team noted that they will pass along this information.

It was noted that top priorities are active transportation, trails, and regional connections to travel to entertainment and business districts and the Platteview Expressway for planning growth.

Specific areas of future development within the project area were also provided by attendees.

### *Emergency Response and Logistics/Freight*

There was discussion about roundabouts and how they function for large vehicles, particularly as related to fire trucks and ambulances for emergency response purposes. It was decided that roundabouts are okay as long as they are designed for fire trucks to use mountable curbs. It was also noted that the jurisdictions in the study area have slightly different trucks and they may have different intersection design needs. It was also noted that it takes approximately four years for emergency response agencies to order new vehicles, so they are planning now for future trucks. They also noted that the center of roundabouts would need deep enough concrete to hold emergency response vehicle

weight, and that roundabouts provide limited space for emergency vehicles to park when needed in an emergency situation.

Emergency response agencies also noted that transportation greatly affects their evacuation plans in an emergency. These agencies also noted that the greater the distance is between pedestrians and the roadway, the safer transportation is for all users.

There was discussion about streetscaping and the concern that landscaping (vegetation) may decrease sight distance for both vehicles and pedestrians, particularly for neighborhood collector street crossings. The project team noted that any landscaping considerations should be selected and maintained for maximum sight distance.

There was also discussion about golf carts on arterial streets and the enforcement of rules related to this type of transportation. The project team noted that jurisdictions should work with related agencies to enforce those rules, but that it would not be considered as part of WE-STEP.

#### *Municipalities, Community Groups, and School Districts*

There was a question about land use in the southern part of Sarpy County. The project team explained that current traffic models do not show a demand for a 6-lane section, but that WE-STEP is planning now for a long-term future development buildout of the region.

There was a question about jurisdictional governance and how WE-STEP will work to get everyone on the same page. The project team explained that the process of developing WE-STEP has involved all jurisdictions in the study area, and that development started with a comparison of current standards in each, getting agreement on a standard set of terms and understanding what each means, getting agreement on a standard right-of-way (ROW) and what concessions would be made where that is not possible. The project team also mentioned the development of a decision-making tree that will help the jurisdictions to implement the plan.

There was a question about how developers have been involved. The project team explained that developers are feeling the pressure now to plan ahead this far out, and that WE-STEP will help jurisdictions make decisions based on development in the future.

There was a question about utilities and where that fits into the plan, including what work is done upfront versus later. The project team explained that WE-STEP will encourage jurisdictions to do more work upfront, and that this is expensive upfront, but saves money and time in the long-run by avoiding costly relocations. The project team also explained that building on one side first for an interim roadway (including utilities) has been very successful in other cities.

The project team also answered a question regarding the prioritization of projects and corridors. The project team explained that WE-STEP will not make prioritizations, but it will run some "pilot cases," and there may be some recommendations based on those.

The project team also had a conversation with a representative from Metropolitan Community College, particularly regarding the proposed new 140-acre site located between Highway 50 and 132<sup>nd</sup> Street, and between Schram Road and Capehart Road. The representative mentioned that the goal is to get the main roads and utilities for this sight in soon, and that they are very interested in having public transit for this sight.

### *Mentimeter Feedback*

Mentimeter was used to gather feedback from attendees on plan considerations. Results from this activity are summarized below. Mentimeter results per stakeholder meeting can be found in Appendix 9.

Attendees were asked to describe their vision for the future of western Sarpy County in a few words. Responses are summarized in Table 4.

**Table 4: Vision Words for the Future of Western Sarpy County**

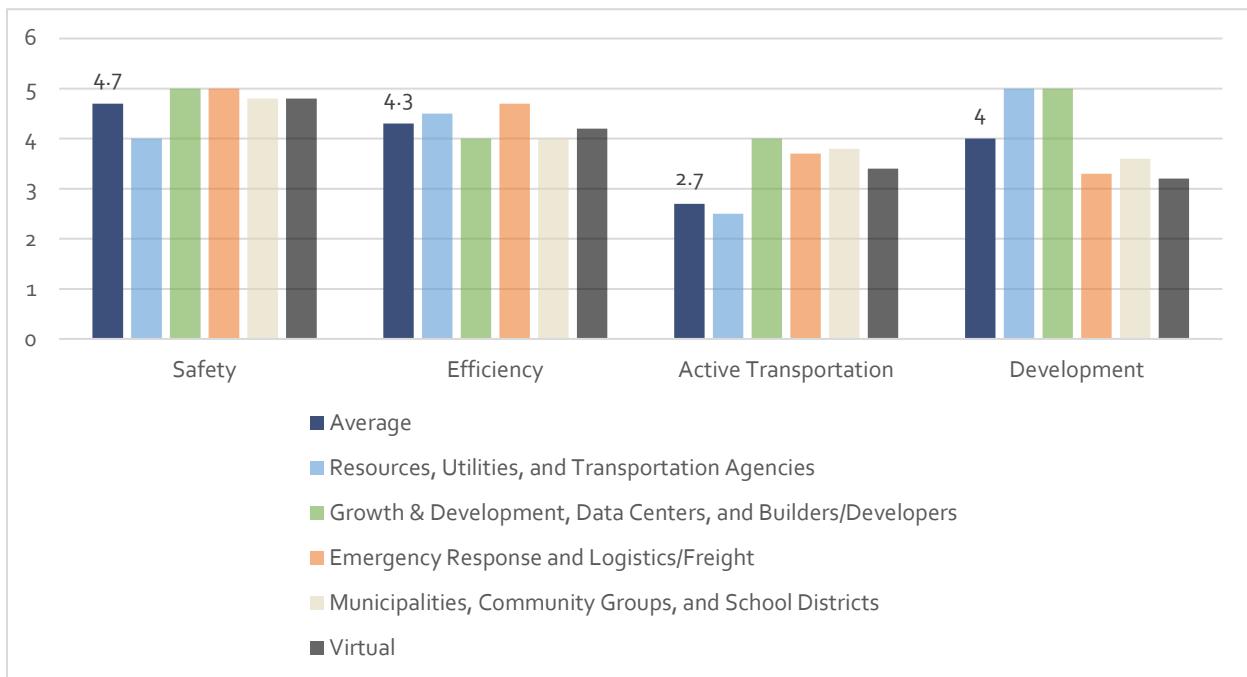
Response	
Friendly	
Plush	
Booming	
Transformative	
Multi-faceted	
Profitable	
Populated	
Growing	
Concerning	
Inclusive	
Prepared	
Consistent	
Bike share	
E-bikes	
Bikes	2
Connected	2
Navigable	
Suburban	
Coordinated	
Progressive	
Forward thinking	
Not congested	
Fun	
Balanced	
Walkable	
Bikeable	
Green with lots of trees	
Destination	
Well planned	
Easy traffic flow, not 370	
Public transportation	3
Bike lanes	
Shaded trail system	
Housing developments	
Walkways	
High class	
Minor industrial	

Attendees were asked to share an example of how transportation connectivity affects them or their organization. The responses are summarized in Table 5.

**Table 5: Transportation Connectivity Effects**

Response
No public transportation halts business growth in Sarpy and linking workers to the area
Can be a barrier for growth as it relates to moving workforce around the county
Better flow to small communities and small business retailers
Timeliness and efficient
Traffic flow and pedestrian safety along with emergency response are the primary concerns for SCSO
Delay response, access to developments
Quality of life
Needs easy access to the freeway system, wider roads for employees to travel on
Bussing schedules
We operate the bikeshare program and want to be able to provide bike share as a safe active transportation option across the entire county
Take a lot of throughput traffic/shortcomings of other transportation networks
As a utility we are often challenged to find space. Consistency is much easier to work through
Drives the utility growth
Park connectivity and recreation access
We have over 3000 employees with over 25% that have expressed interest in access to Omaha public transportation. Would increase our reach to future hires.
I live and work in Sarpy in the logistics field. Trucks need better maneuverability.
We cover a large portion of Sarpy, but our schools currently are pretty centralized...getting people to and from our schools to their communities is imperative.

Attendees were asked to rate the goal areas of WE-STEP by their level of importance to them or their organization on a scale of 1 to 5, where 1 = least important and 5 = most important. The average rating is as follows:





Attendees were asked to rank the considerations of WE-STEP in order of their importance to them or their organization. The average ranking is noted below:

1. Future development projections
2. Connectivity
3. Safety
4. Roadway design
5. Land use
6. Traffic demand
7. Alternative modes of transportation
8. Costs
9. Environmental considerations
10. Transit
11. Pedestrian amenities

Attendees were asked to rank the elements included in WE-STEP standards in order of their importance to them or their organization. The average ranking is noted below:

1. Bike and pedestrian crossings
2. Roundabouts
3. Sidepaths separated by landscaped buffers
4. Lower speeds for safety
5. Transit stops

One additional question was asked to attendees of the virtual stakeholder meeting. Attendees were asked to identify some high priority corridors for expansion in western Sarpy County. The responses are as follows:

- Access to I-80 west of 120<sup>th</sup> Street
- Less restrictive access to I-80, Highway 75, etc.
- 72<sup>nd</sup> Street to 84<sup>th</sup> Street north/south corridor
- 132<sup>nd</sup> Street from Giles towards Highway 370
- Better access to I-80 from Highway 370
- Expressway over Highway 370
- Long term plans for Platteview Road will have serious impacts in our future
- Highway 370 between 144<sup>th</sup> Street and 132<sup>nd</sup> Street – we struggle with traffic lights and better access to site
- Platteview Road and Pflug Road expansion creates issues with future planning and too close to community

## **Board & Commission Presentations**

The project team provided materials and support on presenting information about WE-STEP to the jurisdictions' City Councils, County Board, and Planning Commissions. Materials made available to the jurisdictions can be found in Appendix 10.

## Engagement Appendix 1: Online Public Meeting Outreach

Outreach	Responsibility	Launch Date
Email	Consortium Agencies	March 11, 2024
Letter	Consortium Agencies	March 11, 2024
Press Release	Consortium Agencies	March 11, 2024
Social Media	Consortium Agencies	March 18, 2024

### Letter

Please join us for an online public meeting for the Western Sarpy County Transportation Enhancement Plan (WE-STEP)! The online public meeting provides information about WE-STEP and gathers feedback on the proposed regional transportation network and arterial types and will be available from March 25 to April 8, 2024, at [westernsarpytep.com](http://westernsarpytep.com).

WE-STEP will be a strategic transportation plan for western Sarpy County, developed in collaboration with the City of Gretna, City of Papillion, City of Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA). WE-STEP will provide a framework for changing communities to develop for future generations.

The plan identifies a proposed future regional transportation network and proactive standards that are flexible and can fit with what develops around it. You can provide feedback on the transportation network and standards in the online public meeting.

If you have questions, please contact:

Jim Boerner  
[jboerner@mapacog.org](mailto:jboerner@mapacog.org)

### Email

Please join us for an online public meeting for the Western Sarpy County Transportation Enhancement Plan (WE-STEP)! The online public meeting provides information about WE-STEP and gathers feedback on the proposed regional transportation network and arterial types and will be available from March 25 to April 8, 2024, at [westernsarpytep.com](http://westernsarpytep.com).

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If you have questions, please contact:

Jim Boerner  
[jboerner@mapacog.org](mailto:jboerner@mapacog.org)

## Press Release

FOR IMMEDIATE RELEASE

Jim Boerner, Transportation Planner, Metropolitan Area Planning Agency (MAPA)

402-444-6866

[jboerner@mapacog.org](mailto:jboerner@mapacog.org)

### **Metropolitan Area Planning Agency (MAPA) to host online public meeting for Western Sarpy County Transportation Enhancement Plan (WE-STEP)**


Sarpy County, Neb. – Metropolitan Area Planning Agency (MAPA) is hosting an online public meeting to introduce and receive input for the Western Sarpy County Transportation Enhancement Plan (WE-STEP). The online public meeting will be available from March 25 to April 8, 2024, at [westernsarpytep.com](http://westernsarpytep.com).

The Western Sarpy Transportation Enhancement Plan (WE-STEP) will be a strategic transportation plan for western Sarpy County, and developed in collaboration with the City of Gretna, City of Papillion, City of Springfield, Sarpy County, and MAPA. WE-STEP will provide a framework for changing communities to develop for future generations.

The plan identifies a future regional transportation network and proactive standards that are flexible and can fit with what develops around it. You can provide feedback on the transportation network and standards in the online public meeting.

###

## Social Media

Dates	Content	Graphic	Platform
March 25 April 1 April 5 April 8	<p>Please join us for an online public meeting for the Western Sarpy County Transportation Enhancement Plan (WE-STEP). WE-STEP will provide a framework for changing communities to develop for future generations.</p> <p>Visit [online meeting link] to learn more and provide your feedback.</p> <p>The meeting will be available from March 25 to April 8, 2024.</p>		FB

## Engagement Appendix 2: Online Public Meeting Materials



Thank you for joining the Western Sarpy Transportation Enhancement Plan (WE-STEP) online public meeting!

**This online public meeting will run from March 25 through April 15, 2024.**

**Learn about:**

- Goals and objectives of the plan
- Proposed regional transportation network
- Schedule
- Ways to provide input

**We want your feedback on:**

- Safety and design
- Bicycle and pedestrian connections
- Future development
- Where the transportation network needs to support the anticipated increase in traffic

[Enter the Online Meeting →](#)



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## Study Background & Objectives

The Western Sarpy Transportation Enhancement Plan (WE-STEP) will be a strategic transportation plan for western Sarpy County, and developed in collaboration with the City of Gretna, City of Papillion, City of Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA). WE-STEP will provide a framework for changing communities to develop for future generations. The plan considers how the involved communities are changing and how the advancing transportation network can support these evolving communities.



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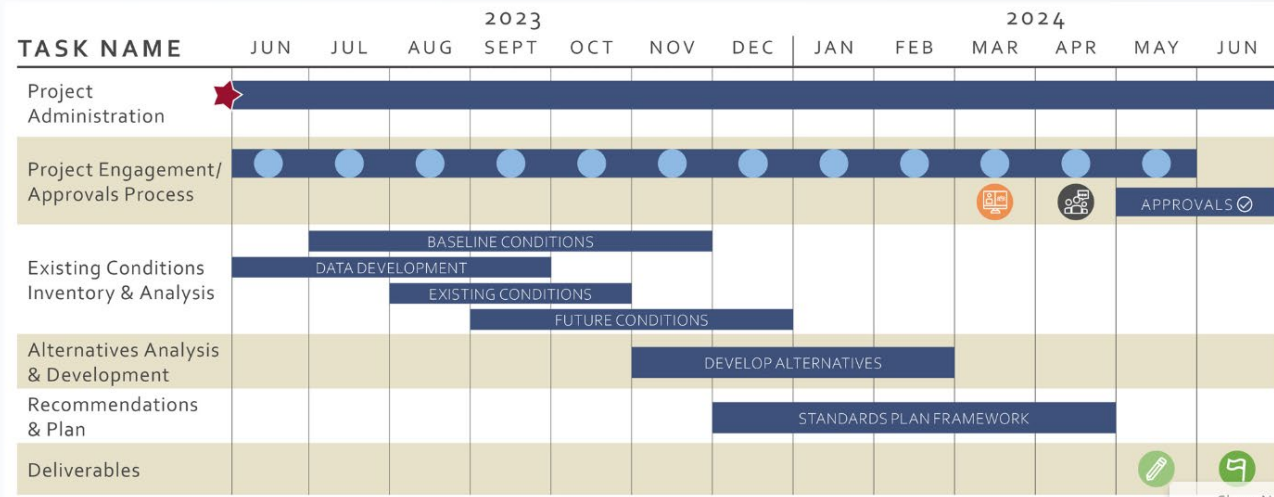
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## Schedule

Western Sarpy Transportation Enhancement Plan (WE-STEP) will be complete in summer 2024.



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## Partners

The City of Gretna, City of Papillion, City of Springfield, Sarpy County, and MAPA make up a consortium, or group, that was formed to undertake this planning effort together. The WE-STEP Consortium is working with a steering and technical advisory committee (STAC) to develop a plan that is applicable to all communities. The STAC is comprised of representatives from partner agencies in public works, planning, and city and county administration. Together, the WE-STEP Consortium and the STAC make up the plan development team.



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# Stakeholder Engagement

Engagement with stakeholders and the public is critical to develop a plan that works for all communities and jurisdictions within the study area. The STAC has provided representation for each of their communities in planning efforts to date. Additional engagement is defined below.




**Board Presentations**  
The STAC will present a draft plan to its respective boards for feedback and approval.



**Small Group Meetings**  
Small group meetings are currently underway to discuss the plan and obtain input from identified stakeholders, such as school districts, emergency response agencies, environmental groups, utility and resource groups, and logistics and freight centers.



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**Online Public Meeting**  
The purpose of this online public meeting is to inform the public about the plan and gather feedback that can be addressed within it. The plan will provide a long-term framework for changing communities to develop for future generations. Feedback is being collected now through April 8, 2024 via a comment map, and general comment form. If you or your organization would like to be involved in WE-STEP, please indicate so in the comment form or contact:  
**Jim Boerner:** [jboerner@mapacog.org](mailto:jboerner@mapacog.org) or 402-444-6866 ext. 3231





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## Previous Work

To prepare for the study and develop understandings of the region, the plan development team utilized data from traffic studies and growth projections to develop land use scenarios. The plan development team studied these scenarios for the current transportation network, long term transportation needs through a 50-year and beyond future development build out of the region, and a range of alternative future street network configurations.

Growth in the study area by 2050 alone is expected to include 28,000 new households and 18,000 new jobs, an increase of more than six times current levels. This increase in households and new jobs produces a need for a transportation network with greater capacity.

Other projects that inform WE-STEP include the Unified Southern Sarpy Wastewater System project, the Sarpy County I-80 Planning and Environmental Linkages (PEL) study, and comprehensive plans from the partner agencies.



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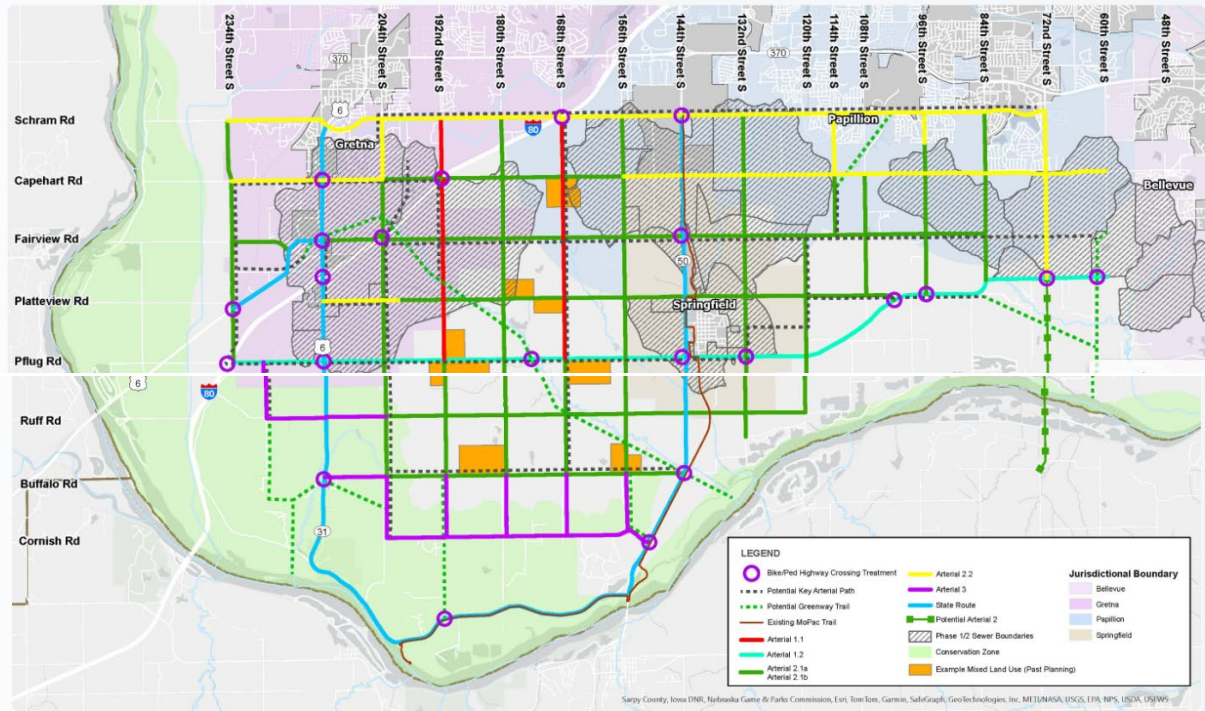
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## Regional Transportation Network

A regional transportation network has been proposed for WE-STEP. The transportation network planning has a standardized approach and adherence to established street design standards, adopts a locally agreed upon classification system when describing the network in comprehensive planning efforts, and applies typical cross section design that matches design requirements in local regulations.

Provide your comments on an interactive version of this map at the end of this online meeting.



Click to enlarge

This map is not final and used for plan development purposes only.

<https://westernsarpytep.com/images/P6-Map.jpg>



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## Proposed Arterial Types

Roads classified as arterials are designed to provide interconnected traffic movement between major activity areas. Three main arterial types have been established for WE-STEP, and are defined below. Click or tap the "+" to open each section.

+ Type 1 Arterial:

+ Type 2 Arterial:

+ Type 3 Arterial:

The WE-STEP will include proactive planning for standards that are flexible and can fit with what develops around them. WE-STEP standards also consider traffic speeds and potential alternative intersections, like roundabouts.

*Not final design – for visualization purposes only.*

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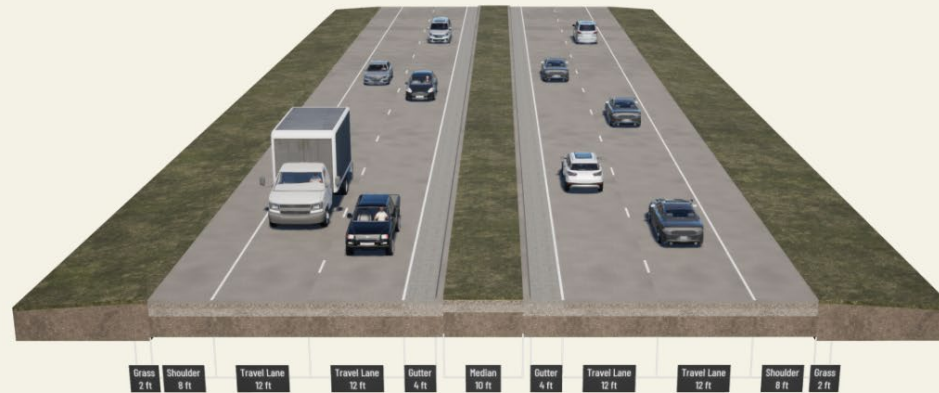




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⊖ **Type 1 Arterial:**

This type of arterial will be continuous and support long distance travel. It is a route intended to move traffic between communities across the study area.



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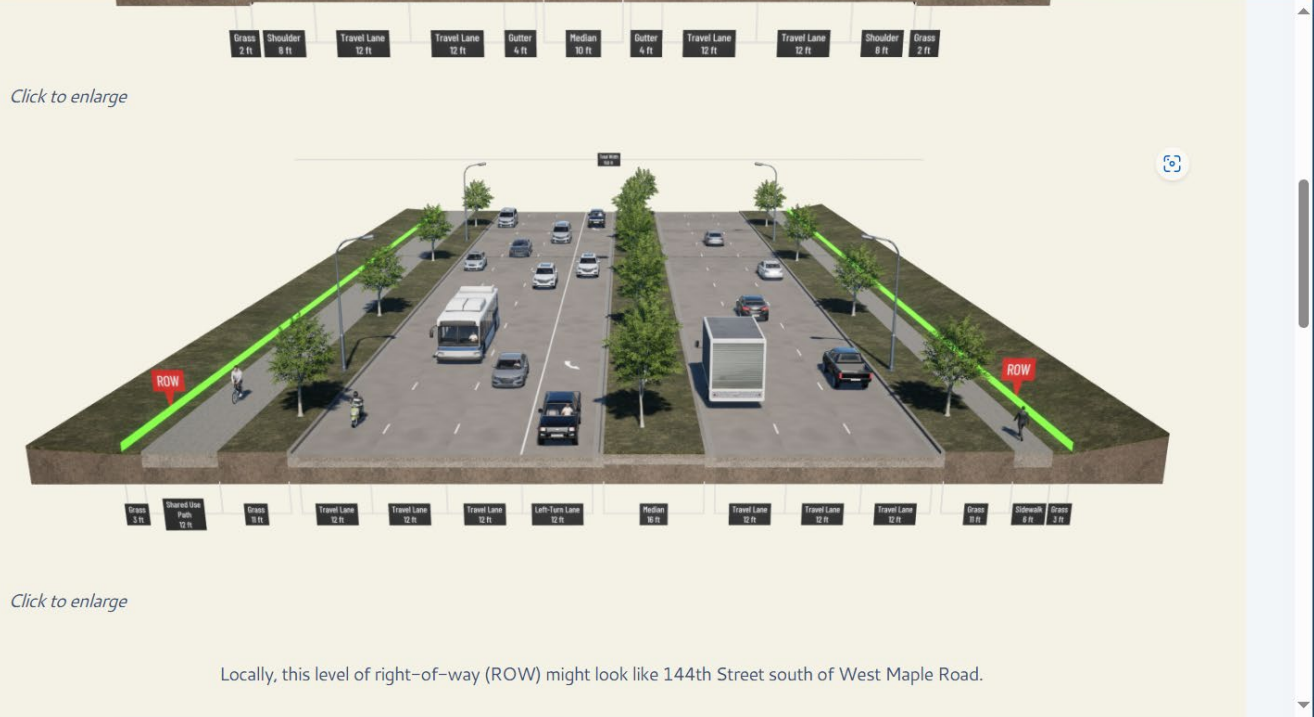


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Click to enlarge

Locally, this level of right-of-way (ROW) might look like 144th Street south of West Maple Road.

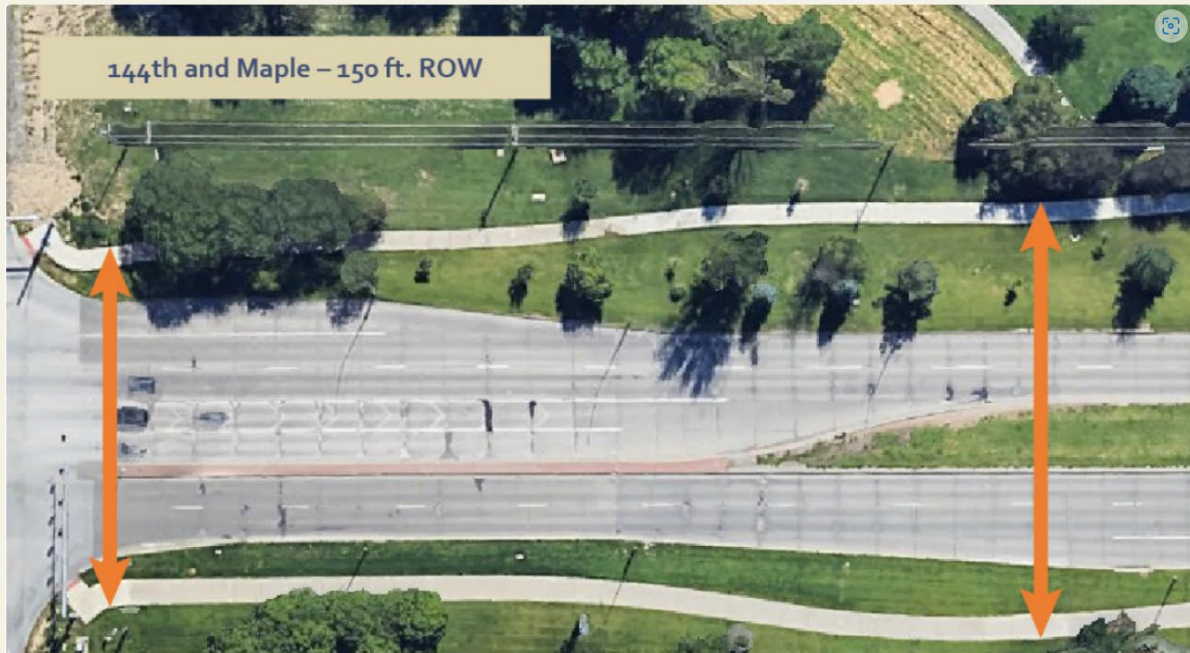
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Locally, this level of right-of-way (ROW) might look like 144th Street south of West Maple Road.



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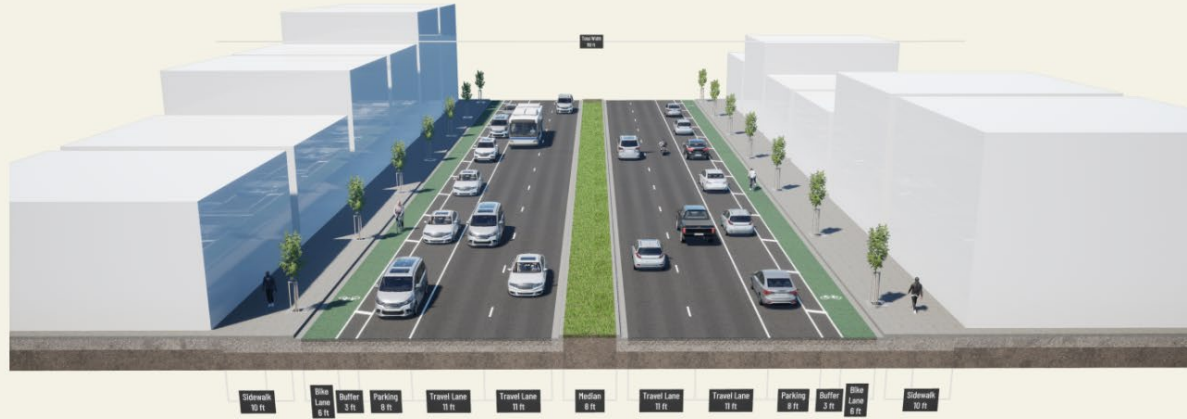
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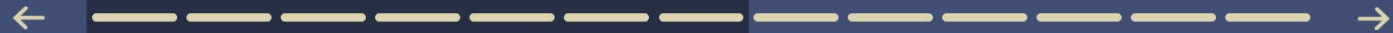
**⊖ Type 2 Arterial:**

This type of arterial is more specific to a municipality and is intended to connect major areas of activity within and between communities.



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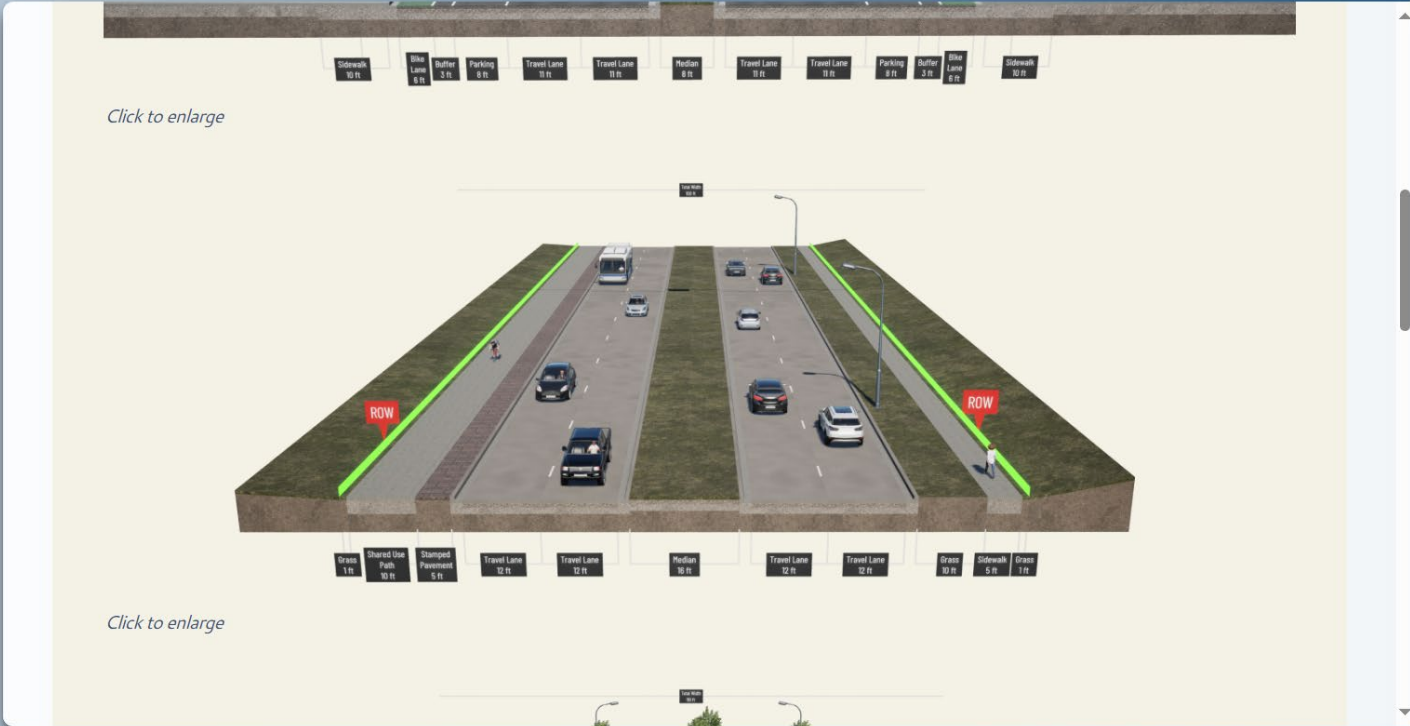
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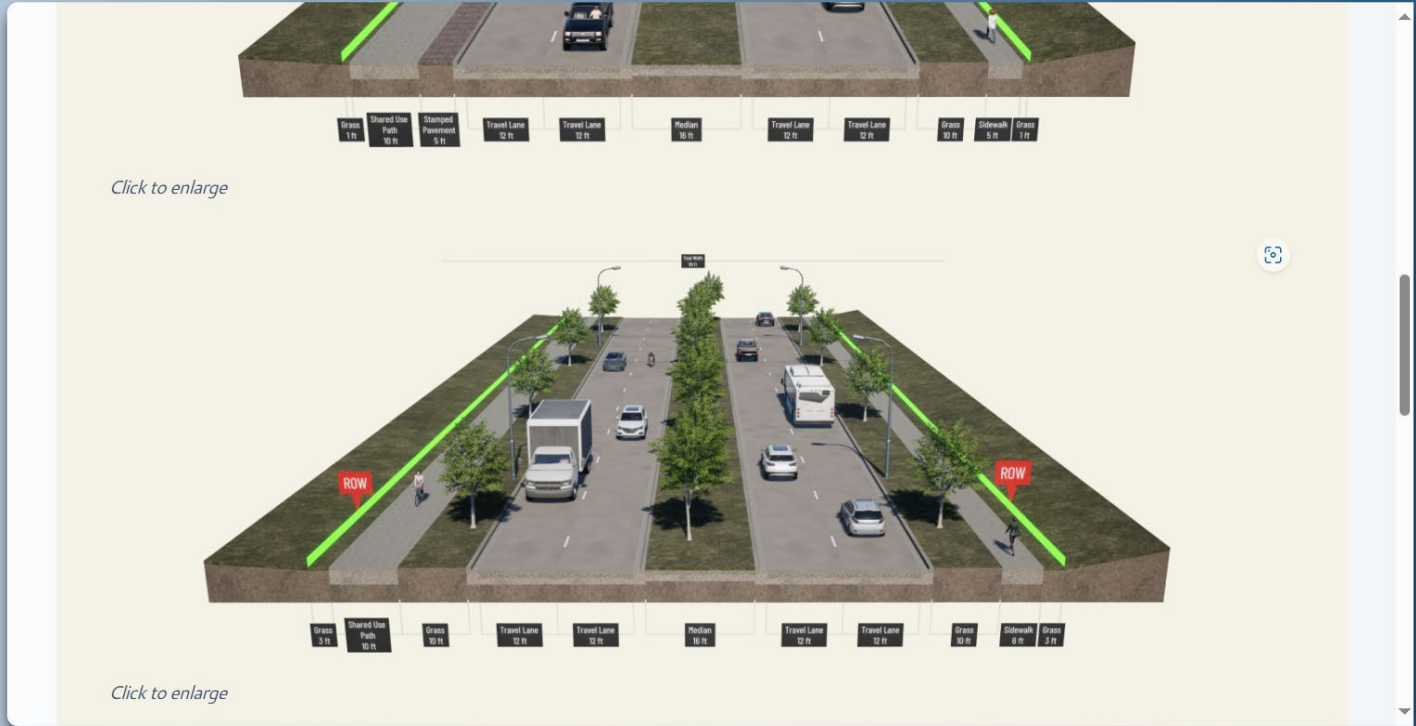
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- Considerations**
- >> Safety
- >> Roundabouts
- >> Multimodal Considerations
- >> Planning for Cost Effective Decision Making

Locally, this level of ROW might look like the intersection of 136th and Blondo Streets.




136th and Blondo - 110 ft. ROW

*Click to enlarge*

**WESTERN SARPY  
TRANSPORTATION  
ENHANCEMENT PLAN**  
Gretna, Springfield, Papillion, Sarpy County

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- Considerations**
- >> Safety
- >> Roundabouts
- >> Multimodal Considerations
- >> Planning for Cost Effective Decision Making
- Input**
- >> Comment Map
- >> Thank you!

*Click to enlarge*



*Click to enlarge*

Select Language

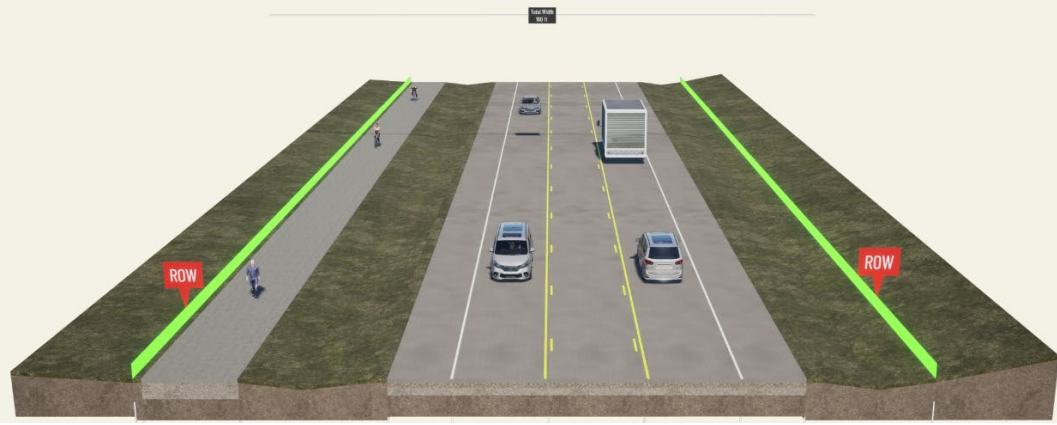
- >> Schedule
- >> Partners
- >> Stakeholder Engagement
- Where We're At**
- >> Previous Work
- >> Transportation Network
- >> Proposed Arterial Types
- Considerations**
- >> Safety
- >> Roundabouts
- >> Multimodal Considerations
- >> Planning for Cost Effective Decision Making
- Input**
- >> Comment Map
- >> Thank you!

**<**  
MENU

🌐 ✉️ 📄 **COMMENT**

⊖ **Type 3 Arterial:**

This type of arterial will be used to reserve ROW in areas where heavy traffic increase is not anticipated, such as in the conservation area north of the Platte River. These corridors could potentially have sidepaths for recreational biking and walking opportunities.




*Click to enlarge*

The WE-STEP will include proactive planning for standards that are flexible and can fit with what develops around them. WE-STEP standards also consider traffic speeds and potential alternative intersections, like roundabouts.

*Not final design – for visualization purposes only.*

Select Image  
<https://westernsarpytep.com/images/Art3-A.png>




**WESTERN SARY  
TRANSPORTATION  
ENHANCEMENT PLAN**  
 Gretna, Springfield, Papillion, Sary County

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- >> Multimodal Considerations
- >> Planning for Cost Effective Decision Making
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- >> Comment Map
- >> Thank you!

Select Language ▾



## Safety

Safety is a primary consideration of WE-STEP, including the following concepts:



Crashes occur more frequently at intersections or access points



A raised median is safer for all users of the transportation network



High speed vehicle traffic does not create a safe space for pedestrians and bicyclists



Roundabouts are safer than signalized intersections in most instances

These aspects will be considered through the development of the WE-STEP with a goal to provide safe streets for all users of the transportation network established in the plan.




**WESTERN SARYP  
TRANSPORTATION  
ENHANCEMENT PLAN**  
 Gretna, Springfield, Papillion, Saryp County

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- >> Planning for Cost Effective Decision Making
- Input**
- >> Comment Map
- >> Thank you!

Select Language

<https://westernsaryp.com>

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 COMMENT

## Roundabouts

Roundabouts will be considered in the plan as they are a type of intersection that is cost-effective when compared to signalized intersections, and they improve safety for all users, including pedestrians and cyclists. Roundabouts also reduce congestion and help keep traffic moving. The Federal Highway Administration reports that converting a signalized intersection to a roundabout reduces all crashes by nearly one-third, and fatal or serious injury crashes by nearly 80%.



Show Next Slide



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  - >> Planning for Cost Effective Decision Making
- Input
  - >> Comment Map
  - >> Thank you!

Select Language ▾

## Pedestrian/Multimodal Considerations

Planning for pedestrian use and other multimodal options for transportation is a major consideration of WE-STEP. The plan considers shared-use paths, sidewalks, and landscaped buffers. The location of a section of roadway in a more urban, suburban, or rural area may influence features such as shared-use paths, sidewalks, landscaped buffers, wider sidewalks with and on-street parking.



### Shared-Use Path

A facility for pedestrians and bicyclists that has minimal cross flow with motor vehicles and serves as an extension of the roadway network. They are commonly designed for two-way travel and typically at least 10 feet wide.



### Sidewalk

A paved path for pedestrians along the side of the road, narrower than a shared-use path.



### Landscaped Buffer

A continuous edge of land along the perimeter street and used as a transition between the roadway and pedestrian facilities. If wide enough they can include street trees or other plantings.

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- >> Comment Map
- >> Thank you!

## Planning for Cost Effective Decision Making

It is important to the WE-STEP Consortium and the STAC that the plan provides cost-effective actions for all parties and communities. Cost is a consideration in the planning effort, and the plan will allow for flexibility in implementation that will vary as the communities change.



Show Next Slide

Select Language





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- Input**
- >> Comment Map
- >> Thank you!



## Regional Transportation Network – Comment Map

WE-STEP will provide a long-term framework for changing communities for future generations. Leave your feedback on the interactive map below to help us plan for the future.



**Consider providing comments on the following:**

- Where do you currently experience traffic jams?
- What new additions to the bicycle and pedestrian network would be helpful?
- Where might safety improvements be considered?
- How might a developed area change, or where might development occur in the future?


### Map Legend

-  Existing and Proposed Trails
-  Proposed Sidepaths



**Type 1 Arterials** move traffic between communities across the study area.

-  Arterial 1.1
-  Arterial 1.2

**Type 2 Arterials** connect major areas of activity within and between communities.

-  Arterial 2.1 (a & b)
-  Arterial 2.2

**Type 3 Arterials** could potentially have sidepaths for recreational biking and walking opportunities.

-  Arterial 3
-  State Route

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- >> Comment Map
- >> Thank you!

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COMMENT

*This map is not final and used for plan development purposes only.*

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- Considerations**
- >> Safety
- >> Roundabouts
- >> Multimodal Considerations
- >> Planning for Cost Effective Decision Making
- Input**
- >> Comment Map
- >> Thank you!

Select Language ▾



# Thank you!

Thank you for viewing the WE-STEP online public meeting!

Developing a plan that works for all communities involved is critical. The plan development team will consider feedback and incorporate it into the final plan, which will be complete in summer 2024. Please leave your comment and contact information, if desired, in the form by clicking the "comment form" button on the top right.



## Engagement Appendix 3: Online Public Meeting Comments

General Comments	
Questionable speed limits and lack of enforcement	
Platteview Road should be a limited access expressway	5
Shared use path – north side of Platteview Road between Springfield High School and 84 <sup>th</sup> Street	
Landscaped buffers – unusable land – increased costs to developers, business owners, and homeowners	
Use 4' sidewalks	
Most drivers prefer lights/intersections over roundabouts	
PEL study – interstate interchange at 192 <sup>nd</sup> Street – when will a decision be made?	
Need a limited access east/west route through the County	5
Highway 370 used to be a good through east/west, but is not anymore.	9
Roundabouts are great but need to be big enough to allow traffic to flow	
Include landscaping	
No on-street parking	
Traffic is too congested near I-80 interchange between Papillion and Gretna – need better on/off ramp	
Do not develop this part of the county	2
Need additional lanes on 180 <sup>th</sup> Street and 192 <sup>nd</sup> Street to Highway 370 and 168 <sup>th</sup> Street	
Bike lanes / additional trails	From Papillion towards Springfield, Louisville, and westward
	Papillion to Chalco Hills or Gretna
	Papillion to the southern side of Bellevue (Capehart Rd)
	Consider where they connect to
	Chalco to MoPac trail
	Chalco to Highway 370 or Highway 6
	Highway 370 to the Gretna Outlet Mall
	Highway 370 to I-80 interchange at 192 <sup>nd</sup>
	Connections to MoPac trail
	Between Springfield and Papillion
Gretna Crossing Park to Schram Park and east to the Lied Bridge over the Platte River near South Bend. This can then connect to the trail nearby to Lincoln	
Bike lanes in the street are more helpful than trying to ride on the sidewalk	2
Paving	168 <sup>th</sup> Street from Platteview Road to Highway 370
	Schram Road from Highway 50 to 168 <sup>th</sup> Street
	Fairview Road from 84 <sup>th</sup> Street to 144 <sup>th</sup> Street.
It looks like there is a proposed highway through our farm between Platteview Road and Mitchell Road on 108 <sup>th</sup> Street	



Add public transportation/bus lanes	
Current trail plan goes across private property	2
192 <sup>nd</sup> Street is classified as an Arterial 1 south to Pflug Road. Shouldn't it extend east from the intersection?	
Reduce the Highway 50 speed limit from Platteview Road to Pflug Road from 50 to 35 MPH	
Need turn lanes at West Center Road between Wright Street and 240 <sup>th</sup> Street	
Make sure to coordinate with the Sarpy County and Cities Wastewater Agency because new roads are great but not helpful if they go to places with no utilities	
Consider a roundabout here	Intersection of 170 <sup>th</sup> Street and Chandler Road
	Schram Road connection to Highway 6/Highway 31 and 204 <sup>th</sup> Street
192 <sup>nd</sup> Street and Chandler Road – How many lights will be added? Are there going to be turning lanes for property owners? What development do you foresee? Will the speed limit change? It seems like 3 lanes would provide what is needed for this area.	
Keep the marked crosswalk across 96 <sup>th</sup> along Hardwood until a multi-use path is complete along Schram Road west of 96 <sup>th</sup>	
Sarpy Heights Neighborhood – Would like our neighborhood to stay private and not connect to Schram Road. Speed will be more of an issue with paved roads. We need traffic quieting and low light emitting streetlamps.	
The study should address area planning, including industrial zones, air taxi locations, and utilities, and roadways are corridors for these.	
Limit wind and solar farms to rural areas outside of the study area to densify and utilized mixed use development.	
There are no north/south connections east of 144 <sup>th</sup> Street that are viable for high-speed, high-volume traffic like the Kennedy Freeway at 96 <sup>th</sup> Street from I-80 to Schram Road. Urban core connections are lacking from Eppley to the study area. Consider the transit time from the study area to the airport including Lincoln.	
There are no planned east-west connections from Bellevue to Gretna. Traffic will ramp up quicker at the intersection of Highway 75 and Highway 34 with the plans for a casino, waterpark, and hotels than in the Papillion and Springfield area.	
Roundabouts will cause more issues then benefits	
Cornhusker Road and Highway 31 is very dangerous and the bridge under the train is closed so you can no longer take an alternate route.	
The new interchange of I-80 and 192 <sup>nd</sup> Street needs to happen today.	2
The study should address interim improvements, considering ways that do not hinder a corridor's ability to accommodate the ultimate roadway section, while not over building as development enters the areas and drives the need for the improvements.	
At 216 <sup>th</sup> and West Gruenther Road – the type of development in this area and the lack of connectivity to Highway 370 calls for a Type 3 arterial rather than a Type 2.	
264 <sup>th</sup> Street – with the unlikelihood of 180 <sup>th</sup> Street ever crossing I-80, this would be more appropriate as a Type 3 arterial.	
Given road termination before the river and no bridge, these roads would be best likely with an Arterial 3 designation (180 <sup>th</sup> and Platteview Road)	
A second priority I-80 interchange should be considered for Platteview Road, particularly for semi traffic.	

Schram Road near Papillion was recently widened and paved, with the existing road left intact and the new road built to the south, leaving access to established homes intact and separate from the new road. Please consider this type of build for Capehart Road from 192nd west to Highway 6/31.

North of Capehart Road to Schram Road should be a Type 3 arterial with non-automotive traffic options due to high school, neighborhood, and Gretna Crossing Park/YMCA traffic.

252<sup>nd</sup> and Harrison Street is a residential property and would create a great deal of issues if these streets or intersections are increased in size. We do not want the increased traffic in these areas.

Consider the width of the roads and the impact construction will have on property and property owners along Platteview Road, specifically between 99<sup>th</sup> Street and 84<sup>th</sup> Street. Sidewalks are also not needed along this road. This should be an arterial 3.

There should be a regional public transit network from Omaha to Lincoln via Nebraska Crossing. The intentions for a major mixed use development could make this feasible.

## Engagement Appendix 4: Other Public Comments

Contact	Public Comment	Response
<p>Kim Staley <a href="mailto:kstaley@sappbros.net">kstaley@sappbros.net</a></p>	<p>Hi,</p> <p>We live on Pflug Rd. Can you tell me know what we can expect?</p> <p>Thank You.</p> <p>Kim</p>	<p>Hi Kim, The majority of this connection would occur in Phase 3 of the Platteview Road Expressway project, which is separate from the broader WE-STEP study. Options to connect I-80 will be determined at a later phase of the study and have not been identified. The project team anticipates evaluating alternatives for that area near Gretna later this year. Public information meetings will be scheduled in the future to share additional information, but the timing of these meetings is yet to be determined. You can find current project information on the <a href="#">Connect Sarpy</a> website, and the Platteview Road Expressway project team will also add you to their mailing and email lists. Please feel free to reach out at any time with questions or concerns to either of the contacts listed below.</p> <p><a href="#">Zach Hergenrader</a> Sarpy County Public Works 402-537-6917</p> <p><a href="#">Chris Malmberg</a> Project Manager 402-399-4959</p> <p>Thanks,</p> <p>Jim</p>

## Engagement Appendix 5: Small Group Stakeholder Meetings

Stakeholder Group	Number of Stakeholders	Meeting Date
Resources and Utilities	6	Friday, April 5
Growth and Development, Data Centers, and Builders/Developers	9	Thursday, April 11
Emergency Response and Logistics/Freight	11	Thursday, April 11
Municipalities, Community Groups, and School Districts	9	Friday, April 12

### Letter

Dear **[insert contact or organization]**,

The Western Sarpy County Transportation Enhancement Plan (WE-STEP) Consortium is pleased to invite you to participate in a Stakeholder Workshop for WE-STEP, which will be a strategic transportation plan for western Sarpy County, developed in collaboration with the City of Gretna, City of Papillion, City of Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA). WE-STEP will provide a framework for changing communities to develop for future generations.

The Stakeholder Workshop is designed to present information about plan development, identification of a future regional transportation network and standards that are flexible and can fit with what develops around it. You can also provide feedback on the transportation network and standards in the meeting.

The meeting will be in-person. Your attendance is requested at the following:

#### Resources and Utilities

- Friday, April 5, 2024
- 1:00 – 2:30 pm
- Sarpy County Planning & Building  
*1210 Golden Gate Drive, Papillion, NE 68046*

#### Growth and Development, Data Centers, and Builders/Developers

- Thursday, April 11, 2024
- 10:30 am – 12:00 pm
- Sarpy County Planning & Building  
*1210 Golden Gate Drive, Papillion, NE 68046*

#### Emergency Response and Logistics/Freight

- Thursday, April 11, 2024
- 1:00 – 2:30 pm
- Sarpy County Planning & Building  
*1210 Golden Gate Drive, Papillion, NE 68046*



#### Municipalities, Community Groups and School Districts

- Friday, April 12, 2024
- 1:00 – 2:30 pm
- Sarpy County Planning & Building  
*1210 Golden Gate Drive, Papillion, NE 68046*

We look forward to your participation in the Stakeholder Workshop. Please let us know if you or a representative from your organization can join us by contacting Delani Watkins at [delani.watkins@hdrinc.com](mailto:delani.watkins@hdrinc.com). If you have additional questions, please contact:

Jim Boerner

[jboerner@mapacog.org](mailto:jboerner@mapacog.org)

#### Email

SUBJECT: You're Invited: Western Sarpy County Transportation Enhancement Plan (WE-STEP) Stakeholder Workshop

Dear **[insert contact or organization],**

The Western Sarpy County Transportation Enhancement Plan (WE-STEP) Consortium is pleased to invite you to participate in a Stakeholder Workshop for WE-STEP, which will be a strategic transportation plan for western Sarpy County, developed in collaboration with the City of Gretna, City of Papillion, City of Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA). WE-STEP will provide a framework for changing communities to develop for future generations.

The Stakeholder Workshop is designed to present information about plan development, identification of a future regional transportation network and standards that are flexible and can fit with what develops around it. You can also provide feedback on the transportation network and standards in the meeting.

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- Sarpy County Planning & Building  
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- Thursday, April 11, 2024
- 10:30 am – 12:00 pm
- Sarpy County Planning & Building  
*1210 Golden Gate Drive, Papillion, NE 68046*

#### Emergency Response and Logistics/Freight

- Thursday, April 11, 2024
- 1:00 – 2:30 pm
- Sarpy County Planning & Building

*1210 Golden Gate Drive, Papillion, NE 68046*

Municipalities, Community Groups and School Districts

- Friday, April 12, 2024
- 1:00 – 2:30 pm
- Sarpy County Planning & Building

*1210 Golden Gate Drive, Papillion, NE 68046*

We look forward to your participation in the Stakeholder Workshop. Please let us know if you or a representative from your organization can join us by contacting Delani Watkins at [delani.watkins@hdrinc.com](mailto:delani.watkins@hdrinc.com). If you have additional questions, please contact:

Jim Boerner

[jboerner@mapacog.org](mailto:jboerner@mapacog.org)

## Calendar Invitation

### Resources and Utilities

**TITLE:** Western Sarpy County Transportation Enhancement Plan (WE-STEP) Stakeholder Meeting – Resources and Utilities

**DATE/TIME:** Friday, April 5 – 1:00 – 2:30 pm

**LOCATION:** Sarpy County Planning & Building – 1210 Golden Gate Drive, Papillion, NE, 68046

**COPY:** Thank you for participating in the WE-STEP stakeholder meeting. MAPA, Sarpy County, and the Cities of Gretna, Papillion, and Springfield are working together to develop a strategic transportation plan for western Sarpy County.

We look forward to hearing your perspective and feedback!

### Growth and Development, Data Centers, and Builders/Developers

**TITLE:** Western Sarpy County Transportation Enhancement Plan (WE-STEP) Stakeholder Meeting – Growth and Development, Data Centers, and Builders/Developers

**DATE/TIME:** Thursday, April 11 – 10:30 am – 12:00 pm

**LOCATION:** Sarpy County Planning & Building – 1210 Golden Gate Drive, Papillion, NE, 68046

**COPY:** Thank you for participating in the WE-STEP stakeholder meeting. MAPA, Sarpy County, and the Cities of Gretna, Papillion, and Springfield are working together to develop a strategic transportation plan for western Sarpy County.

We look forward to hearing your perspective and feedback!

### Emergency Response and Logistics/Freight

**TITLE:** Western Sarpy County Transportation Enhancement Plan (WE-STEP) Stakeholder Meeting – Emergency Response and Logistics/Freight

**DATE/TIME:** Thursday, April 11 – 1:00 – 2:30 pm

**LOCATION:** Sarpy County Planning & Building – 1210 Golden Gate Drive, Papillion, NE, 68046

**COPY:** Thank you for participating in the WE-STEP stakeholder meeting. MAPA, Sarpy County, and the Cities of Gretna, Papillion, and Springfield are working together to develop a strategic transportation plan for western Sarpy County.

We look forward to hearing your perspective and feedback!

### **Municipalities and School Districts**

**TITLE:** Western Sarpy County Transportation Enhancement Plan (WE-STEP) Stakeholder Meeting – Municipalities, Community Groups and School Districts

**DATE/TIME:** Friday, April 12 – 1:00-2:30 pm

**LOCATION:** Sarpy County Planning & Building – 1210 Golden Gate Drive, Papillion, NE, 68046

**COPY:** Thank you for participating in the WE-STEP stakeholder meeting. MAPA, Sarpy County, and the Cities of Gretna, Papillion, and Springfield are working together to develop a strategic transportation plan for western Sarpy County.

We look forward to hearing your perspective and feedback!

## Engagement Appendix 6: Stakeholder List



Category/Notes	Stakeholder	Contact	Email	Phone Number	Address	City	State	Zip
Resources	Sarpy Sewer Agency	Dan Hoins	<a href="mailto:danh@sccwwa.org">danh@sccwwa.org</a>	402-593-2347	1210 Golden Gate Dr	Papillion	NE	68046
Resources	South Sarpy Watershed Partnership/NRD	Ian Ghanavati	<a href="mailto:ighanavati@papionrd.org">ighanavati@papionrd.org</a>	402-444-6222	8901 S 154th St	Omaha	NE	68138
Utilities	OPPD	Matt Core	<a href="https://ww3.oppd.com/contact-n">https://ww3.oppd.com/contact-n</a>	531-226-3515				
Utilities	OPPD	Michaela Valentine	<a href="mailto:mvalentin@oppd.com">mvalentin@oppd.com</a>					
Utilities	MUD	Cory Erspamer	<a href="mailto:cory_erspamer@mudnebr.com">cory_erspamer@mudnebr.com</a>					
Utilities	MUD	Mike McGowan	<a href="mailto:boardemails@mudnebr.com">boardemails@mudnebr.com</a>					
Utilities	Black Hills Energy	Dustin Snyder	<a href="mailto:dustin.snyder@blackhillscorp.com">dustin.snyder@blackhillscorp.com</a>	402-949-2266	11526 Valley Ridge Rd	Papillion	NE	68046
Transportation Agency	Nebraska Department of Transportation	Damion Stern	<a href="mailto:damion.stern@nebraska.gov">damion.stern@nebraska.gov</a>					
Transportation Agency	Nebraska Department of Transportation	Curtis Nosal	<a href="mailto:curtis.nosal@nebraska.gov">curtis.nosal@nebraska.gov</a>	402-595-2534	4425 South 108th St PO Box 45461	Omaha	NE	68145
Builders/Developers	MOBA	Jaylene Eilenstine Mark Westergard	<a href="mailto:jaylene@moba.com">jaylene@moba.com</a> <a href="mailto:mark@moba.com">mark@moba.com</a>	402-333-2000	2637 S 158th Plz Ste 250	Omaha	NE	68130
Builders/Developers	Laura Osborn Realty	Laura Osborn	<a href="mailto:laura@lauraosbornrealty.com">laura@lauraosbornrealty.com</a>					
Data Centers	Meta/Facebook Data	Stephanie Seger	<a href="mailto:stephanieseger@meta.com">stephanieseger@meta.com</a>					
Data Centers	Google Data	Matt Sexton	<a href="mailto:mattsexton@google.com">mattsexton@google.com</a>					
Data Centers	Yahoo Data	John Branigan	<a href="mailto:braniganj@yahooinc.com">braniganj@yahooinc.com</a>					
Growth and Development	Grow Sarpy	Lisa Scheve	<a href="mailto:lscheve@selectgreateromaha.com">lscheve@selectgreateromaha.com</a>	402-233-7155	808 Conagra Dr, Ste 400	Omaha	NE	68102
Growth and Development	Sarpy Chamber of Commerce	Karen Gibler	<a href="mailto:president@sarpychamber.org">president@sarpychamber.org</a>	402-339-3050	1243 Golden Gate Dr, Ste 1	Papillion	NE	68046
Growth and Development	Springfield Business Association		<a href="mailto:welovesba@gmail.com">welovesba@gmail.com</a>	402-689-9794	PO Box 185	Springfield	NE	68059
Growth and Development	Papillion Historic Downtown Business Association	Joe Hunter	<a href="https://papilliondba.com/contact-us/">https://papilliondba.com/contact-us/</a>					
Growth and Development	Gretna Area Chamber of Commerce		<a href="mailto:info@gretnachamber.com">info@gretnachamber.com</a>	402-332-3535	798 Village Square	Gretna	NE	68028
Emergency Response	Sarpy County Sheriff's Office	Tori Boldt	<a href="mailto:tboldt@sarpy.gov">tboldt@sarpy.gov</a>	402-593-2288	8335 Platteview Road	Papillion	NE	68046
Emergency Response	Sarpy County Emergency Response Agency	Jesse Eret	<a href="mailto:sarpyema@sarpy.gov">sarpyema@sarpy.gov</a>	402-593-5785	1210 Golden Gate Drive Suite 1310	Papillion	NE	68046
Emergency Response	Papillion Fire Department	Robb Gottsch	<a href="mailto:rgottsch@papillion.org">rgottsch@papillion.org</a>	402-339-8617	10727 Chandler Road	La Vista	NE	68128
Emergency Response	Papillion Police Department	Christiaan E. Whitted	<a href="mailto:PoliceChief@papillion.org">PoliceChief@papillion.org</a>	402-597-2035	1000 E 1st Street	Papillion	NE	68046
Emergency Response	Springfield Volunteer Fire Department	Bob Engberg	<a href="mailto:bobengberg@yahoo.com">bobengberg@yahoo.com</a>	402-253-2600	505 S 1st St	Springfield	NE	
Emergency Response	Gretna Fire & Rescue	Rod Buethe	<a href="mailto:firechief@cityofgretna.com">firechief@cityofgretna.com</a>	402.660.4644	21825 Capehart Rd	Gretna	NE	68028
Logistics/Freight	Werner Trucking		<a href="https://www.werner.com/contact">https://www.werner.com/contact</a>	402-895-6640	14507 Frontier Rd	Omaha	NE	68138
Logistics/Freight	Claas	Matt Ristow	<a href="mailto:matt.ristow@claas.com">matt.ristow@claas.com</a>	402-861-1000	8401 S 132nd St	Omaha	NE	68138
Logistics/Freight	R&R Nebraska Division	Mike Homa	<a href="mailto:Rupprecht.Paul@RRRealty.com">Rupprecht.Paul@RRRealty.com</a>	405-885-4002	8881 West Dodge Road, Suite 100 West	Omaha	NE	68022
Logistics/Freight	HRC Industrial West, LLC	Dave Vogtman	<a href="mailto:dave.vogtman@thehomecompany.com">dave.vogtman@thehomecompany.com</a>	402-537-5801	6900 Westown Parkway	West Des Moines	IA	50266
Logistics/Freight	Amazon Distribution	Jason Vangalis	<a href="mailto:vangalis@amazon.com">vangalis@amazon.com</a>		11650 S 154th St	Omaha	NE	68138
Municipalities	City of Bellevue	Harrison Johnson	<a href="mailto:harrison.johnson@bellevue.net">harrison.johnson@bellevue.net</a>	402-293-3000	1500 Wall St	Bellevue	NE	68005
Municipalities	City of Bellevue	Jim Ristow	<a href="mailto:jim.ristow@bellevue.net">jim.ristow@bellevue.net</a>					
Municipalities	City of Omaha	Derek Miller	<a href="mailto:derek.miller@cityofomaha.org">derek.miller@cityofomaha.org</a>	402-444-5150	1819 Farnam St, Suite 1100	Omaha	NE	68183
Municipalities	City of La Vista	Joe Soucie	<a href="mailto:jsoucie@cityoflavista.org">jsoucie@cityoflavista.org</a>	402-331-8927	9900 Portal Road	La Vista	NE	68128
Community Group	ROAM (formerly Heartland BCycle)	Benny Foltz	<a href="mailto:benny@roamshare.org">benny@roamshare.org</a>	402-350-0421				
School Districts	Papillion - La Vista Community Schools	Dr. Andrew Rikli	<a href="mailto:andrew.rikli@plcschools.org">andrew.rikli@plcschools.org</a>	402-537-6200	420 S. Washington Street	Papillion	NE	68046
School Districts	Springfield-Platteview Community Schools	Dr. Ryan Saunders	<a href="mailto:ryan.saunders@spsne.org">ryan.saunders@spsne.org</a>	402-592-1300	765 Main St	Springfield	NE	68059
School Districts	Gretna Public Schools	Travis Lightle	<a href="mailto:tlightle@gpsne.org">tlightle@gpsne.org</a>	402-332-3265	11717 South 216th St	Gretna	NE	68028
School Districts	Metropolitan Community College	Stan Horrell	<a href="mailto:SHorrell@mccneb.edu">SHorrell@mccneb.edu</a>	531-622-2532				
	Jennifer Peters							
	Dustin Crouch							

## Engagement Appendix 7: Small Group Stakeholder Meetings

Meeting	Attendees	
<b>Resources, Utilities, and Transportation Agencies</b>	South Sarpy Watershed Partnership/NRD	Ian Ghanavati
	MUD	Cory Erspamer
<b>Growth and Development, Data Centers, and Builders/Developers</b>	MOBA	Mark Westergard
	Grow Sarpy	Lisa Scheve
	Sarpy Chamber of Commerce	Karen Gibler
<b>Emergency Response and Logistics/Freight</b>	Sarpy County Sherriff's Office	Tori Boldt
	Sarpy County Emergency Response Agency	Jesse Eret
	Papillion Fire Department	Robb Gottsch
	Gretna Fire & Rescue	Rod Buethe
<b>Municipalities, Community Groups, and School Districts</b>	City of Omaha	Derek Miller
	City of La Vista	Joe Soucie
	Heartland Bike Share	Benny Foltz
	Gretna Public Schools	Travis Lightle
	Metropolitan Community College	Stan Horrell
<b>Virtual</b>	Black Hills Energy	Dustin Snyder
	Laura Osborn Realty	Laura Osborn
	Google Data	Matt Sexton
	Yahoo Data	John Branigan
	Class	Matt Ristow
	Amazon Distribution	Jason Vangalis
	Black Hills Energy	Jennifer Peters
Amazon Distribution	Dustin Crouch	

## Engagement Appendix 8: Small Group Stakeholder Meeting Materials



# WESTERN SARPY TRANSPORTATION ENHANCEMENT PLAN

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*Gretna, Springfield, Papillion, Sarpy County*

Virtual Stakeholder Meeting

May 2, 2024



# Welcome

---

- Please type your name and organization in the chat

# Introductions

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# Agenda

---

- Study Background & Objectives
- Study Schedule
- Where We're At
  - Previous Work
  - Regional Transportation Network
  - Corridors of the Future
- Network Planning Considerations
  - Safety
  - Roundabouts
  - Pedestrian / Multimodal Considerations
  - Planning for Cost Effective Decision Making
- Q&A / Feedback

# Mentimeter

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- Visit [menti.com](https://menti.com) and enter input code 3915 4789 to start the live poll

OR

- Scan the QR code





# Study Background & Objectives

# Study Area

---

- The Western Sarpy County Transportation Enhancement Plan (WE-STEP) is a strategic transportation plan for Western Sarpy County
- Partnership between Gretna, Papillion, Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA)
- Partner agencies will develop a unified framework for the coordination of future transportation improvements



## WESTERN SARPY TRANSPORTATION ENHANCEMENT PLAN

---

*Gretna, Springfield, Papillion, Sarpy County*

# Coinciding Planning Efforts

---

- WE-STEP draws upon the goals identified in coinciding planning efforts from all agencies involved, including:
  - 2050 Long Range Transportation Plan (LRTP) – MAPA
  - Gretna Comprehensive Plan
  - Papillion Comprehensive Plan
  - Springfield Comprehensive Plan
  - Sarpy County Planning

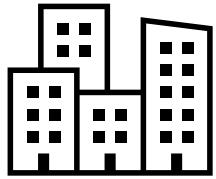


Omaha - Council Bluffs  
Metropolitan Area  
Planning Agency

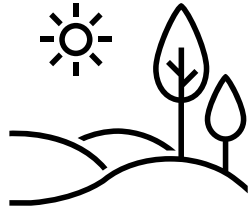


# Plan Considerations

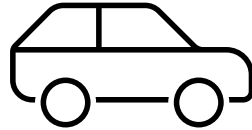
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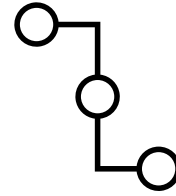
Future  
development  
projections



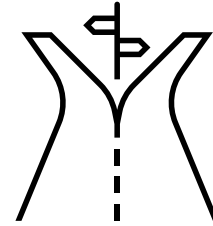
Land use



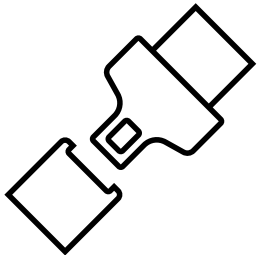
Traffic  
demand



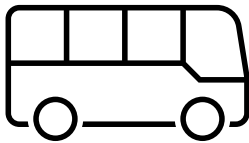
Connectivity



Roadway  
design



Safety



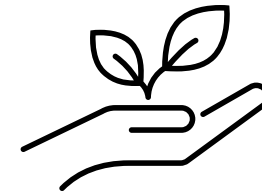
Transit



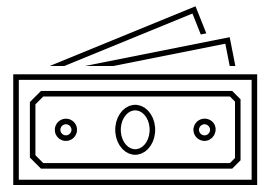
Alternative  
modes of  
transportation



Pedestrian  
amenities



Environmental  
considerations



Costs

# Plan Goal

---

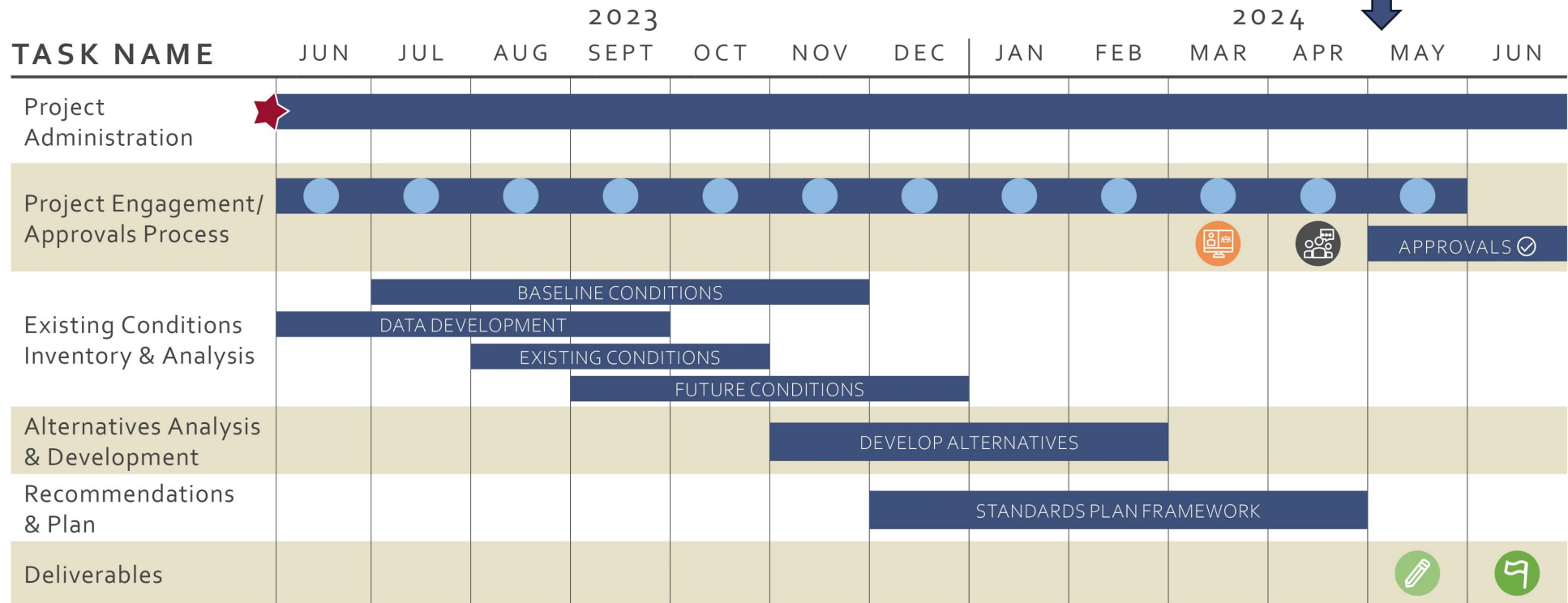
**Provide a flexible framework for changing communities to facilitate a connected and consistent future transportation network for all users, beyond what the existing transportation system in the area can offer.**



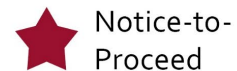
# Study Schedule

# Schedule

- Currently finalizing options for future street standards We are here



**KEY**



Online Public Meeting



Small Group Meetings



Progress Meeting



Draft Plan



Final Plan

# Where We're At

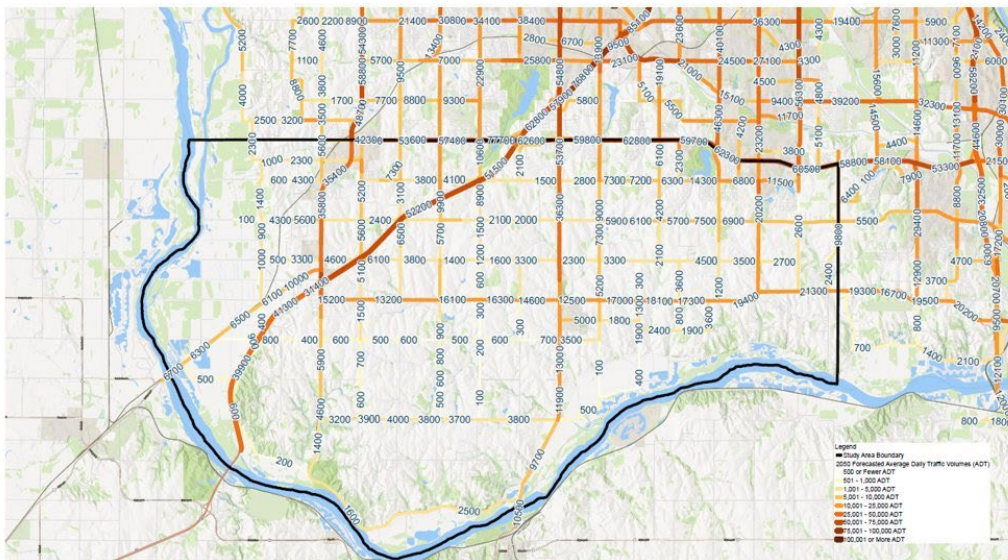
# Previous Work

---

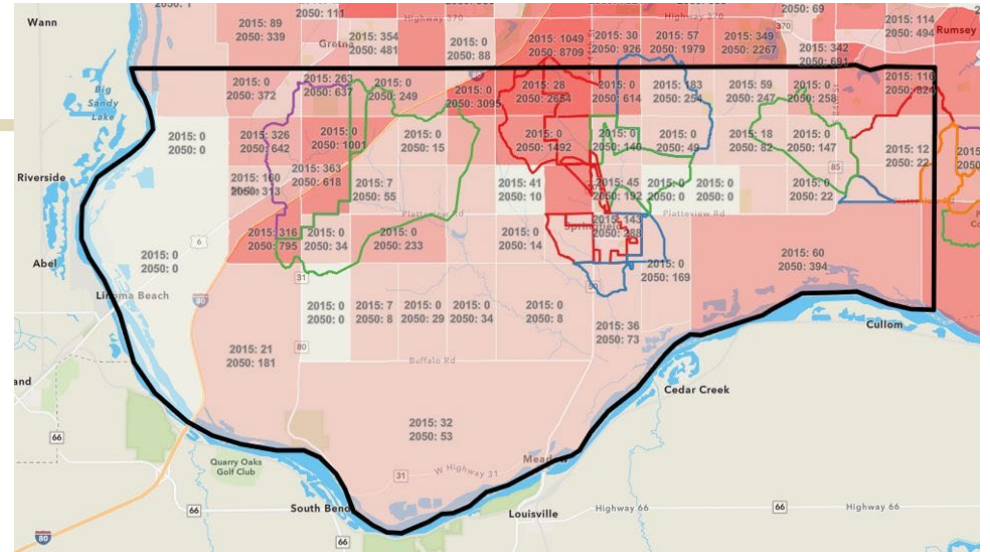
# Previous Work

- Reviewed past studies and plans from each jurisdiction
- Considered long-term needs for 2050 and beyond (50+ years)

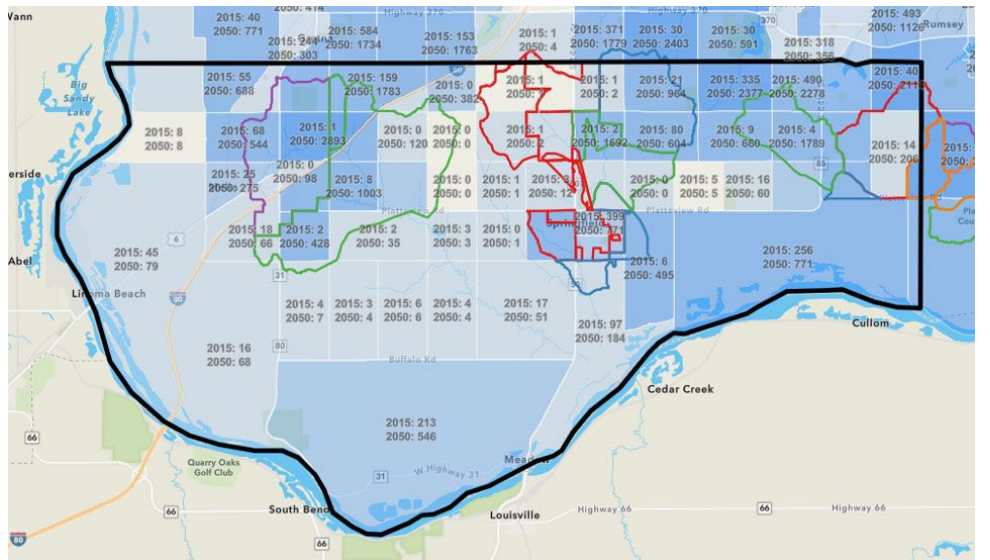
## Forecasted Traffic Volume Growth (through 2050)



## Forecasted Employment Growth (through 2050)



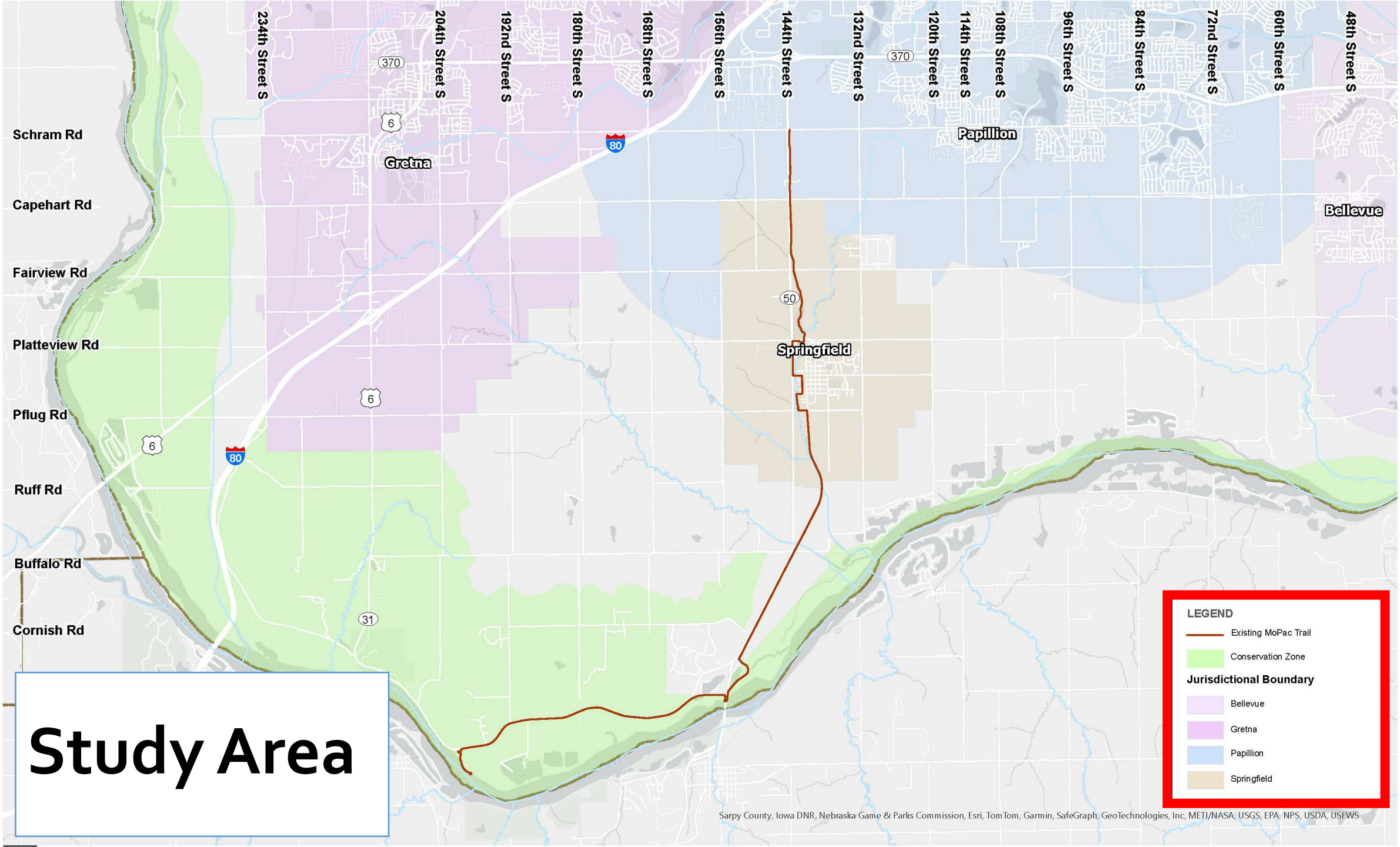
## Forecasted Household Growth (through 2050)





# Regional Transportation Network

---



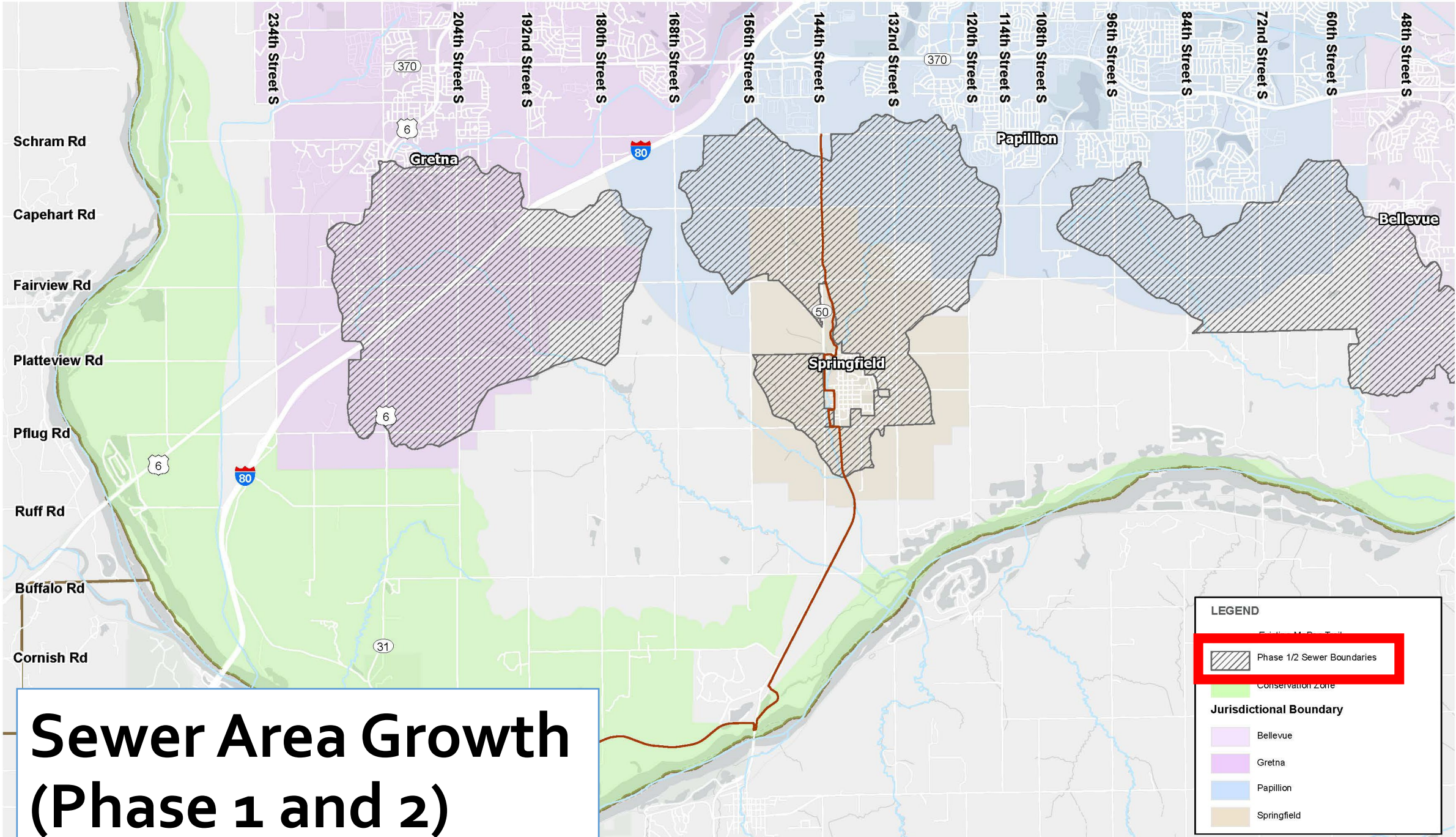
# Study Area

**LEGEND**







- Existing MoPac Trail
- Conservation Zone
- Jurisdictional Boundary**
- Bellevue
- Gretna
- Papillion
- Springfield



# Sewer Area Growth (Phase 1 and 2)

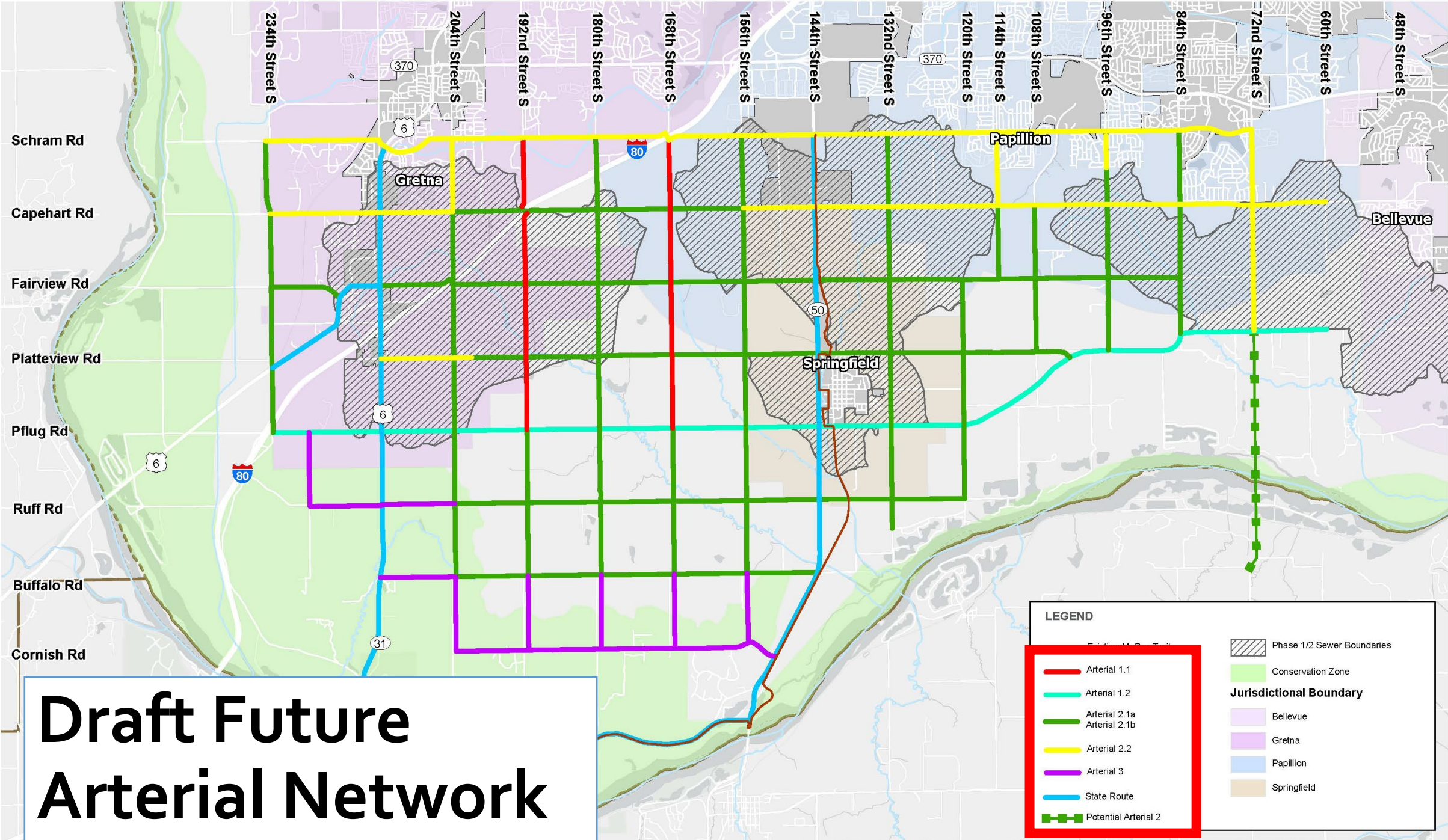


**LEGEND**

-  Phase 1/2 Sewer Boundaries
-  Conservation Zone
- Jurisdictional Boundary**
-  Bellevue
-  Gretna
-  Papillion
-  Springfield



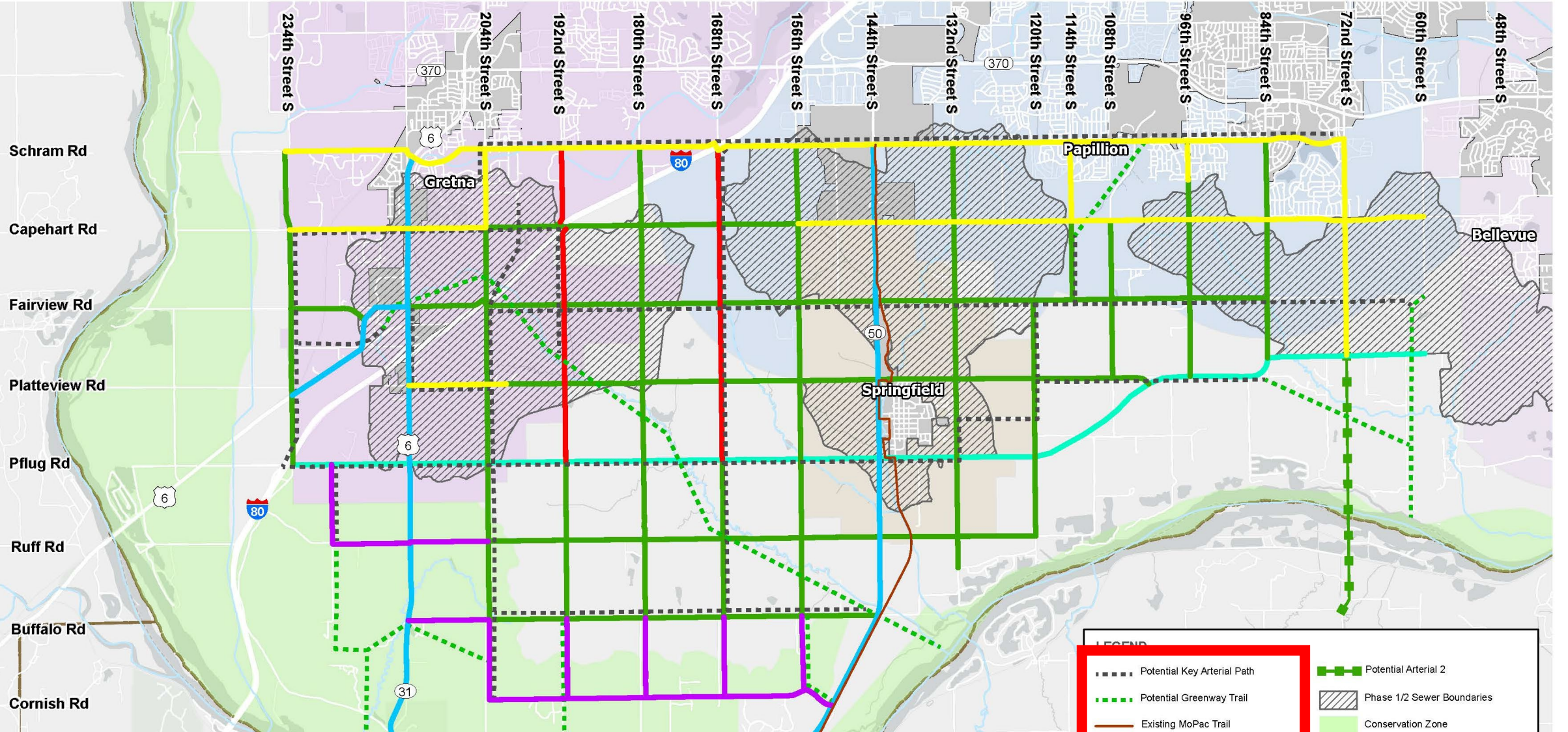
# Draft Future Arterial Network



**LEGEND**

- Arterial 1.1
- Arterial 1.2
- Arterial 2.1a  
Arterial 2.1b
- Arterial 2.2
- Arterial 3
- State Route
- Potential Arterial 2
- Phase 1/2 Sewer Boundaries
- Conservation Zone
- Jurisdictional Boundary**
  - Bellevue
  - Gretna
  - Papillion
  - Springfield





# Draft Future Sidepath / Trail Network

**LEGEND**

<ul style="list-style-type: none"> <li>..... Potential Key Arterial Path</li> <li>..... Potential Greenway Trail</li> <li>— Existing MoPac Trail</li> <li>— Arterial 1.1</li> <li>— Arterial 1.2</li> <li>— Arterial 2.1a — Arterial 2.1b</li> <li>— Arterial 2.2</li> <li>— Arterial 3</li> <li>— State Route</li> </ul>	<ul style="list-style-type: none"> <li>— Potential Arterial 2</li> <li>▨ Phase 1/2 Sewer Boundaries</li> <li>■ Conservation Zone</li> </ul> <p><b>Jurisdictional Boundary</b></p> <ul style="list-style-type: none"> <li>■ Bellevue</li> <li>■ Gretna</li> <li>■ Papillion</li> <li>■ Springfield</li> </ul>
---	--

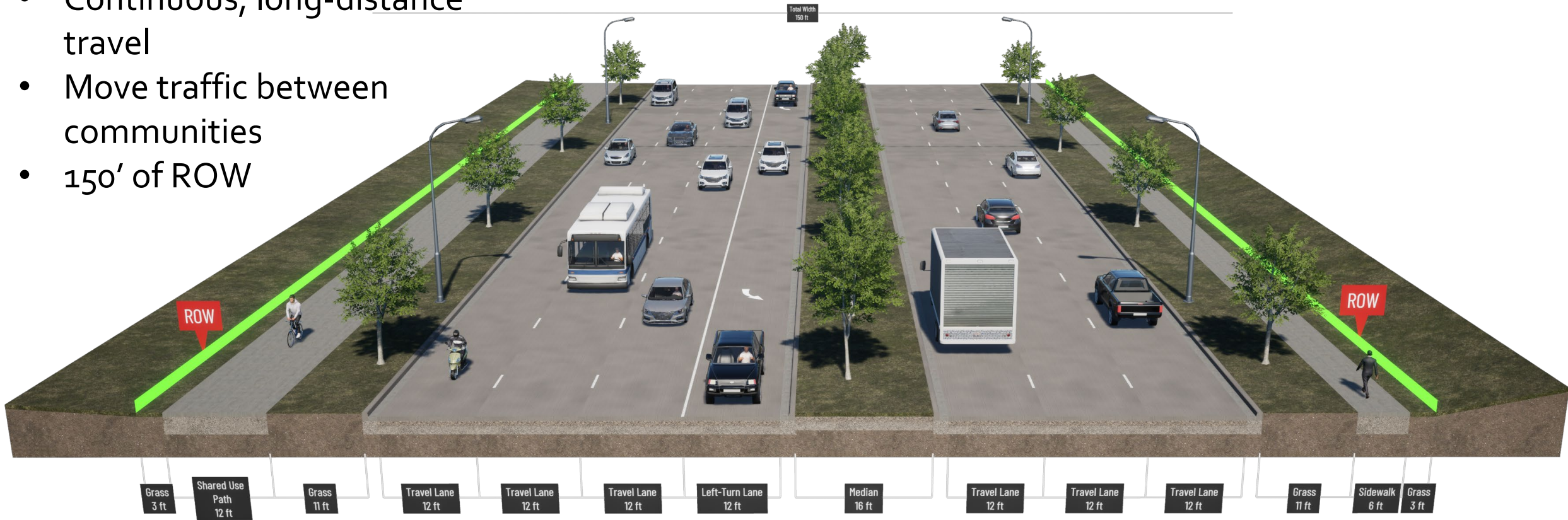


# Corridors of the Future

---

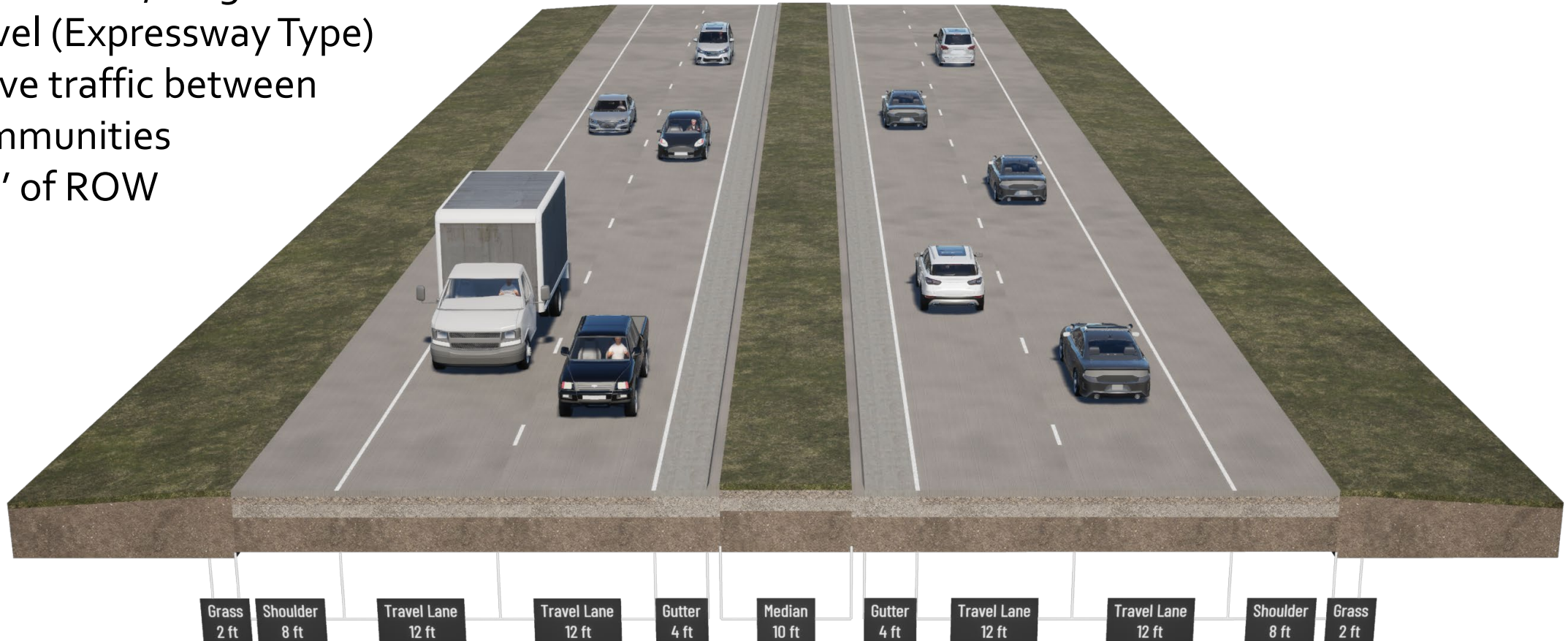
# Type 1.1 Arterial (Ultimate Build)

- Continuous, long-distance travel
- Move traffic between communities
- 150' of ROW



# Type 1.2 Arterial (Ultimate Build)

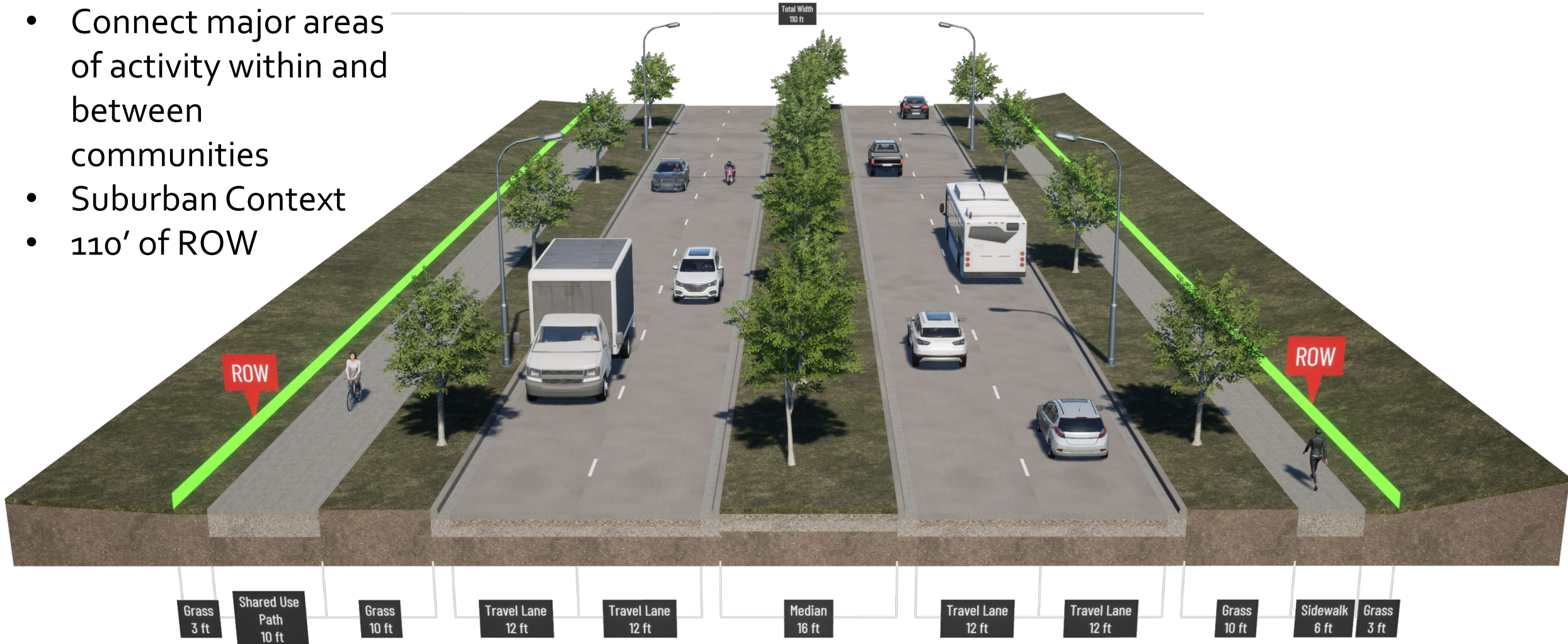
- Continuous, long-distance travel (Expressway Type)
- Move traffic between communities
- 150' of ROW





# Type 2.1a Arterial (Ultimate - Suburban)

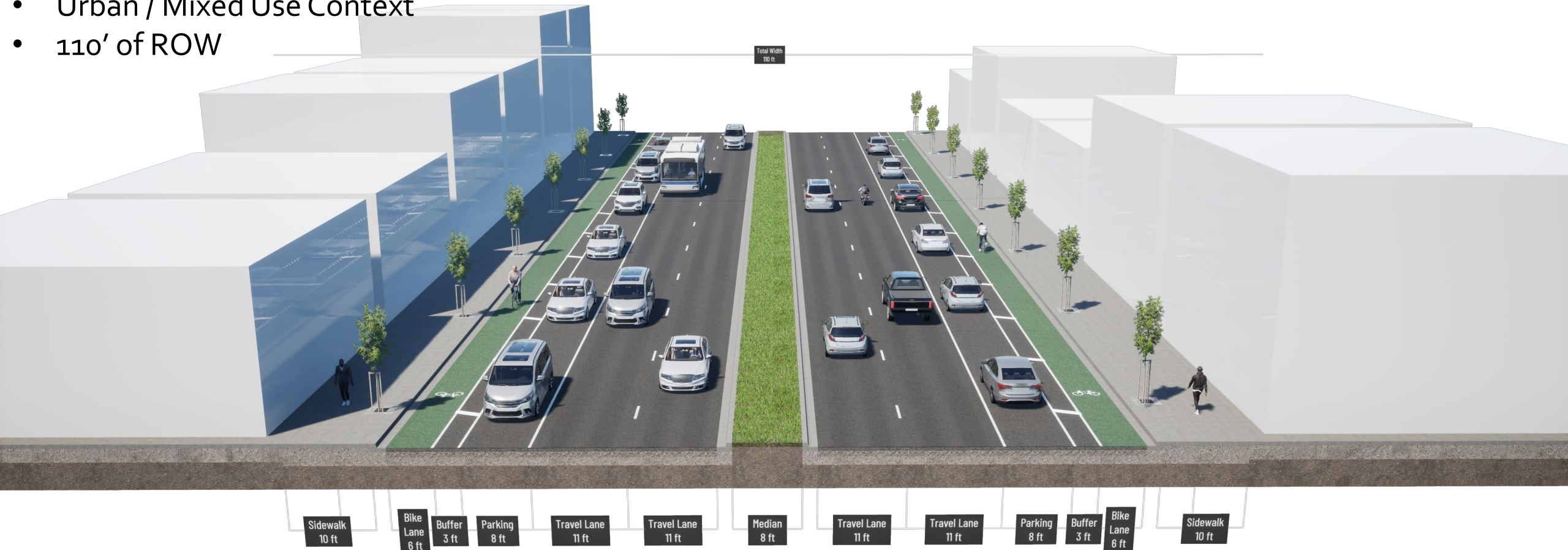
- Connect major areas of activity within and between communities
- Suburban Context
- 110' of ROW





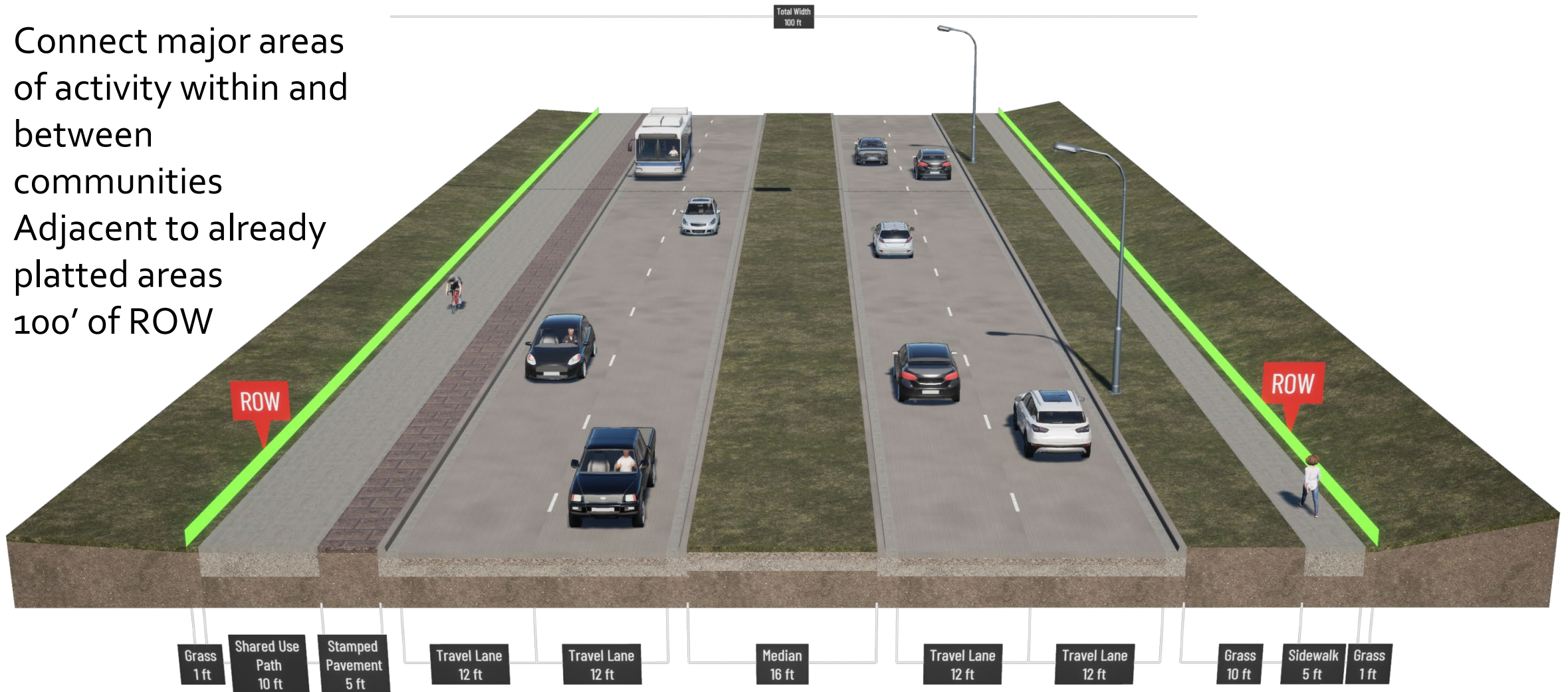
# Type 2.1b Arterial (Ultimate Build – Urban Mixed Use)

- Connect major areas of activity within and between communities
- Urban / Mixed Use Context
- 110' of ROW



# Type 2.2 Arterial (Ultimate)

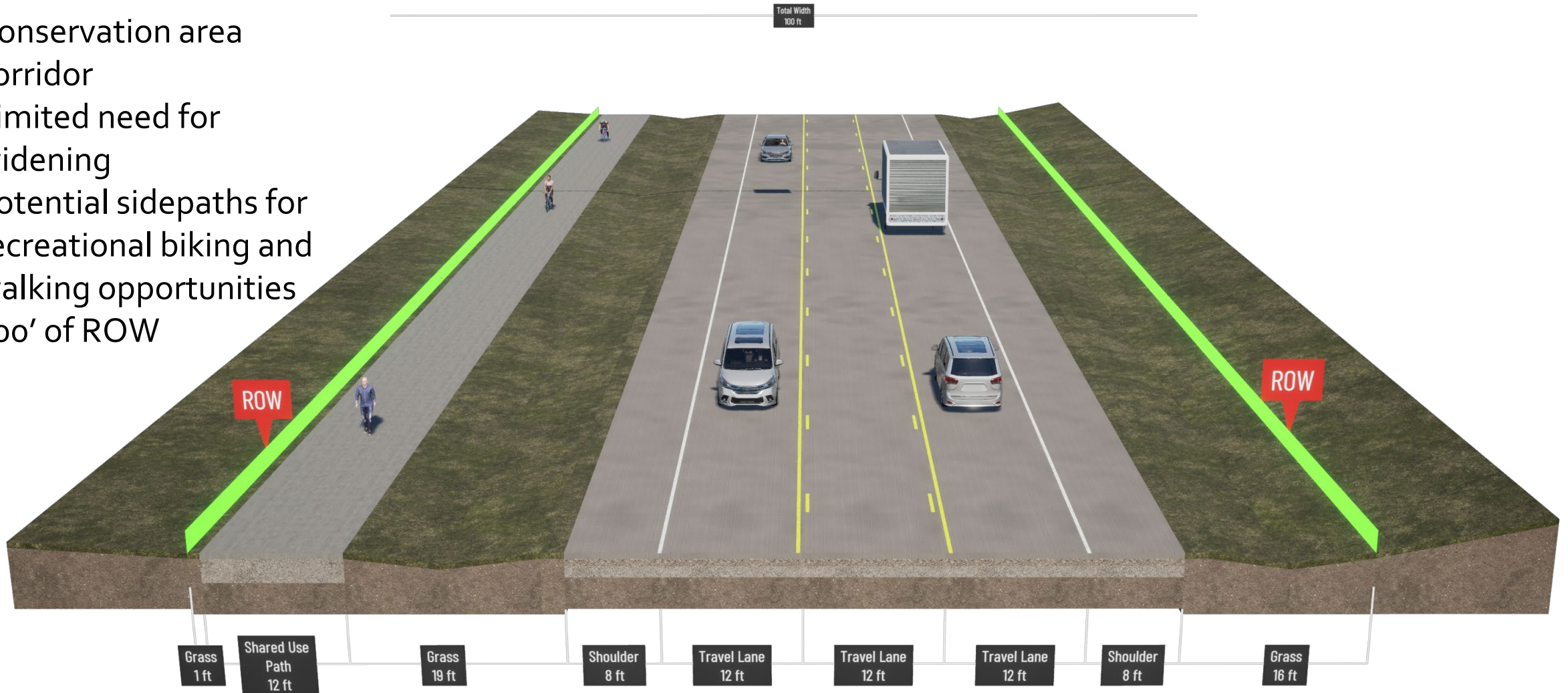
- Connect major areas of activity within and between communities
- Adjacent to already platted areas
- 100' of ROW





# Type 3 Arterial (Ultimate)

- Conservation area corridor
- Limited need for widening
- Potential sidepaths for recreational biking and walking opportunities
- 100' of ROW

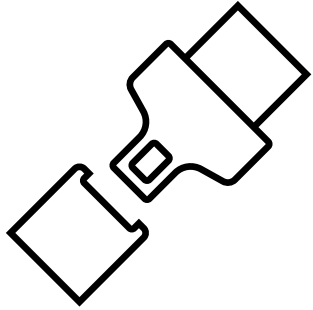


# Network Planning Considerations

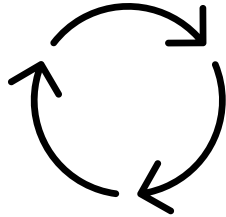


# Network Planning Considerations

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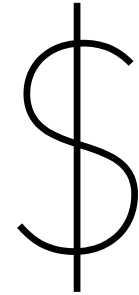
Safety



Roundabouts



Pedestrian /  
Multimodal  
Considerations



Planning for  
Cost Effective  
Decision  
Making

# Safety

---



Crashes occur more frequently at intersections or access points



A raised median is safer for all users of the transportation network



High speed vehicle traffic does not create a safe space for pedestrians and bicyclists



Roundabouts are safer than signalized intersections in most instances

# Roundabouts

---

# Roundabouts

- Roundabouts considered where feasible
- Roundabout features:
  - Long-term cost-effective compared to traffic signals
  - Improved safety for all users, reducing all crashes by 33% and fatal and serious injury crashes by 80% compared to signals
  - Continuous traffic flow and can reduce congestion





# **Pedestrian / Multimodal Considerations**

---

# Pedestrian / Multimodal Considerations

- Planning for pedestrian use and other multimodal options for transportation
  - Shared Use Path
  - Sidewalk
  - Landscaped Buffer
- The location of a section of roadway in a more urban, suburban, or rural area may influence availability of these features and on-street parking

Shared Use Path



Sidewalk



Landscaped Buffer



# Planning for Cost Effective Decision Making

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# Planning for Cost Effective Decision Making

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- It is important to the partner agencies that the plan provides cost-effective actions for all agencies
- Cost is a consideration in the planning effort
- The plan will allow for flexibility in implementation that will vary as communities change





# Q&A / Feedback

# Mentimeter

---

- Visit [menti.com](https://menti.com) and enter input code 3915 4789 to start the live poll

OR

- Scan the QR code



**Thank you!**

## Engagement Appendix 9: Small Group Stakeholder Meetings Mentimeter Results



# Instructions

Go to

**[www.menti.com](https://www.menti.com)**

Enter the code

**1545 9260**



Or use QR code

# In a few words, describe your vision for the future of western Sarpy County.

5 responses

friendly plush

booming

transformative

multi faceted

# Share an example of how transportation connectivity affects you or your organization.

Can be a barrier for growth as it relates to moving workforce around the county.

Timeliness and efficient

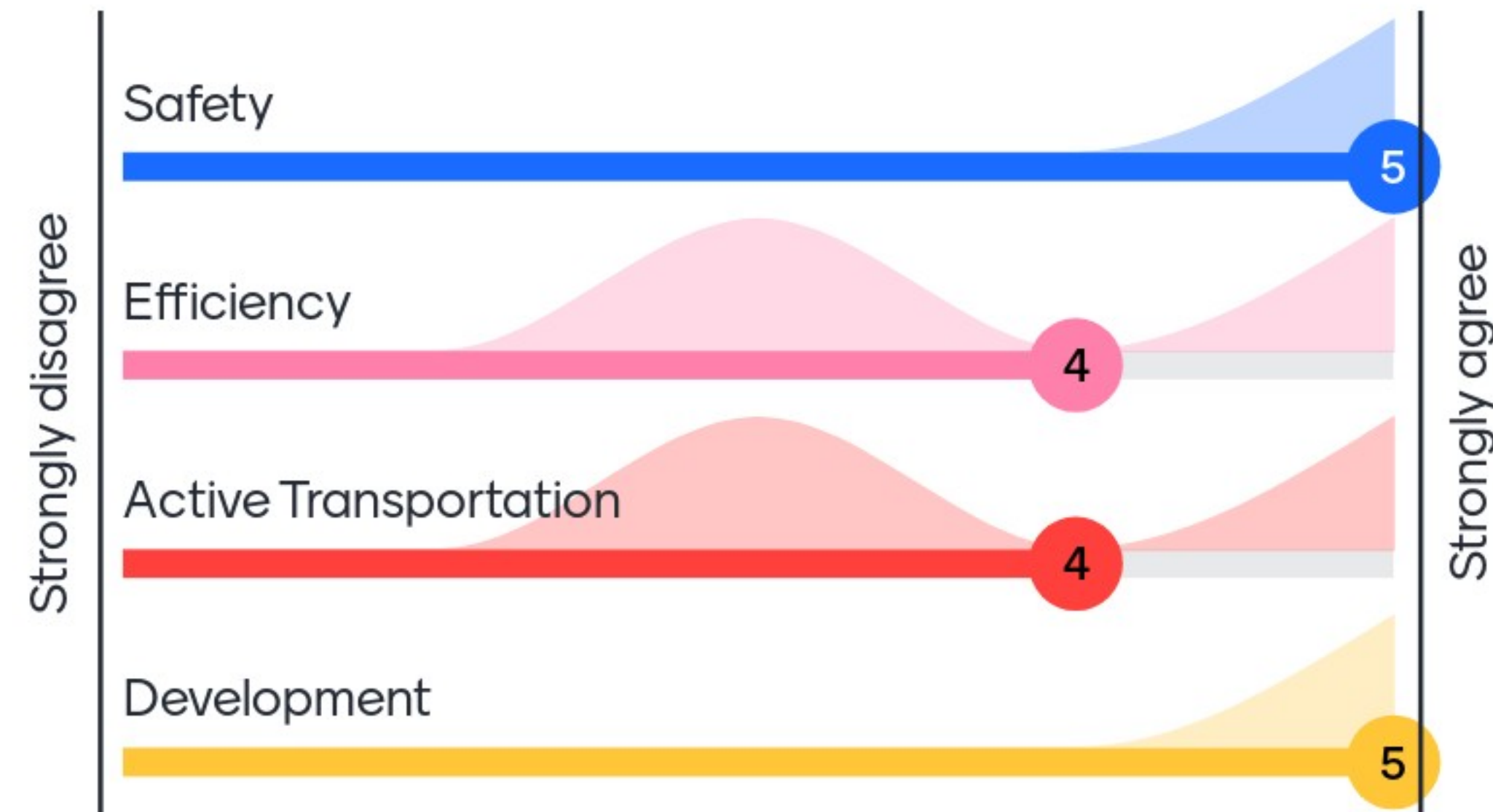


2

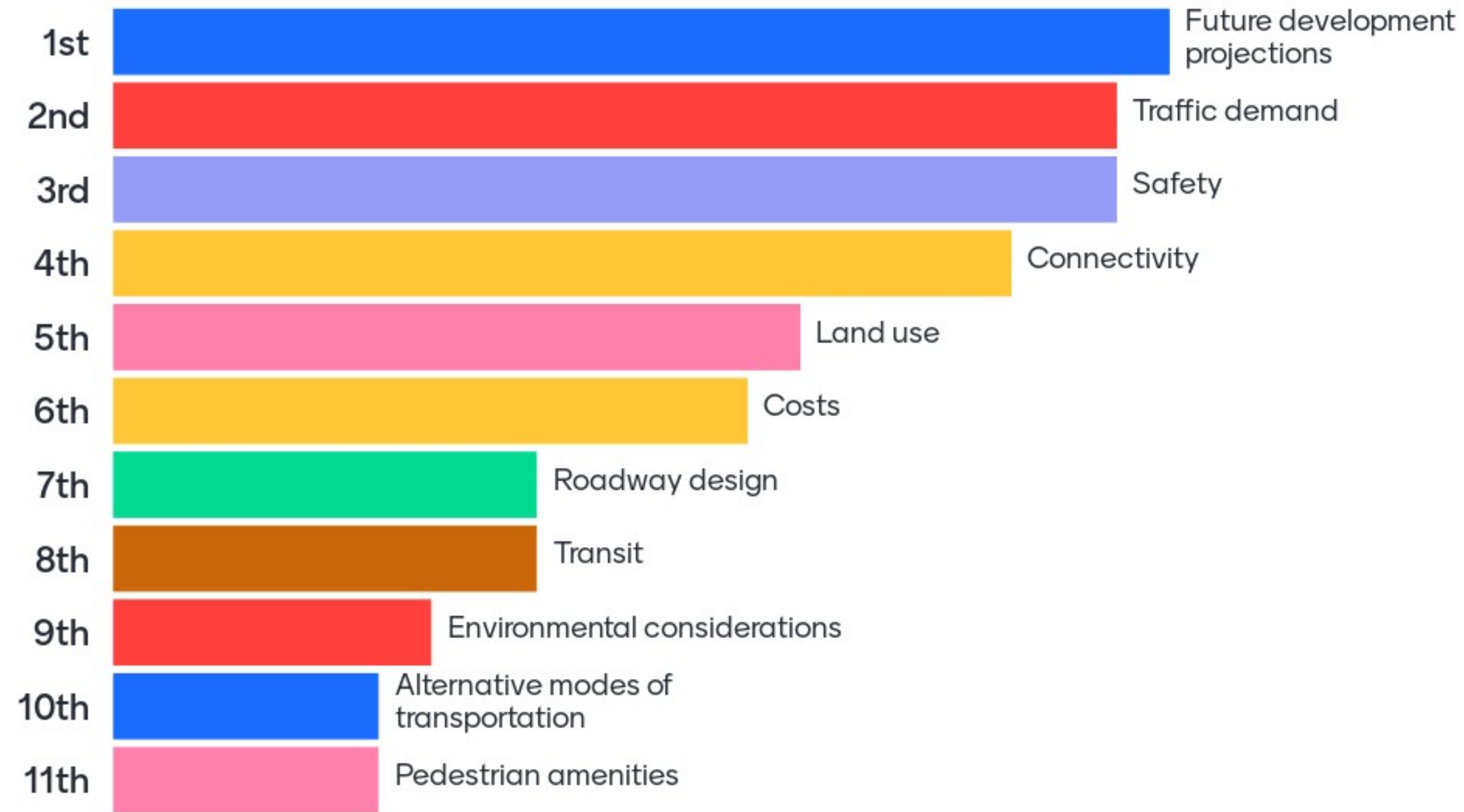




Please rank the following goal areas of WE-STEP by their level of importance to you or your organization.

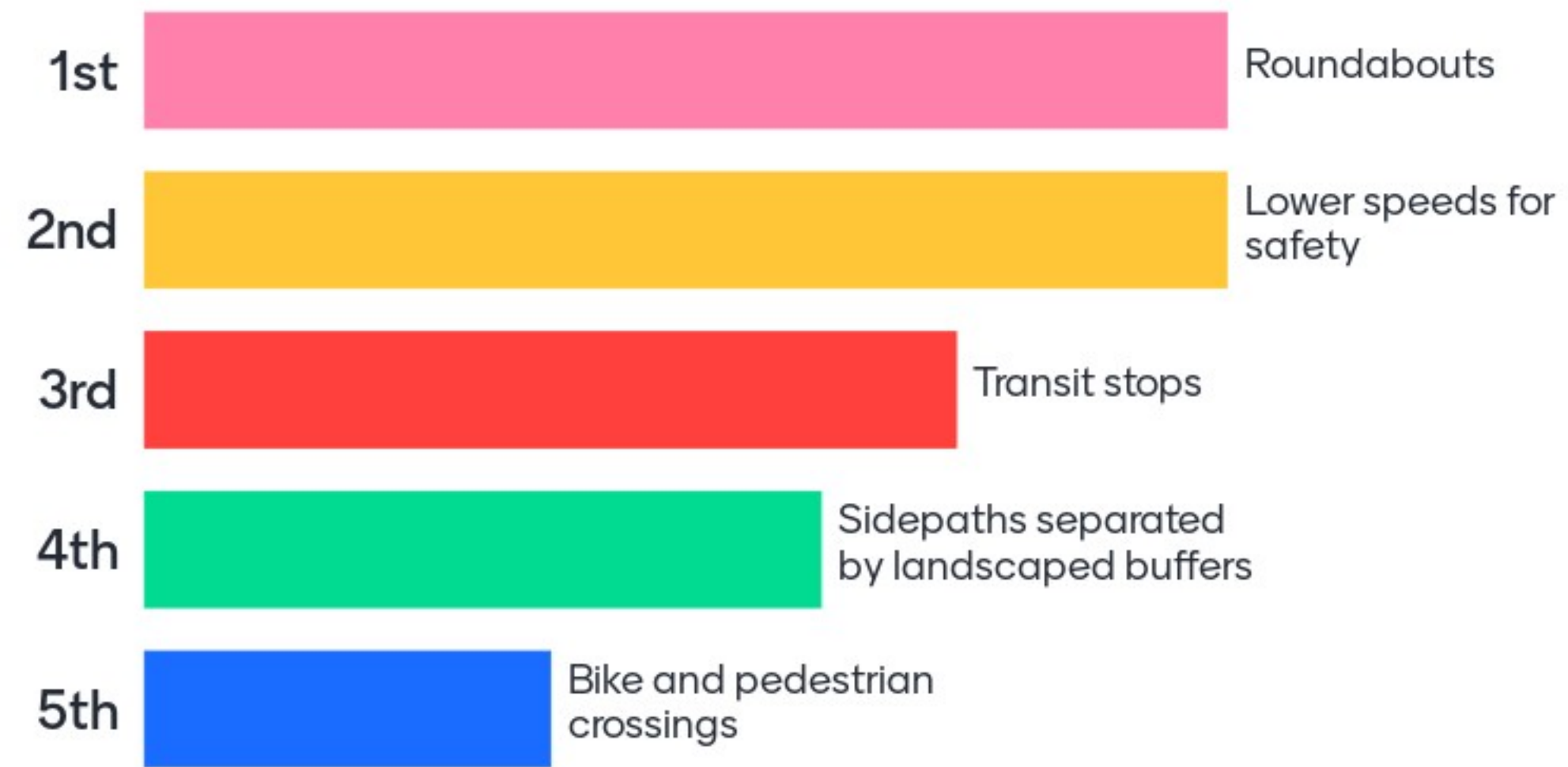


Please rank the considerations of WE-STEP in order of their importance to you or your organization.





# Please rank the elements included in WE-STEP standards in order of their importance to you or your organization.



# Instructions

Go to

**[www.menti.com](https://www.menti.com)**

Enter the code

**7186 7956**



Or use QR code



# In a few words, describe your vision for the future of western Sarpy County.

5 responses

profitable      populated  
growing  
concerning  
inclusive



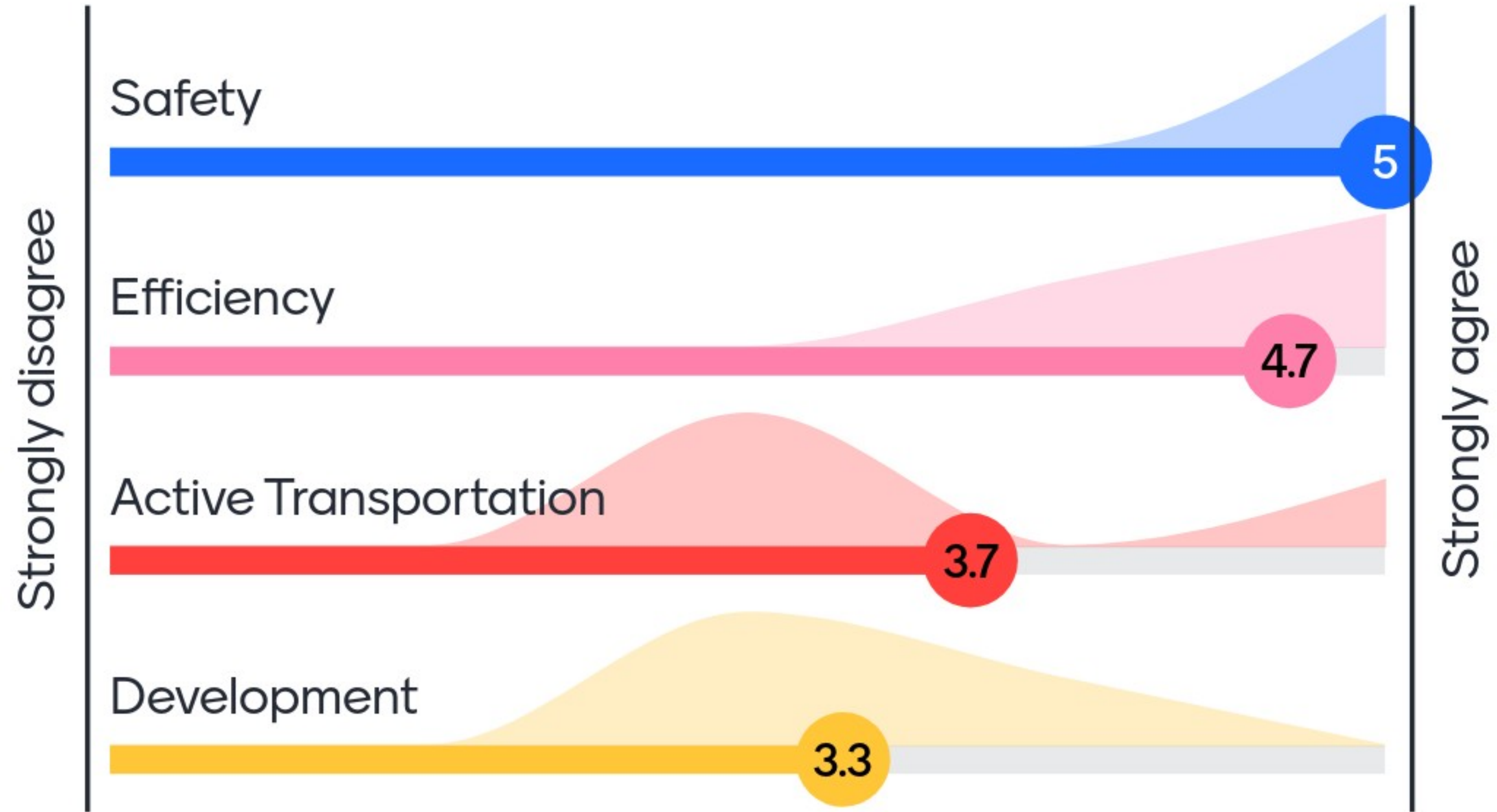
# Share an example of how transportation connectivity affects you or your organization.

Traffic flow and pedestrian safety along with emergency response accessibility are the primary concerns for the SCSO.

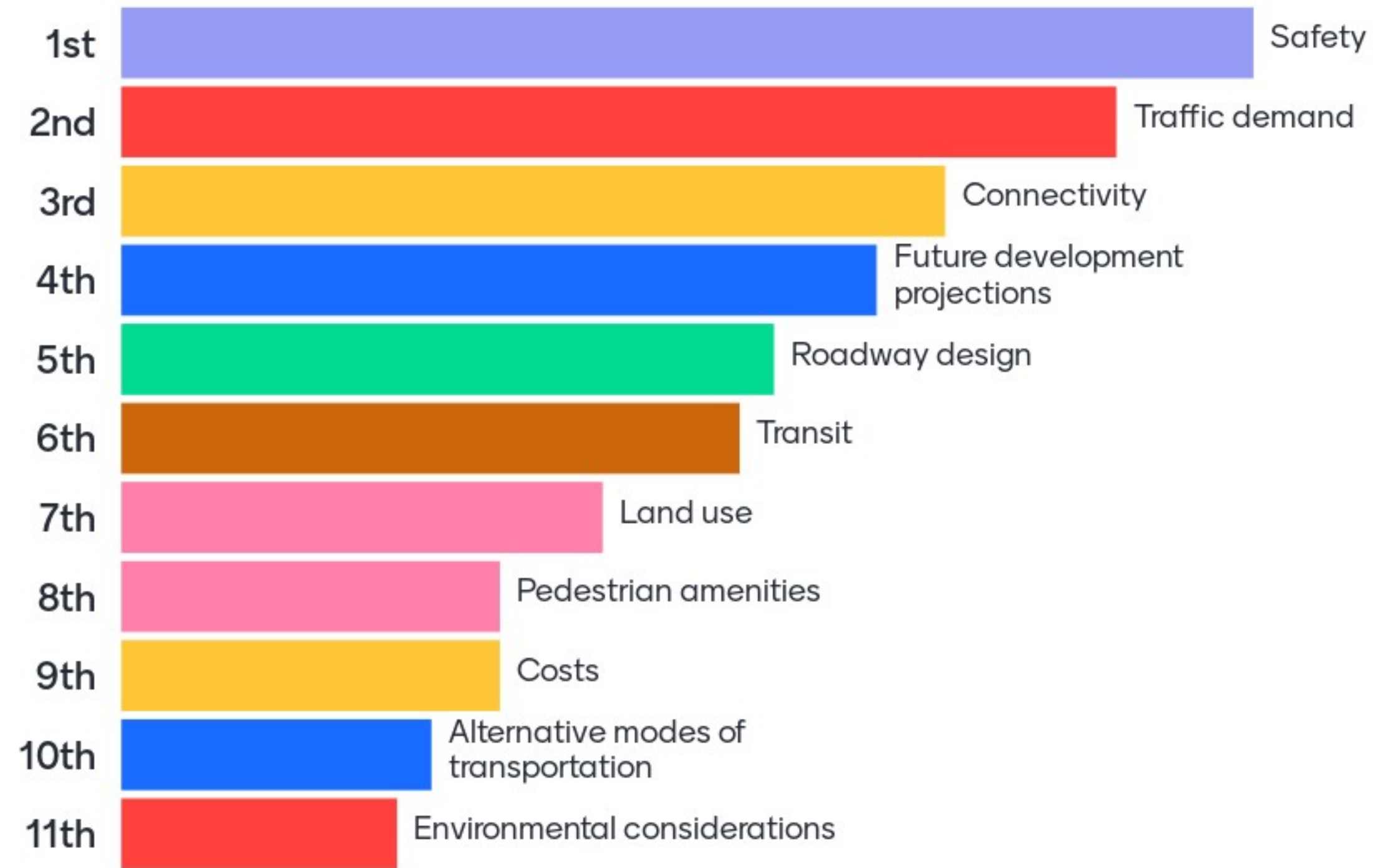
Delay response, access to developments



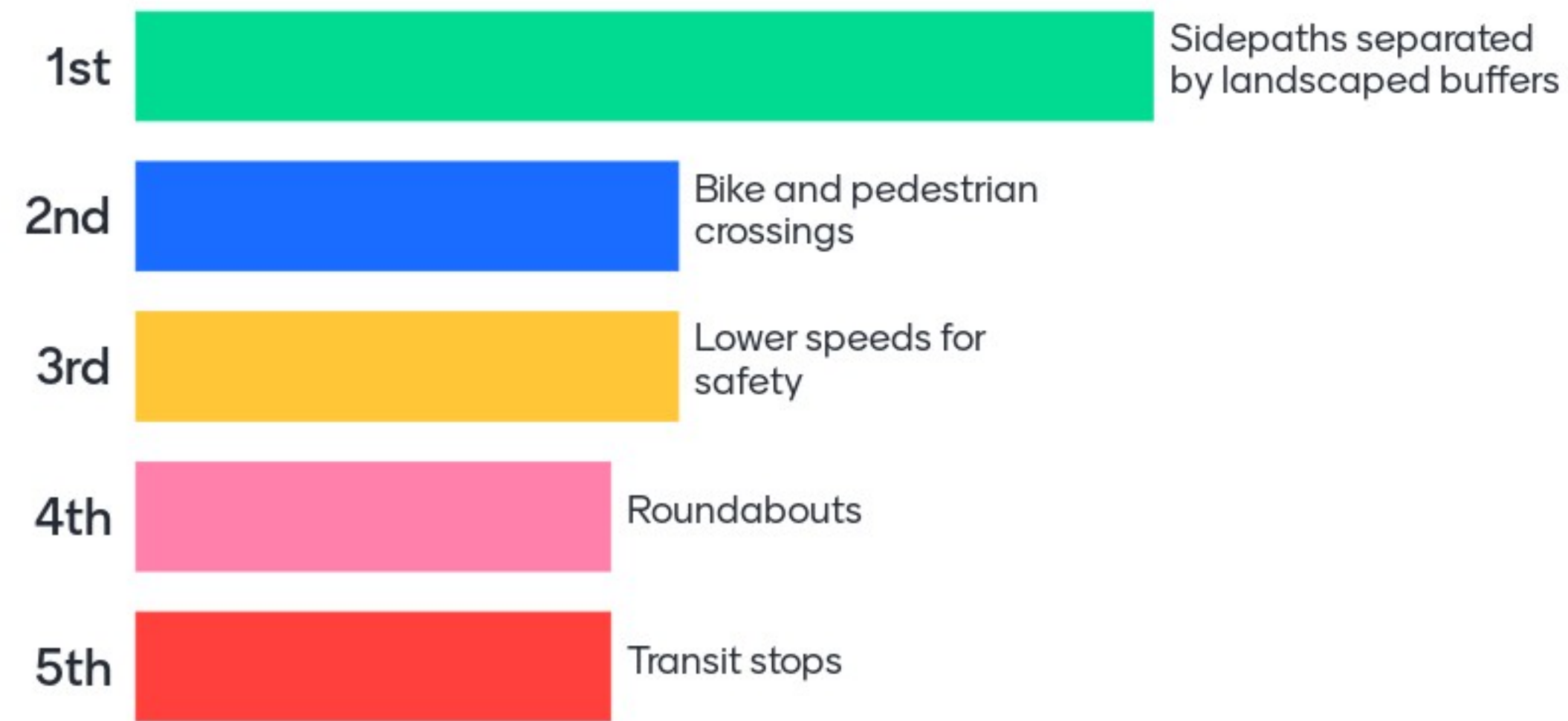
# Scales



Please rank the considerations of WE-STEP in order of their importance to you or your organization.



# Please rank the elements included in WE-STEP standards in order of their importance to you or your organization.





# Instructions

Go to

**[www.menti.com](https://www.menti.com)**

Enter the code

**8749 3195**



Or use QR code



# In a few words, describe your vision for the future of western Sarpy County.

14 responses



# Share an example of how transportation connectivity affects you or your organization.

Quality of life

Bussing schedules

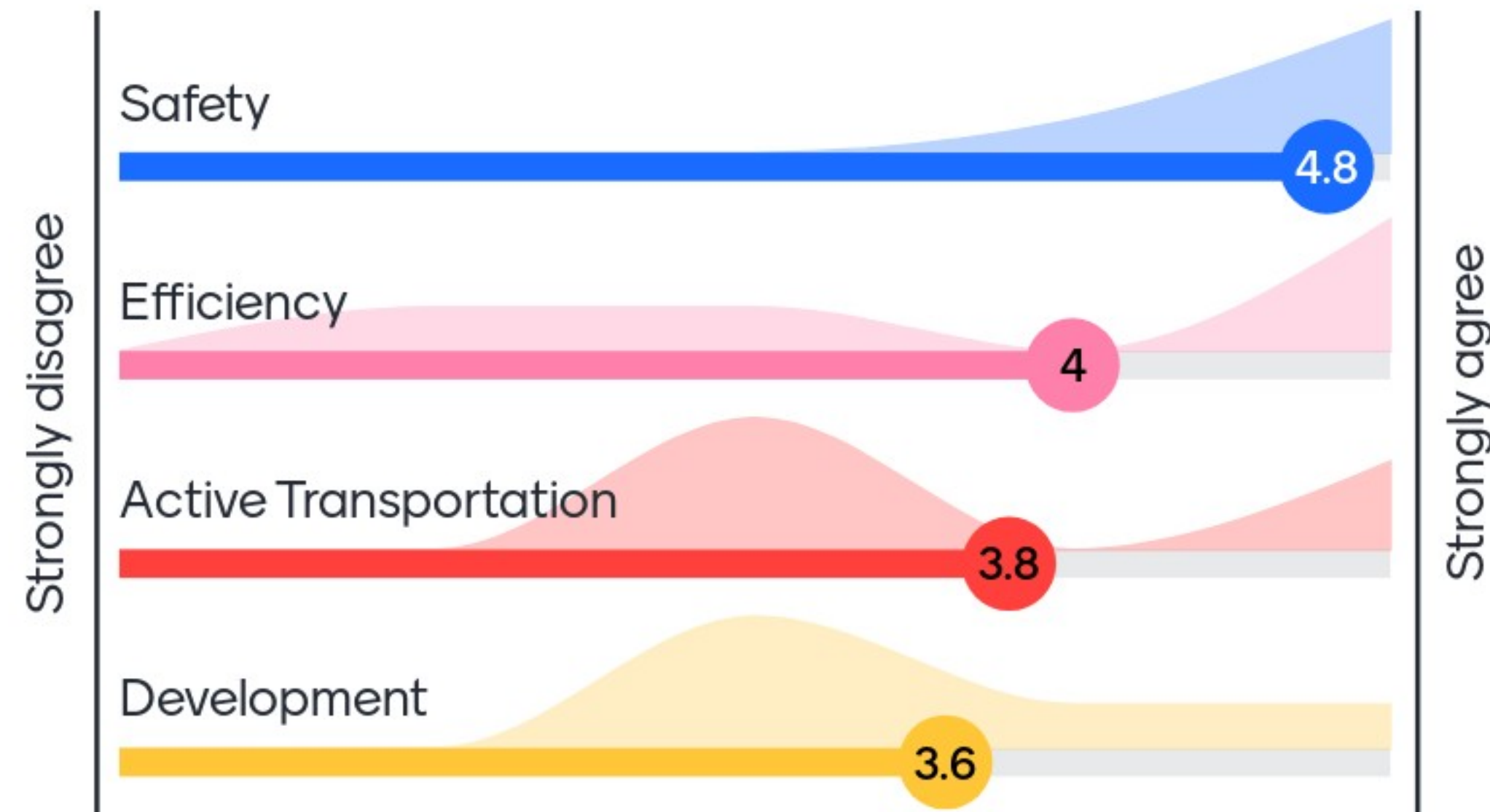
We operate the bike share program and want to be able to provide bike share as a safe active transportation option across the entire county.

Take a lot of throughput traffic /shortcomings of other transportation networks.

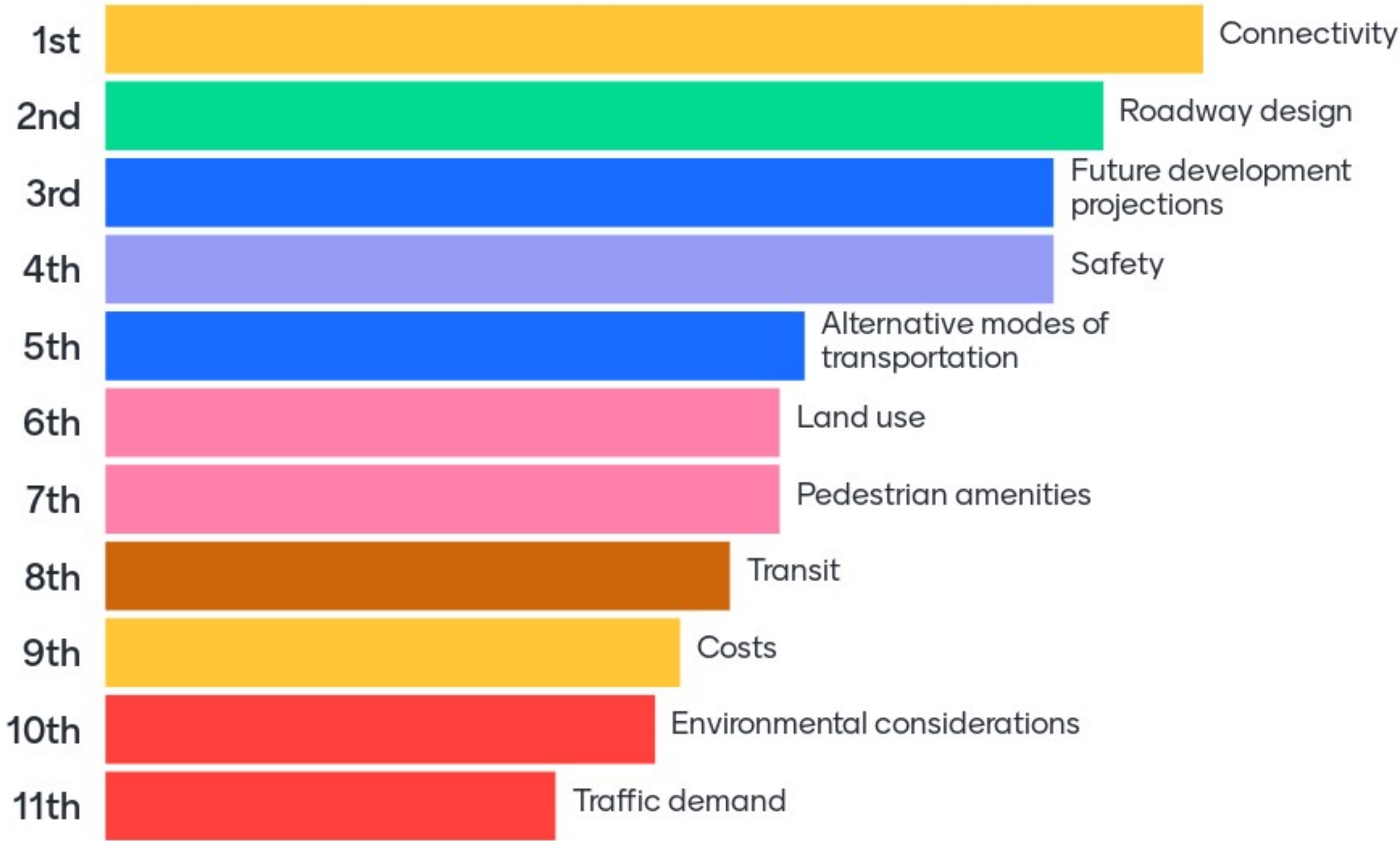
As a utility we are often challenged to find space. Consistency is much easier to work through.



Please rank the following goal areas of WE-STEP by their level of importance to you or your organization.

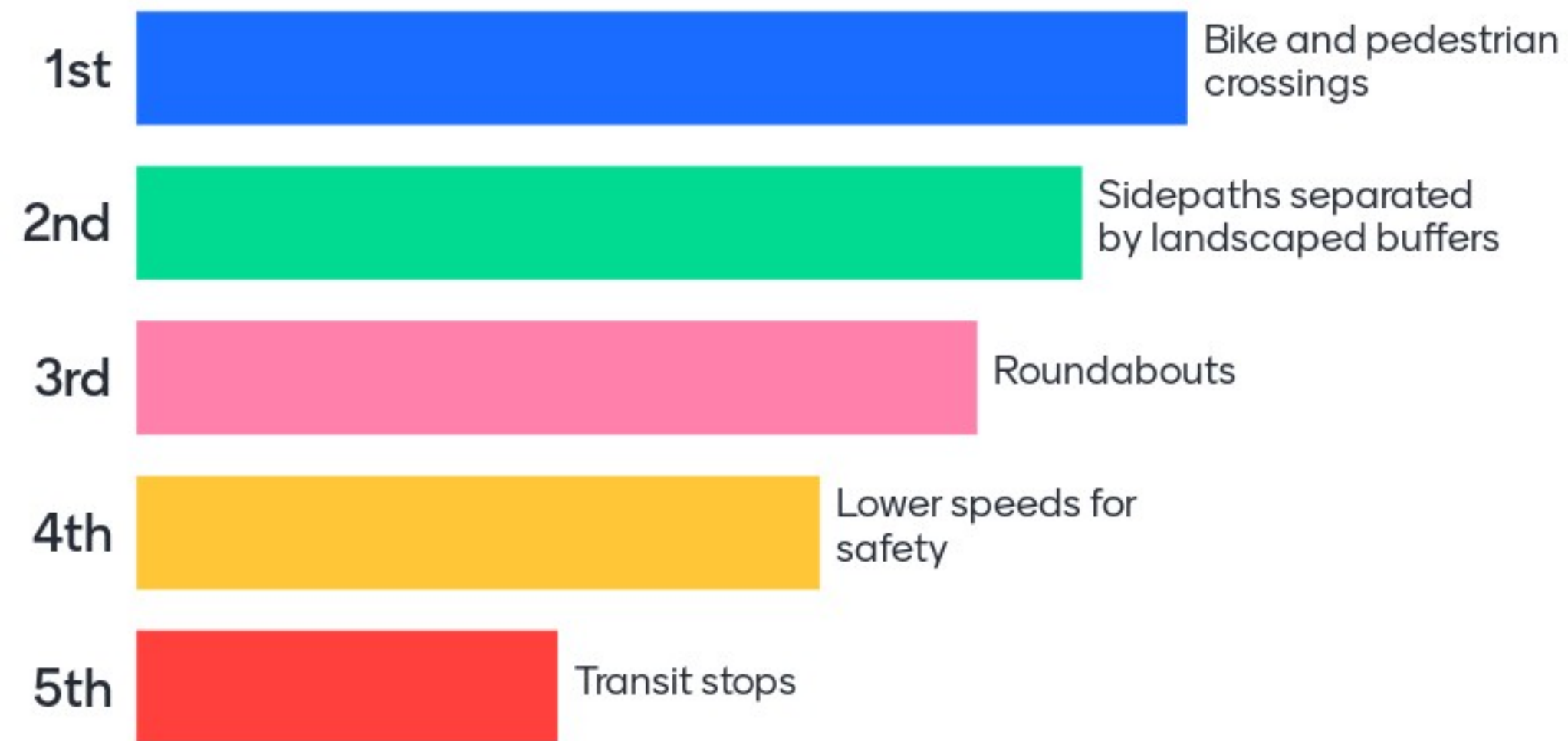


Please rank the considerations of WE-STEP in order of their importance to you or your organization.





Please rank the elements included in WE-STEP standards in order of their importance to you or your organization.



# Instructions

Go to

**[www.menti.com](https://www.menti.com)**

Enter the code

**4407 8494**



Or use QR code



**In a few words, describe your vision for the future of western Sarpy County.**

0 responses



Share an example of how transportation connectivity affects you or your organization.

Drives the utility growth

Park connectivity and recreation access

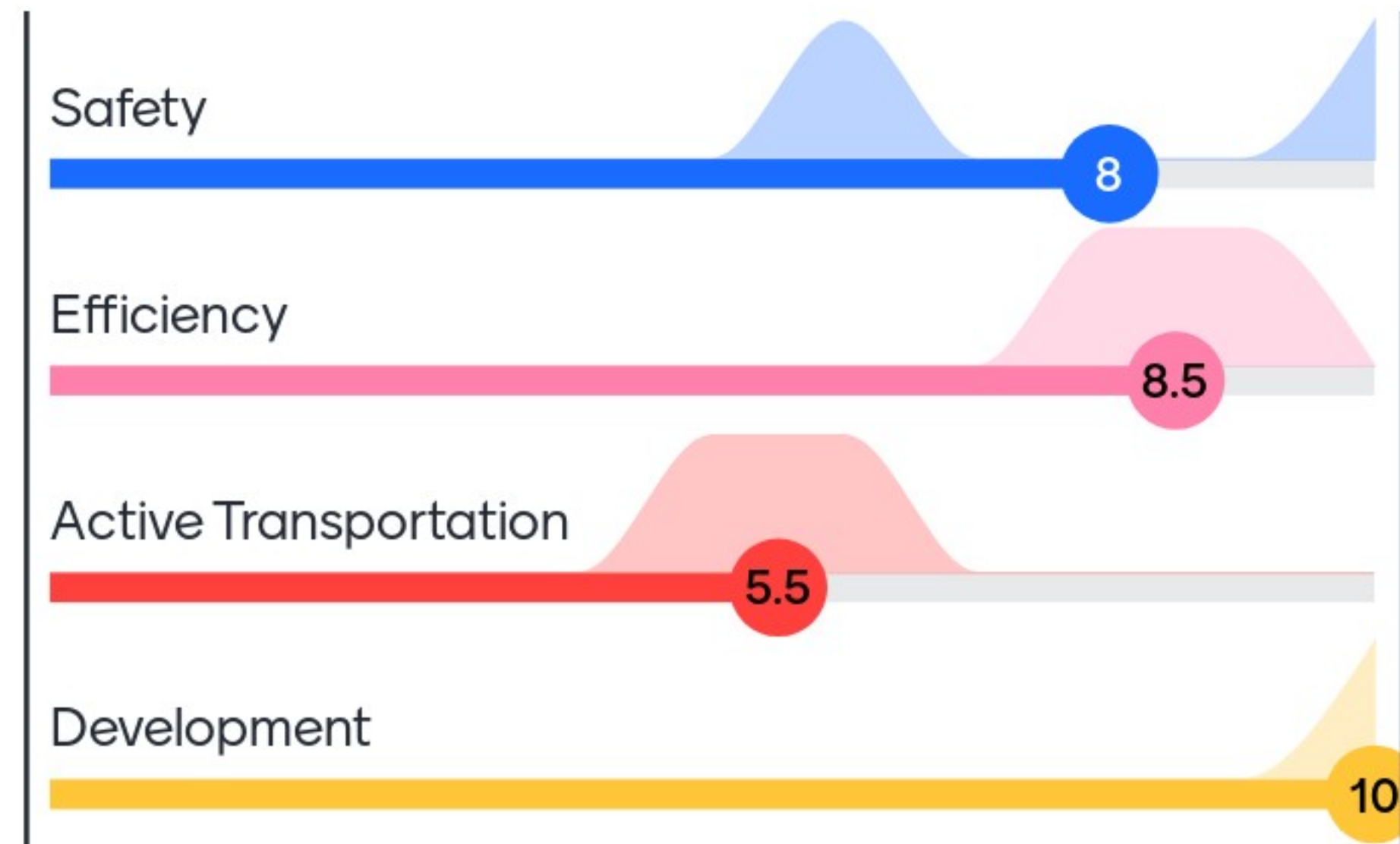


2

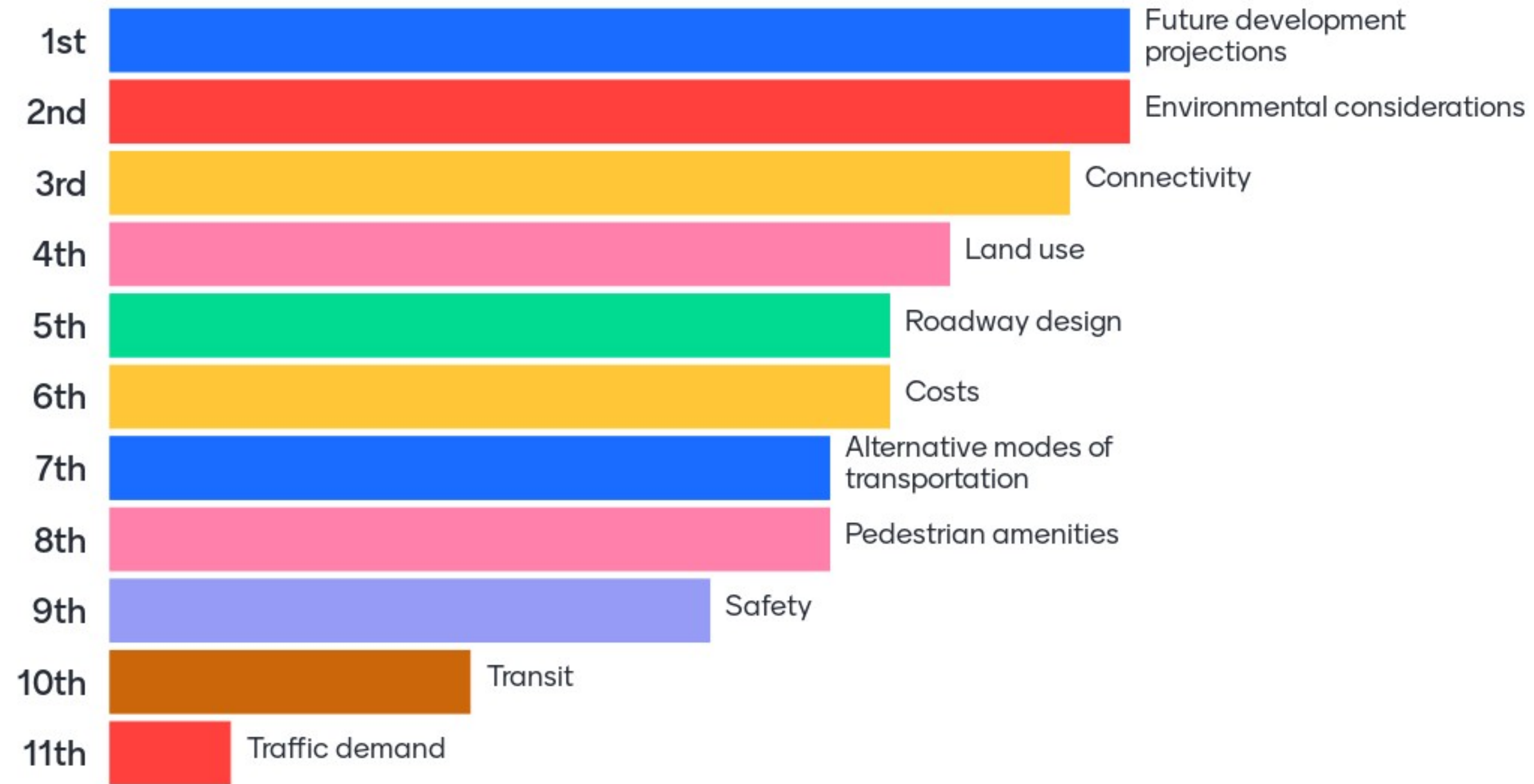




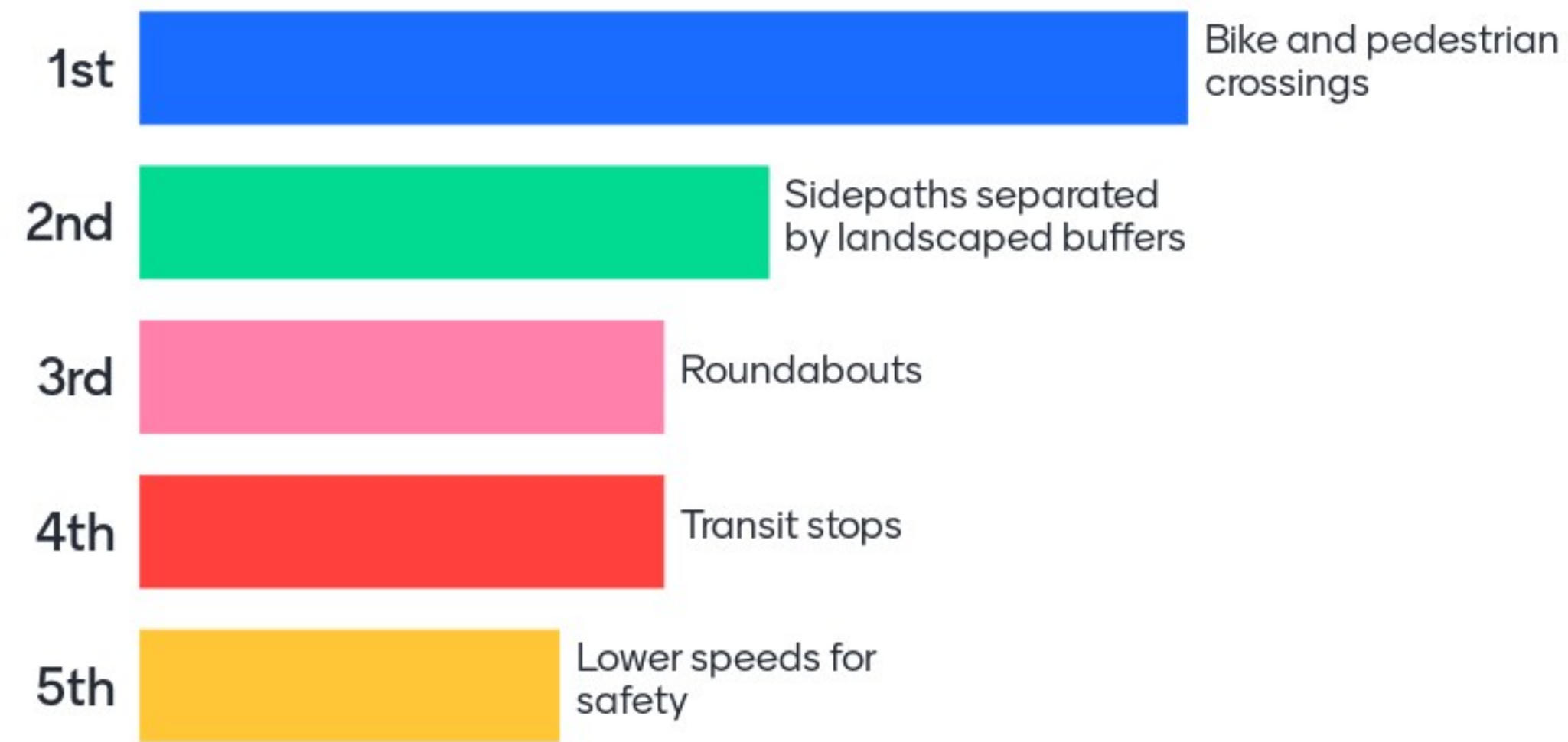
Please rank the following goal areas of WE-STEP by their level of importance to you or your organization.



Please rank the considerations of WE-STEP in order of their importance to you or your organization.



# Please rank the elements included in WE-STEP standards in order of their importance to you or your organization.





# Instructions

Go to

**www.menti.com**

Enter the code

**3915 4789**



Or use QR code



# In a few words, describe your vision for the future of western Sarpy County.

15 responses





# Share an example of how transportation connectivity affects you or your organization.

No Public transportation haults business growth in Sarpy and linking workers to the area

Better flow to small communities and small business retailers

We have over 3000 employees with over 25% that have expressed interest in access to Omaha public transportation. Would increase our reach to future hires.

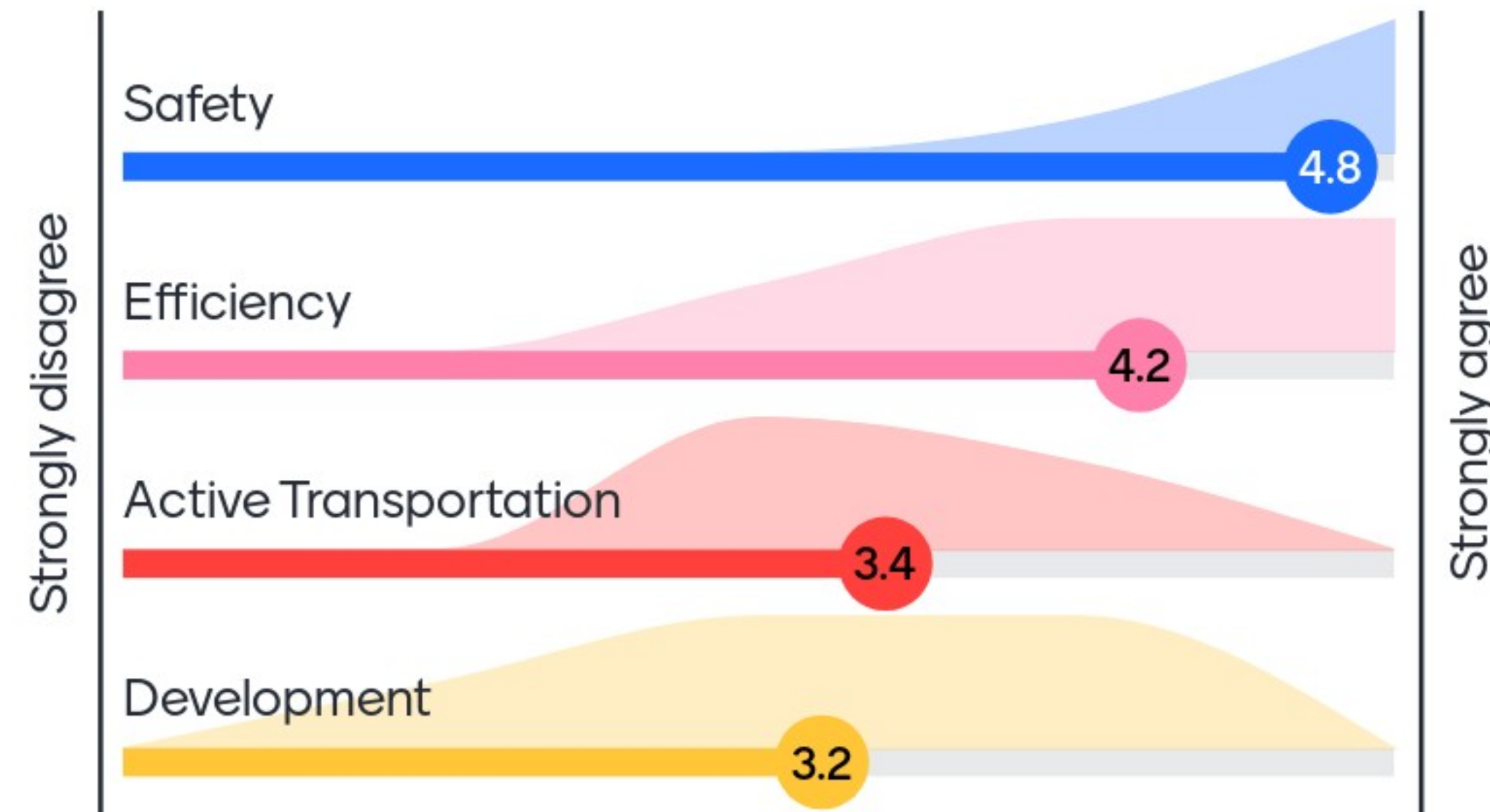
I live and work in Sarpy in the logistics field. Trucks need better maneuverability

Needs easy access to the freeway system. Wider roads for our employees to travel on.

We cover a large portion of Sarpy, but our schools currently are pretty centralized... getting people to and from our schools to their communities is imperative.

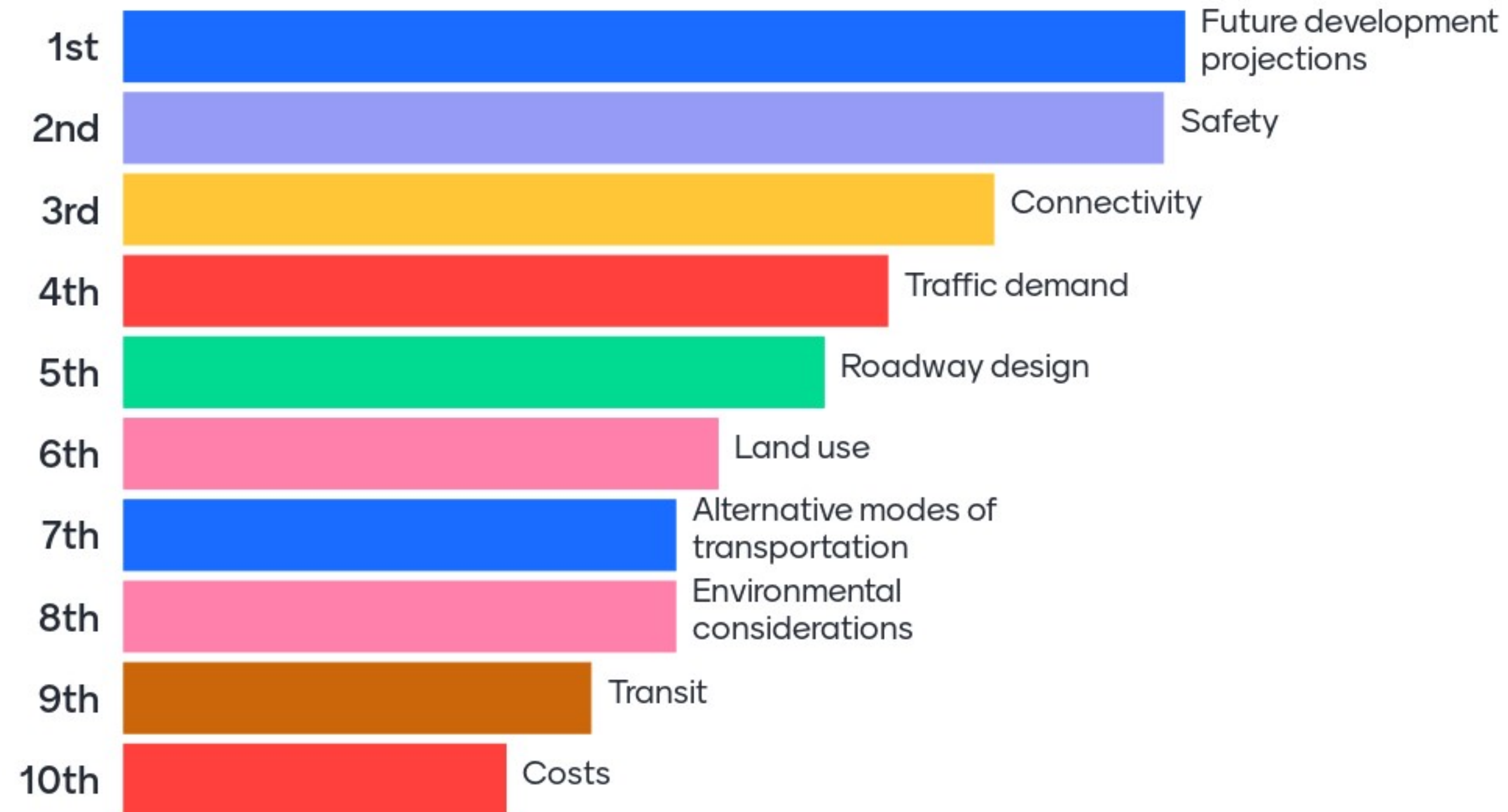
EfficiencyDevelopmentS  
afetyActive  
Transportation

Please rank the following goal areas of WE-STEP by their level of importance to you or your organization.



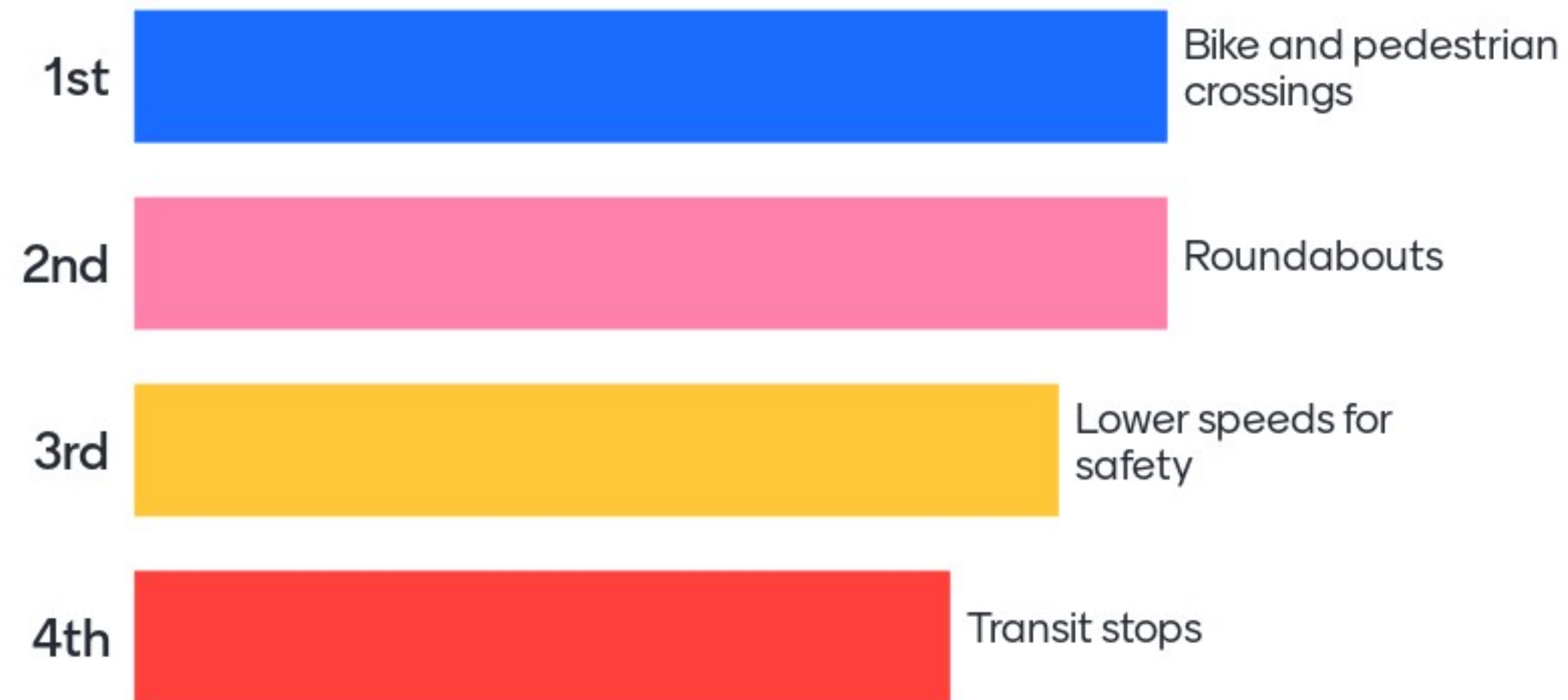


Please rank the considerations of WE-STEP in order of their importance to you or your organization.





# Please rank the elements included in WE-STEP standards in order of their importance to you or your organization.



# Which are some high priority corridors for expansion in western Sarpy County?

Access to I80 west of 120th Street

Less restrictive access to I-80, hwy 75, etc.

72nd to 84th north/south corridor

132nd from Giles towards 370. Better access to I80 from 370

Expressway over Highway 370!

Long terms plans for Platteview road... will have serious impacts in our future

Hwy 370 between 144th and 132nd we struggle with the traffic lights and better access to site.

Platteview Rd and Pflug expansion creates issues with future planning and too close to community

## Engagement Appendix 10: Boards & Commissions Presentation



# WESTERN SARPY TRANSPORTATION ENHANCEMENT PLAN

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*Gretna, Springfield, Papillion, Sarpy County*

Interim Update  
Spring 2024



# Agenda

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- Study Background & Objectives
- WE-STEP Progress
- Network Planning Considerations
- Next Steps

# Study Background & Objectives

# Plan Background

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- Long-term plan funded by a Heartland 2050 grant written by the City of Gretna to study long-range transportation network needs
  - Federal grant funds: \$100,000
  - Involved communities are over-matching funds

# MAPA

Omaha - Council Bluffs  
Metropolitan Area  
Planning Agency



# Plan Goal

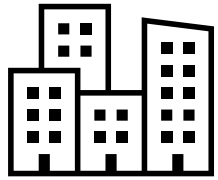
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**Provide a flexible framework for changing communities to facilitate a connected and consistent future transportation network for all users, beyond what the existing transportation system in the area can offer.**

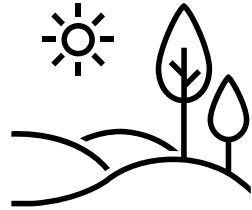


# Plan Considerations

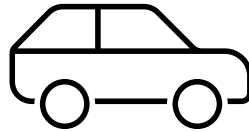
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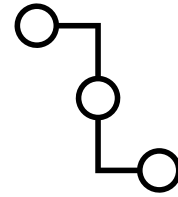
Future  
development  
projections



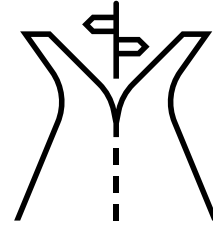
Land use



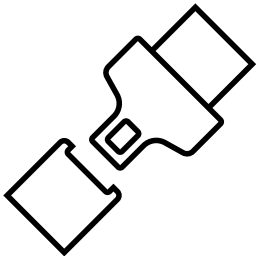
Traffic  
demand



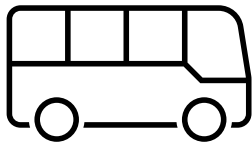
Connectivity



Roadway  
design



Safety



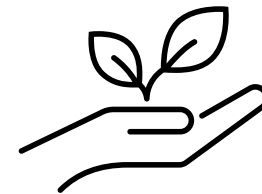
Transit



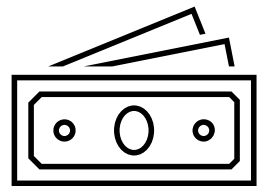
Alternative  
modes of  
transportation



Pedestrian  
amenities



Environmental  
considerations



Costs

# **WE-STEP Progress**

# Progress to Date

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- 1 Reviewed past studies and plans from each jurisdiction

# Progress to Date

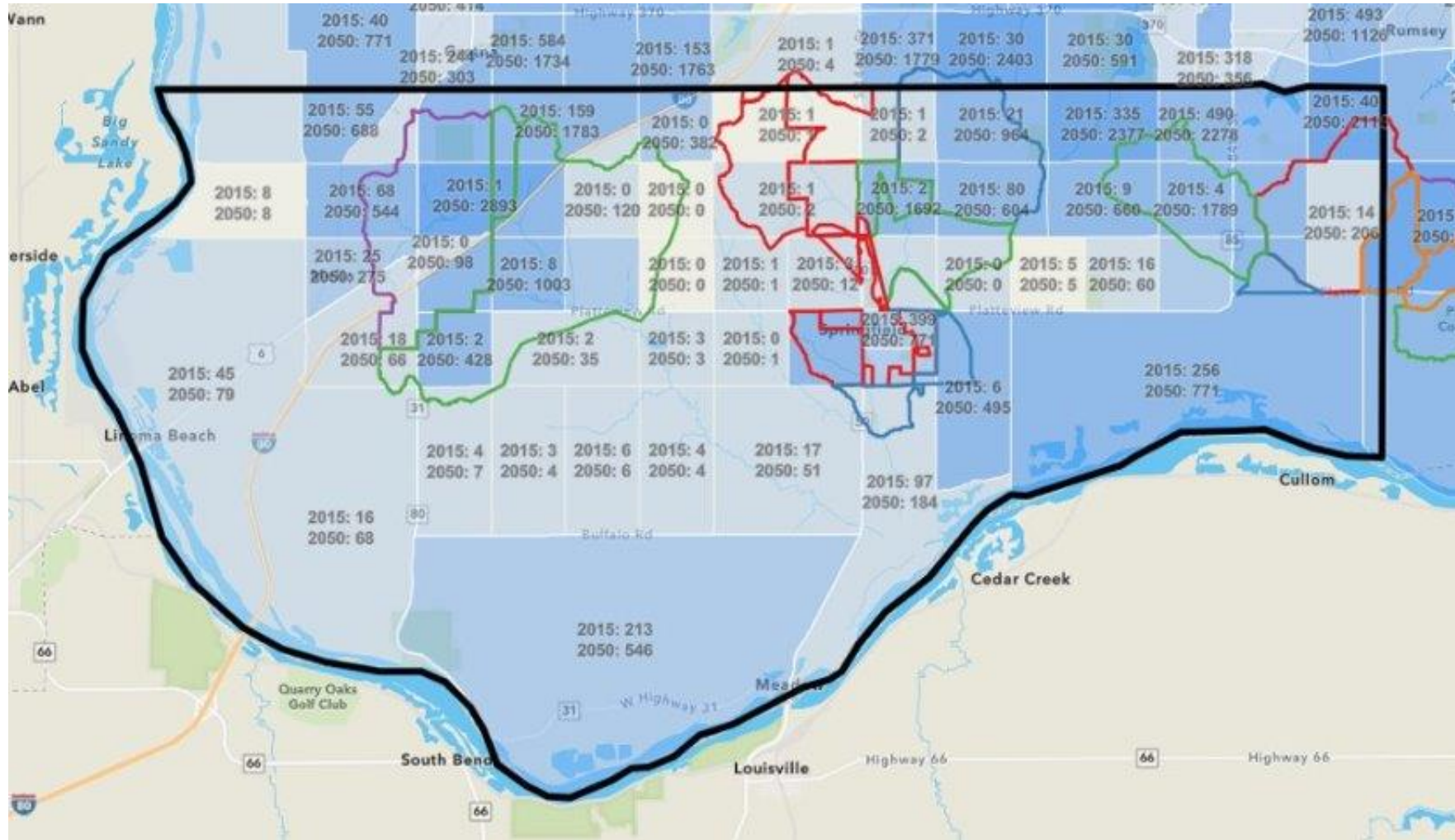
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- 2 Considered long-term needs for 2050 and beyond (50+ years)



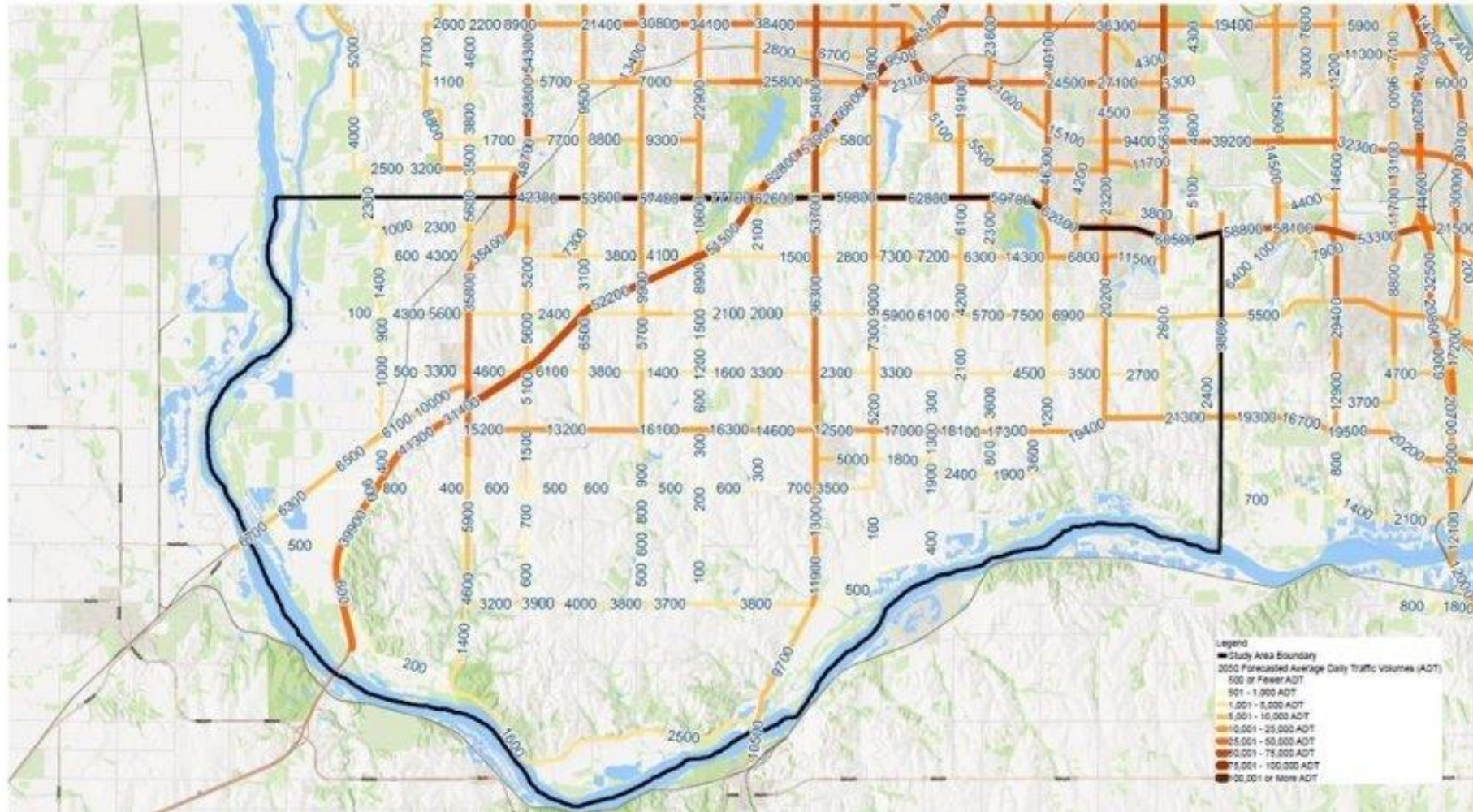


# Forecasted Household Growth (through 2050)





# Forecasted Traffic Volume Growth (through 2050)



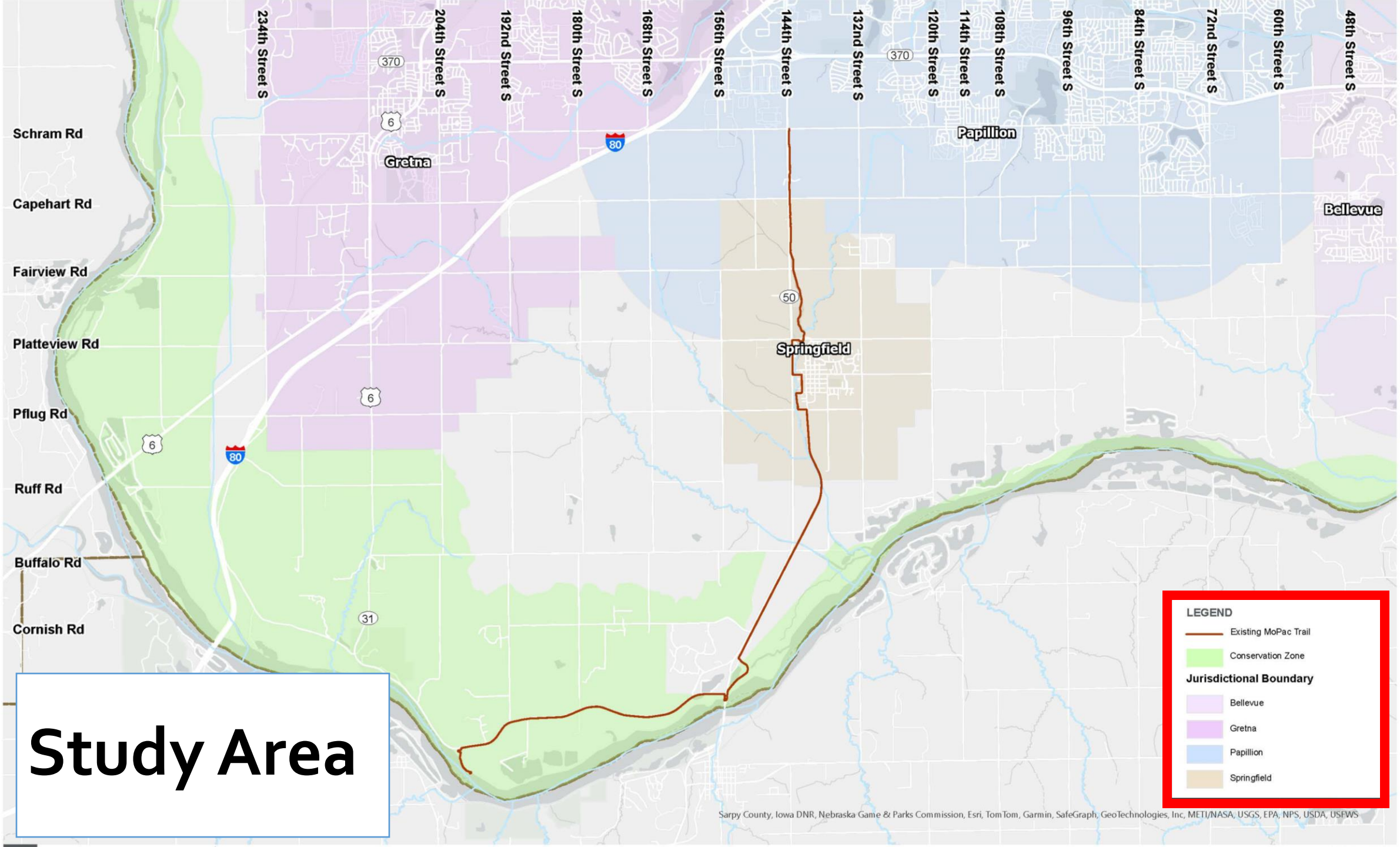
# Progress to Date

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- 3 Developed a regional transportation network



# Study Area

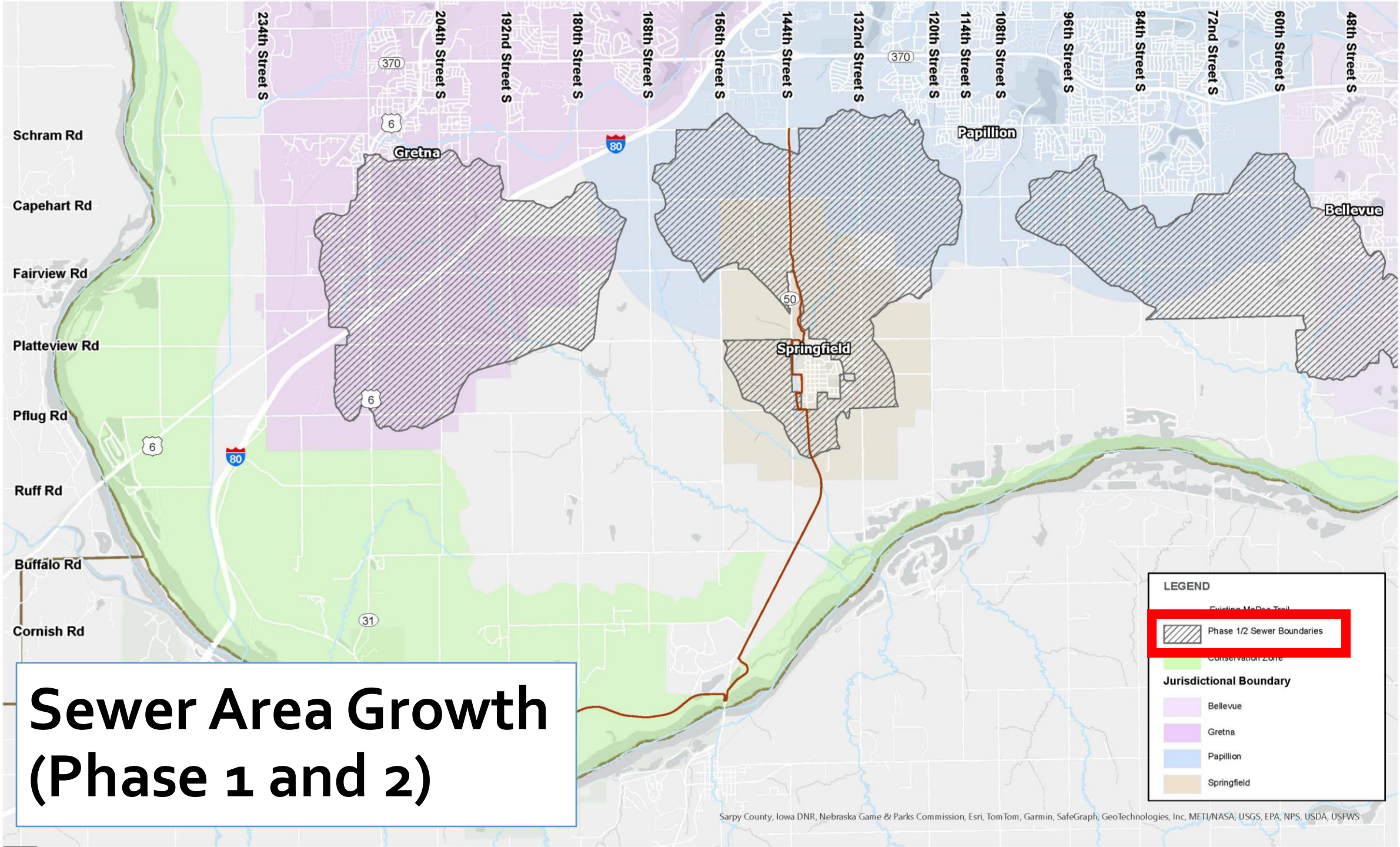


**LEGEND**

- Existing MoPac Trail
- Conservation Zone
- Jurisdictional Boundary**
- Bellevue
- Gretna
- Papillion
- Springfield



# Sewer Area Growth (Phase 1 and 2)

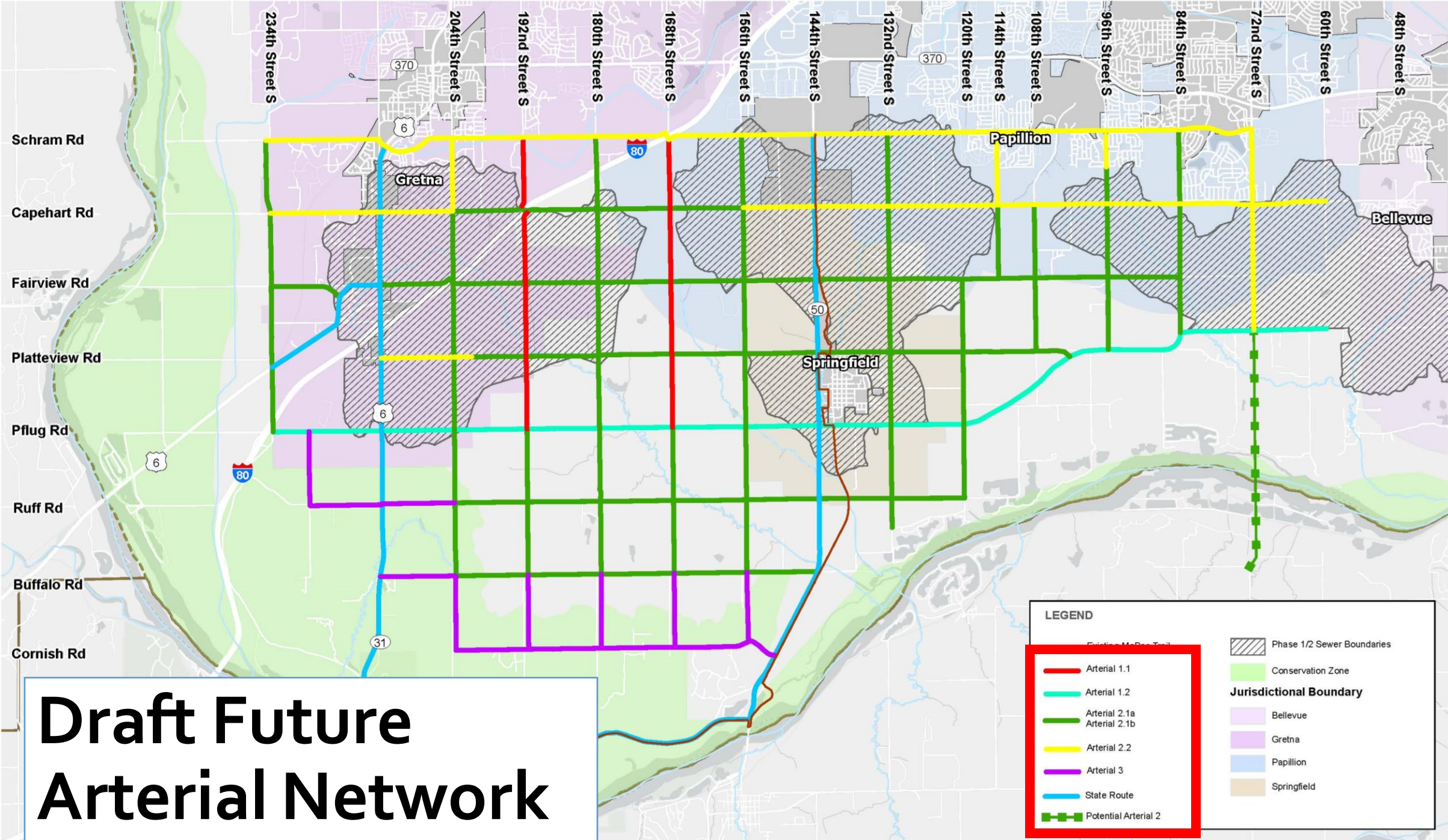


**LEGEND**

- Existing McPac Trail
- Phase 1/2 Sewer Boundaries**
- Conservation Zone
- Jurisdictional Boundary**
- Bellevue
- Gretna
- Papillion
- Springfield



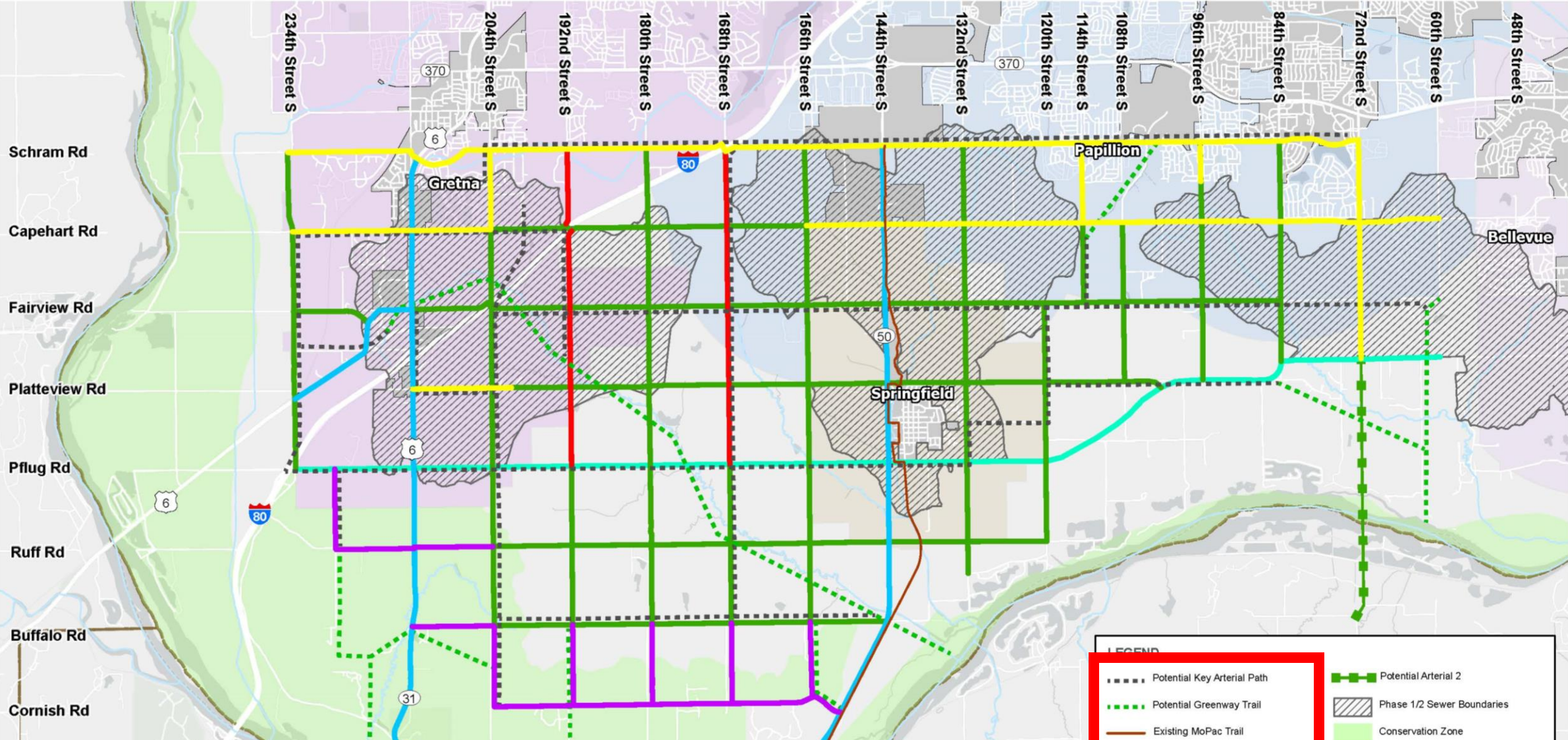
# Draft Future Arterial Network



**LEGEND**

- Existing Major Road
- Arterial 1.1
- Arterial 1.2
- Arterial 2.1a  
Arterial 2.1b
- Arterial 2.2
- Arterial 3
- State Route
- Potential Arterial 2
- Phase 1/2 Sewer Boundaries
- Conservation Zone
- Jurisdictional Boundary**
- Bellevue
- Gretna
- Papillion
- Springfield





# Draft Future Sidepath / Trail Network

**LEGEND**

<ul style="list-style-type: none"> <li>----- Potential Key Arterial Path</li> <li>..... Potential Greenway Trail</li> <li>— Existing MoPac Trail</li> </ul>	<ul style="list-style-type: none"> <li>— Potential Arterial 2</li> <li>▨ Phase 1/2 Sewer Boundaries</li> <li>■ Conservation Zone</li> </ul>
<ul style="list-style-type: none"> <li>— Arterial 1.1</li> <li>— Arterial 1.2</li> <li>— Arterial 2.1a</li> <li>— Arterial 2.1b</li> <li>— Arterial 2.2</li> <li>— Arterial 3</li> <li>— State Route</li> </ul>	<p><b>Jurisdictional Boundary</b></p> <ul style="list-style-type: none"> <li>■ Bellevue</li> <li>■ Gretna</li> <li>■ Papillion</li> <li>■ Springfield</li> </ul>



# Progress to Date

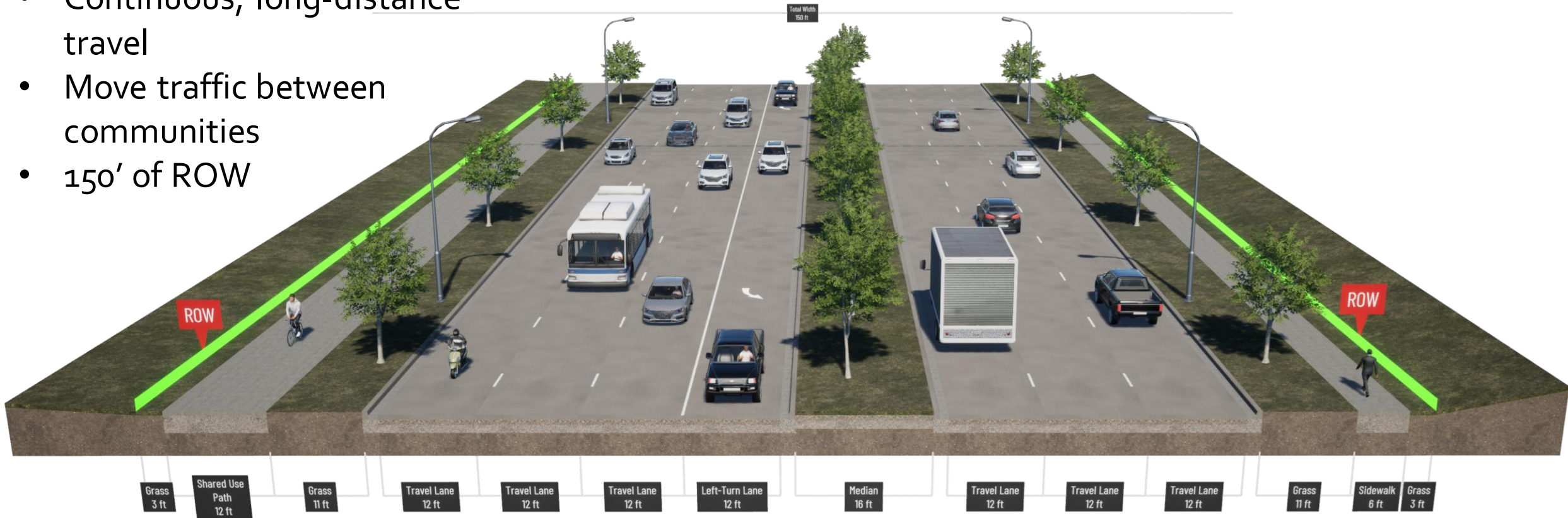
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4

Developed corridor classifications and design standards

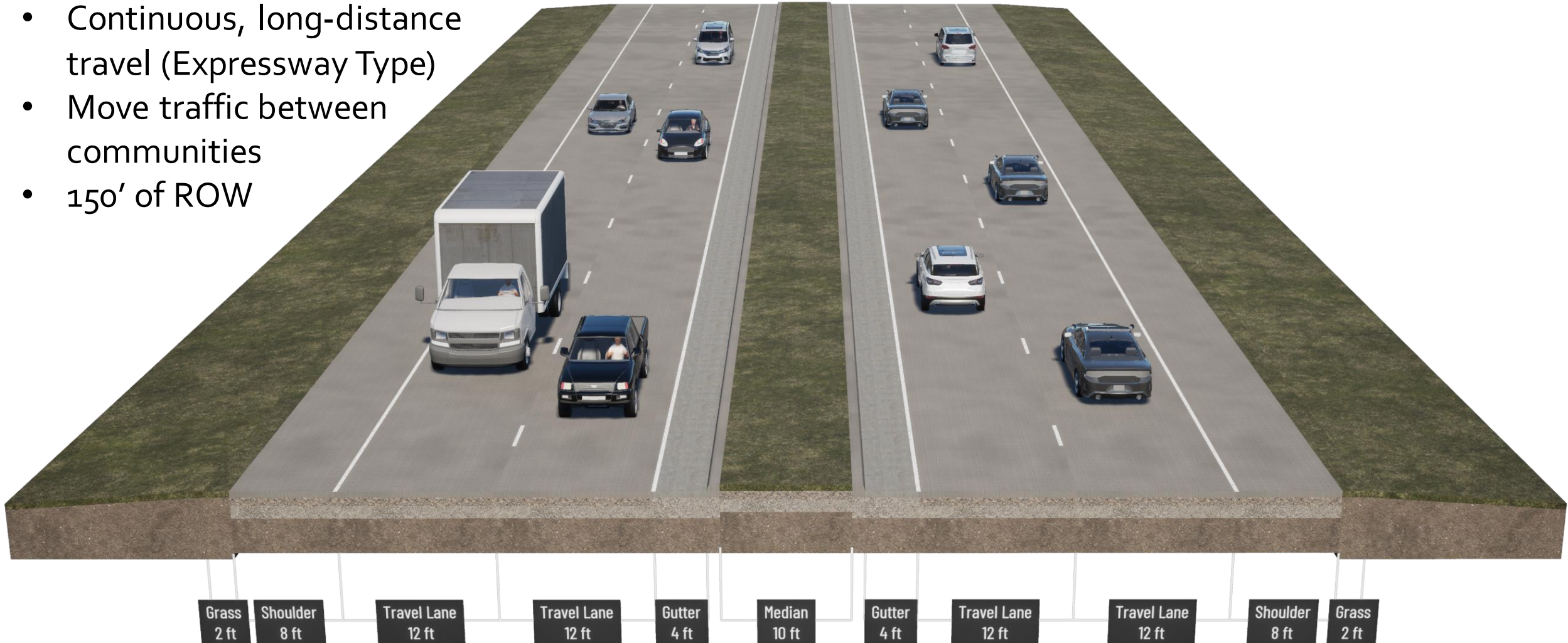
# Type 1.1 Arterial (Ultimate Build)

- Continuous, long-distance travel
- Move traffic between communities
- 150' of ROW



# Type 1.2 Arterial (Ultimate Build)

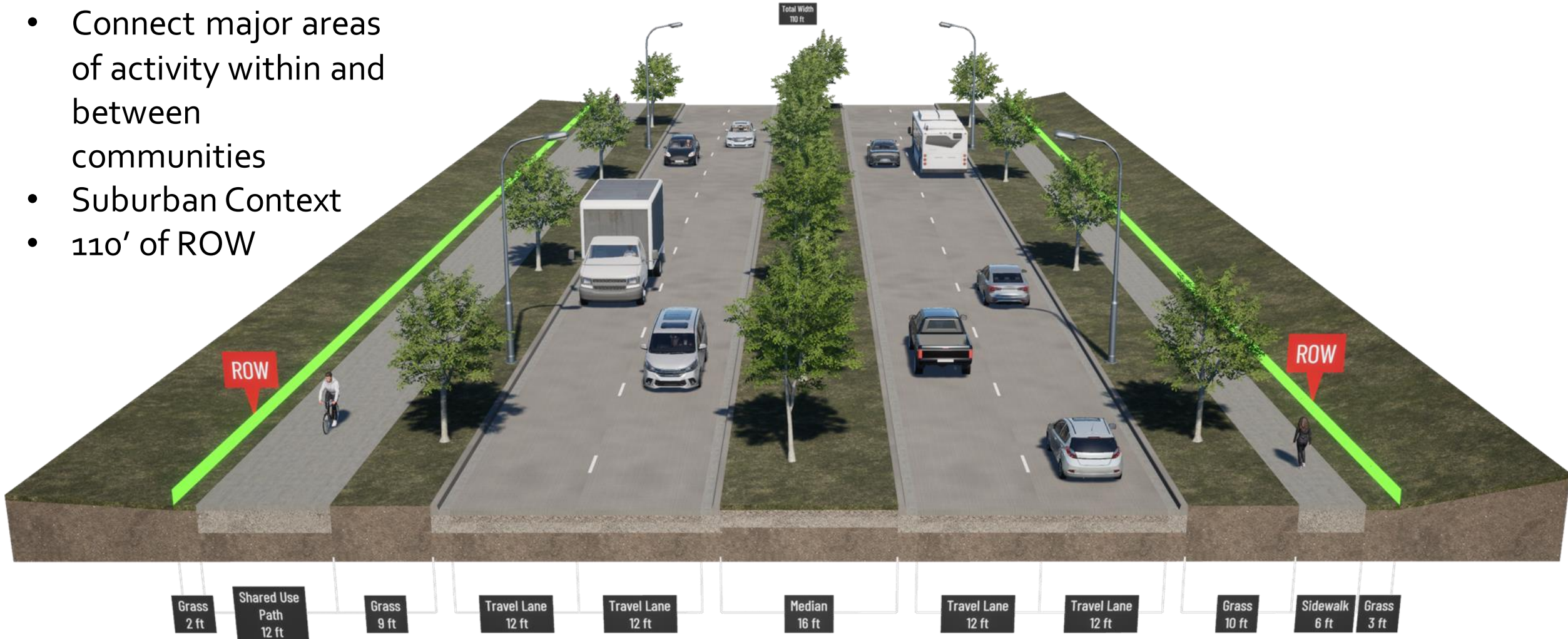
- Continuous, long-distance travel (Expressway Type)
- Move traffic between communities
- 150' of ROW





# Type 2.1a Arterial (Ultimate - Suburban)

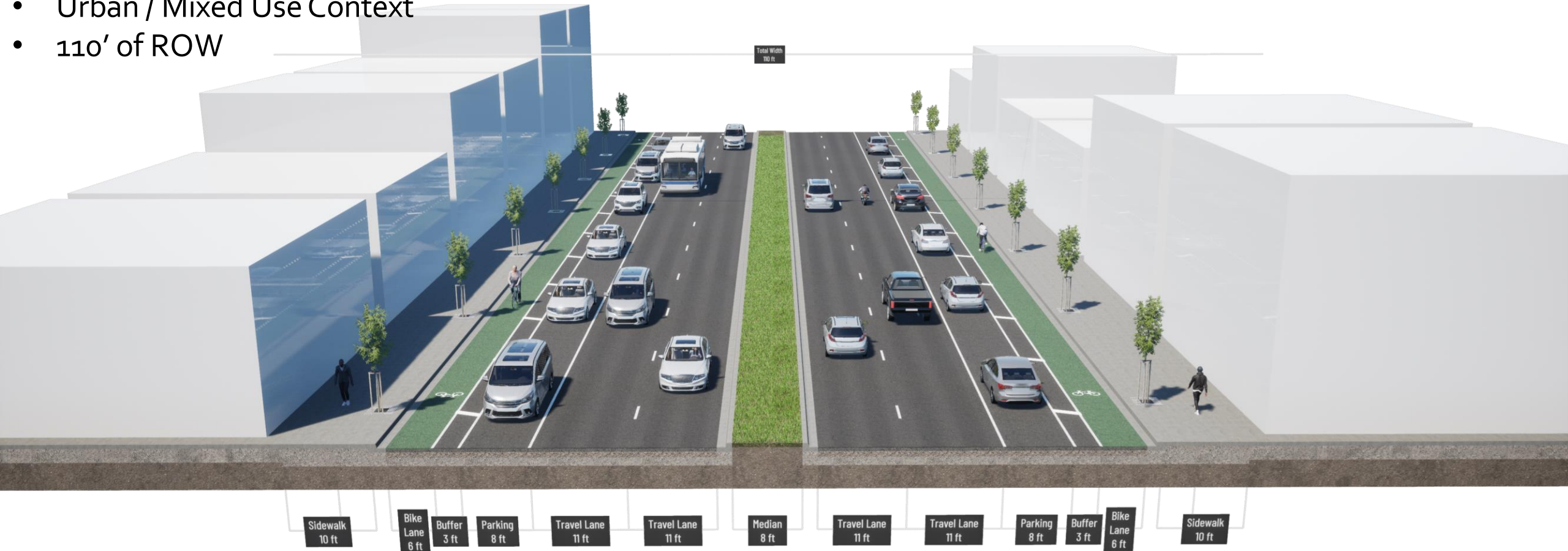
- Connect major areas of activity within and between communities
- Suburban Context
- 110' of ROW





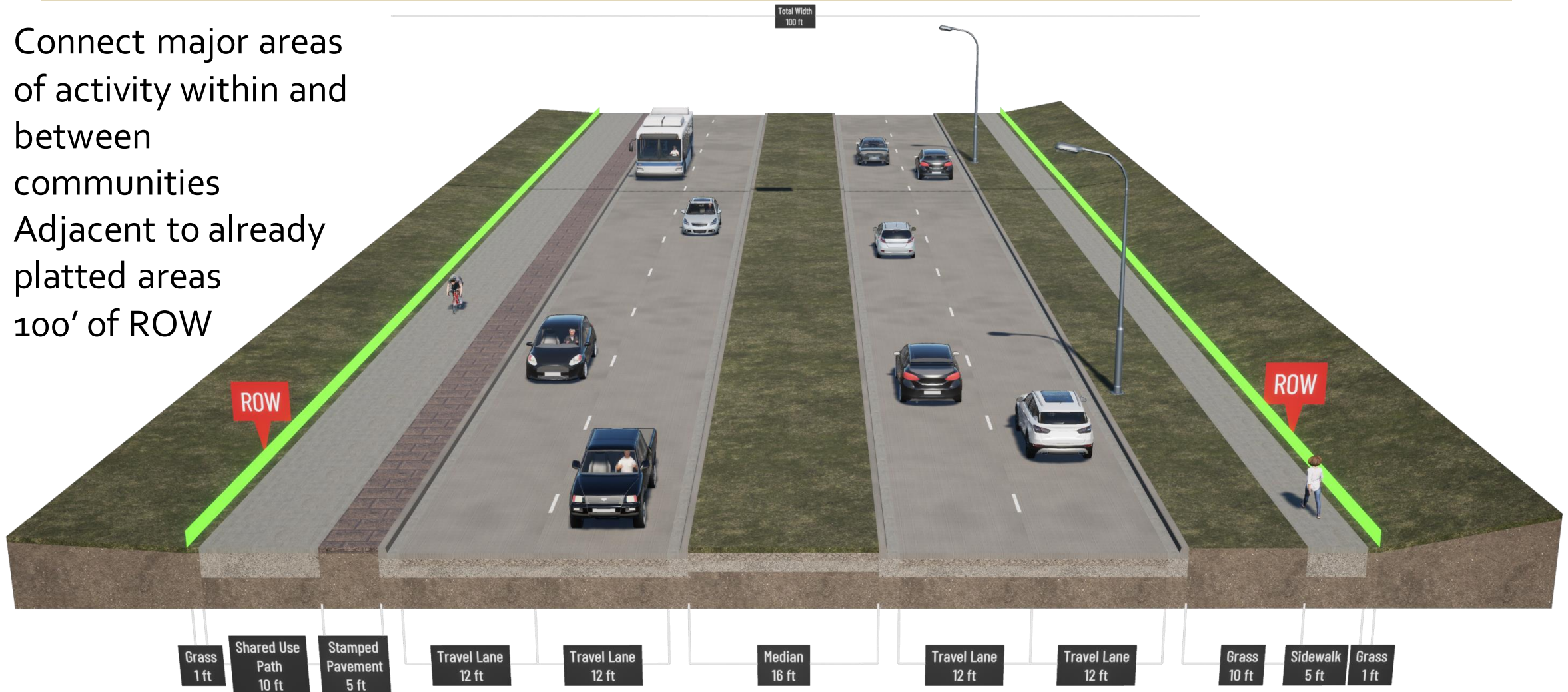
# Type 2.1b Arterial (Ultimate Build – Urban Mixed Use)

- Connect major areas of activity within and between communities
- Urban / Mixed Use Context
- 110' of ROW



# Type 2.2 Arterial (Ultimate)

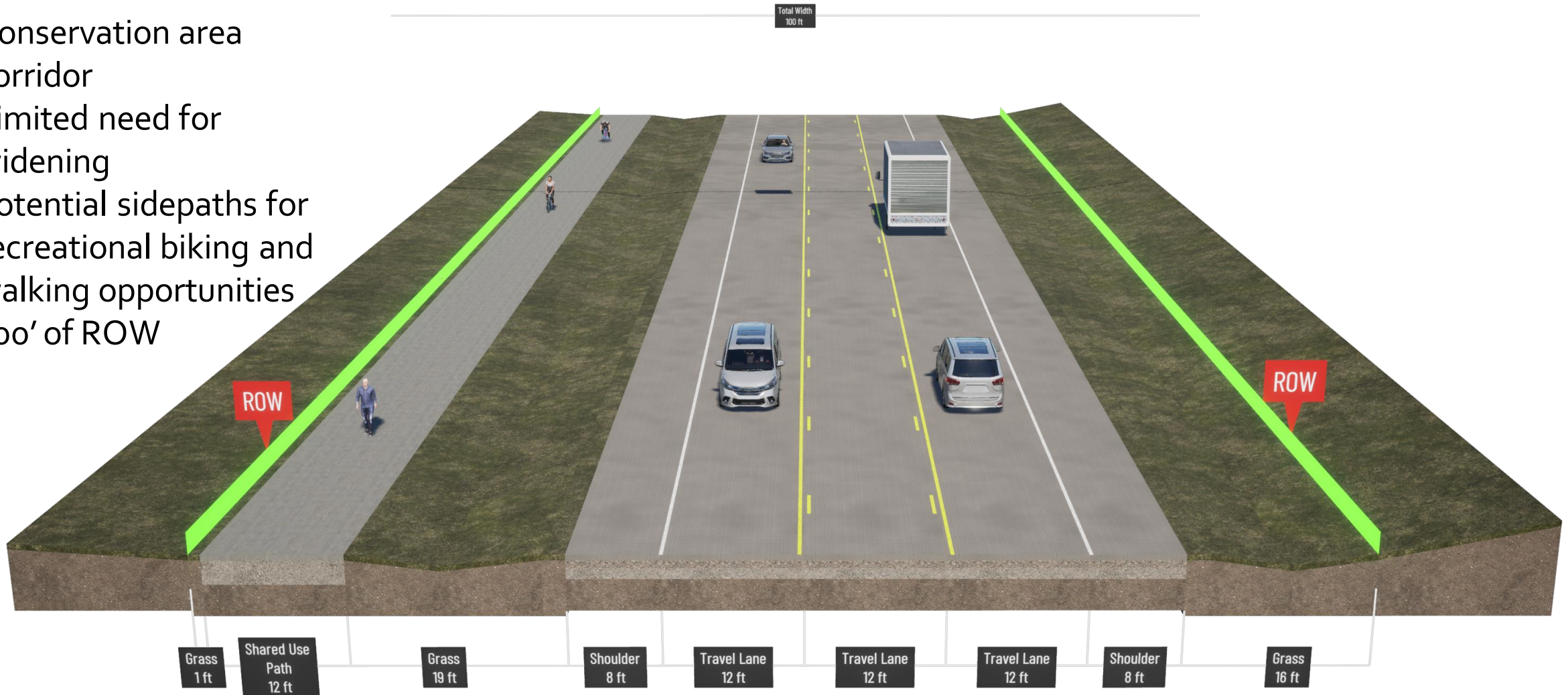
- Connect major areas of activity within and between communities
- Adjacent to already platted areas
- 100' of ROW





# Type 3 Arterial (Ultimate)

- Conservation area corridor
- Limited need for widening
- Potential sidepaths for recreational biking and walking opportunities
- 100' of ROW



# Progress to Date

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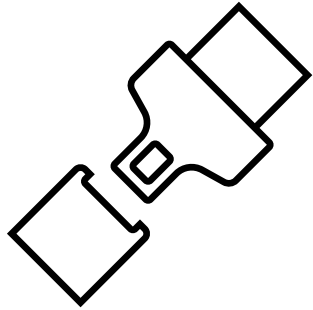
- 5 Developed decision making tool to assist jurisdictions in implementing WE-STEP standards



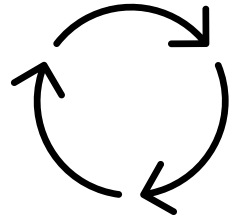
# Network Planning Considerations

# Network Planning Considerations

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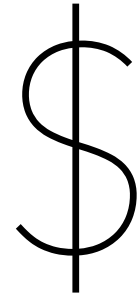
Safety



Roundabouts



Pedestrian /  
Multimodal  
Considerations



Planning for  
Cost Effective  
Decision  
Making

# Safety

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Crashes occur more frequently at intersections or access points



A raised median is safer for all users of the transportation network



High speed vehicle traffic does not create a safe space for pedestrians and bicyclists



Roundabouts are safer than signalized intersections in most instances

# Roundabouts

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- Roundabouts considered where feasible
- Long-term cost-effective compared to traffic signals
- Improved safety for all users, reducing all crashes by 33% and fatal and serious injury crashes by 80% compared to signals
- Continuous traffic flow and can reduce congestion



# Pedestrian / Multimodal Considerations

- Planning for pedestrian use and other multimodal options for transportation
  - Shared Use Path
  - Sidewalk
  - Landscaped Buffer
- The location of a section of roadway in a more urban, suburban, or rural area may influence availability of these features and on-street parking

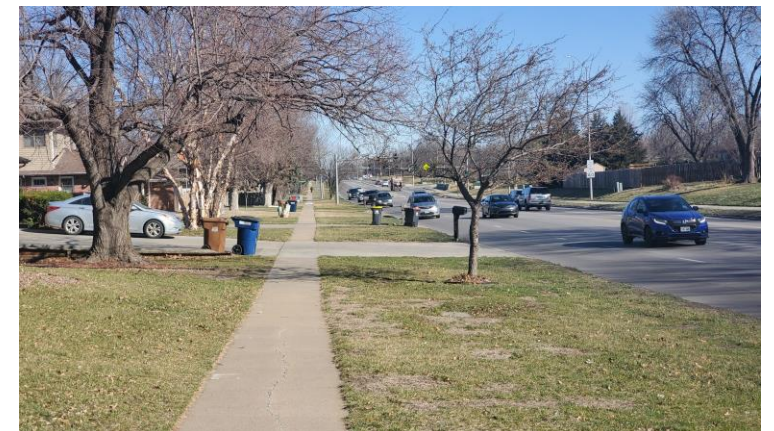
Shared Use Path



Sidewalk



Landscaped Buffer



# Planning for Cost Effective Decision Making

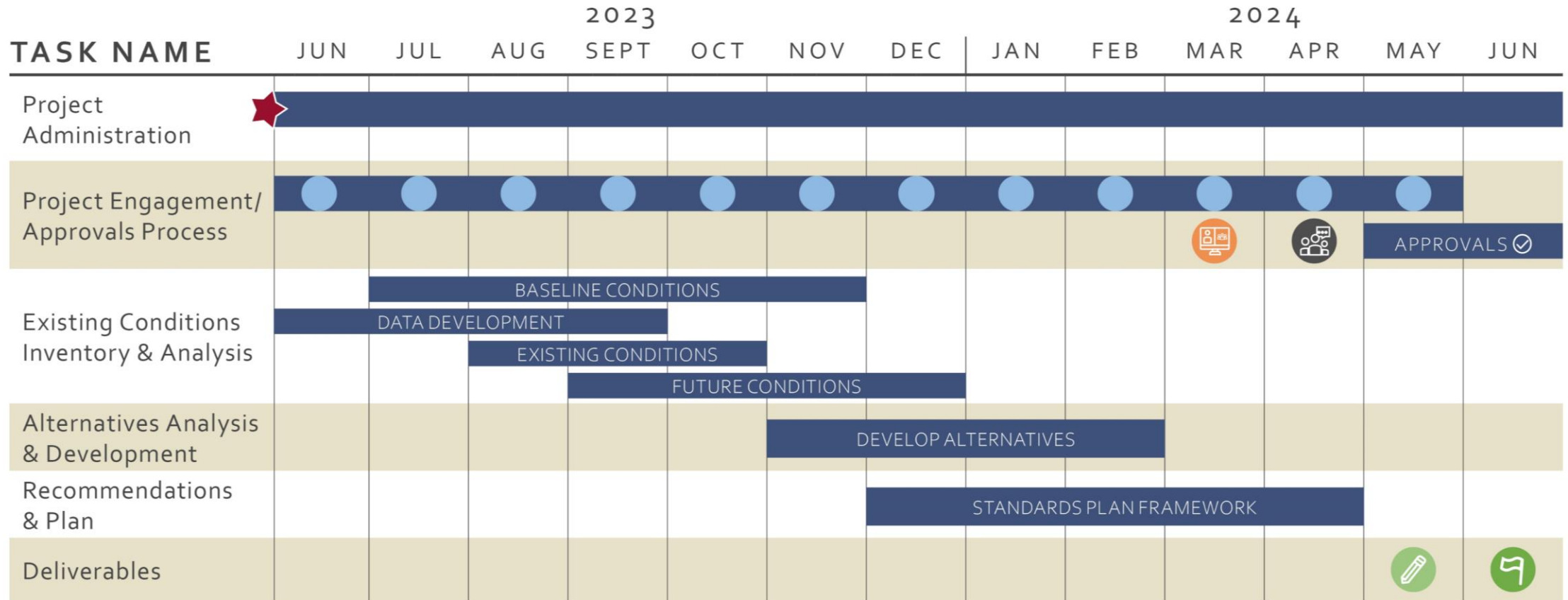
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- It is important to the partner agencies that the plan provides cost-effective actions for all agencies
- The plan will allow for flexibility in implementation that will vary as communities change
  - Interim improvements can cost-effectively implement part of the ultimate streetscape to save on long-term costs.



# Next Steps

# Next Steps



**KEY**



Notice-to-Proceed



Online Public Meeting



Small Group Meetings



Progress Meeting



Draft Plan



Final Plan





## APPENDIX C: DESIGN GUIDANCE/ STANDARDS CHECKLIST

# WE-STEP Development Checklist

## Abbreviations

- WE-STEP: Western Sarpy County Transportation Enhancement Plan
- TDM: Travel Demand Model
- MAPA: Metro Area Planning Agency
- RIRO: Right-In-Right-Out
- ROW: Right of Way
- LOS: Level of Service
- ITE: Institute for Transportation Engineers
- N, S, E, & W: North, South, East, and West

## General Steps

1. Provide a project area map of the study area limits. List the corridor(s), arterials and collectors, adjacent to or within the development.
2. What corresponding roadway classifications (Arterial 1.1, Arterial 1.2, Collectors, etc.) are within the study area based on **Figure 1**? What ROW width will be acquired for this project?

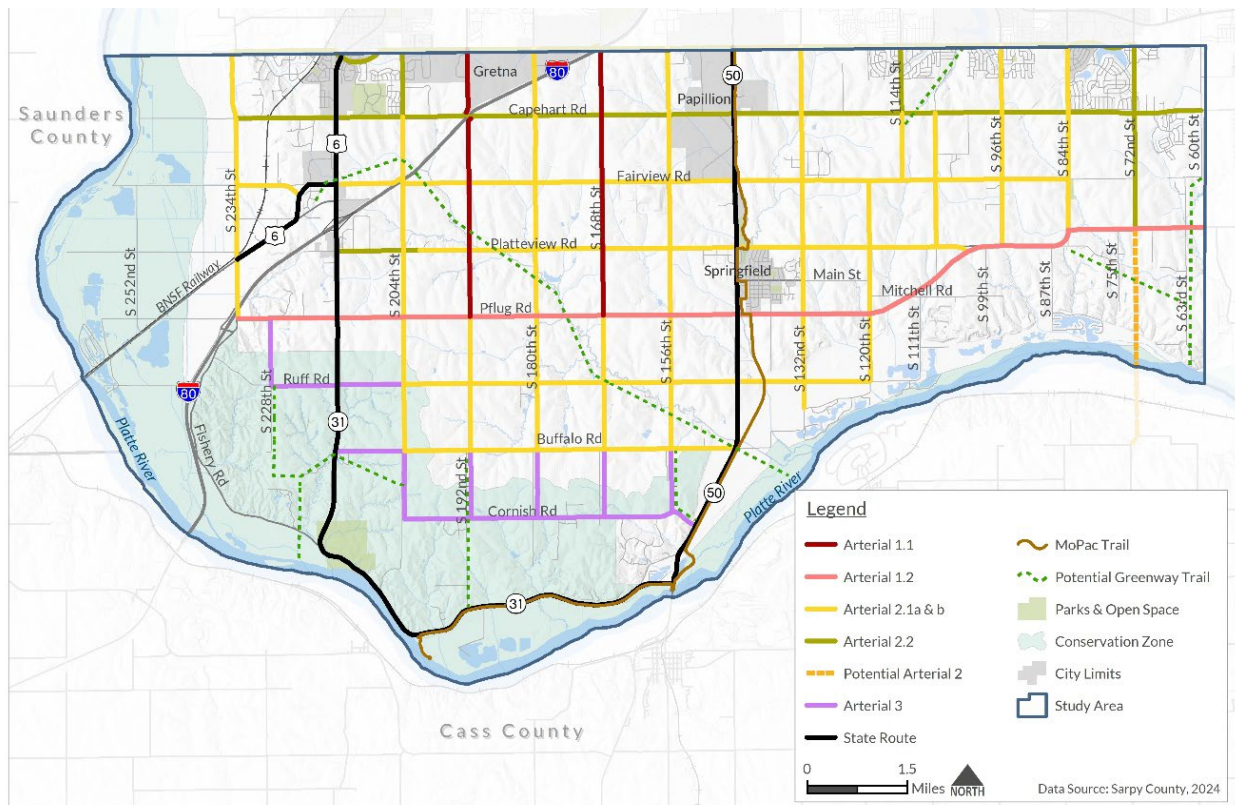


Figure 1. WE-STEP Network Map

3. List any designed or constructed projects within a 1-mile radius along the corridor(s) listed in Item 1.
  - a. What was the cross section determined during previous projects (interim and/or ultimate)?
  - b. Does the existing alignment offset for this project (N, S, E, or W) align with previous projects adjacent to study area?
4. Does MAPA's Travel Demand Model Horizon Year (opening year + 20 years) traffic forecast (WE-STEP Land Use Scenarios) align with the arterial(s) being evaluated?
  - a. If TDM Output < 20,000 Daily Trips, traffic study should consider traffic analysis for an ultimate 3-lane section.
  - b. If 20,000 < TDM Output < 35,000 Daily Trips, traffic study should consider traffic analysis for an ultimate 4-lane divided section.
  - c. If TDM Output > 35,000 Daily Trips, traffic study should consider traffic analysis for an ultimate 6-lane section.

Justification needs to be provided for deviating from the Horizon Year traffic forecast guidelines above.

5. Implement the Collector and Through-Route policy outlined in the WE-STEP guide and shown in **Figure 2**.
  - a. Collector roads at 1/2 mile spacing (see Collector and Through Route policy for guidance. Collectors should be placed where they can be contiguous for at least 2 miles.)
  - b. Local roads at 1/8 mile spacing.

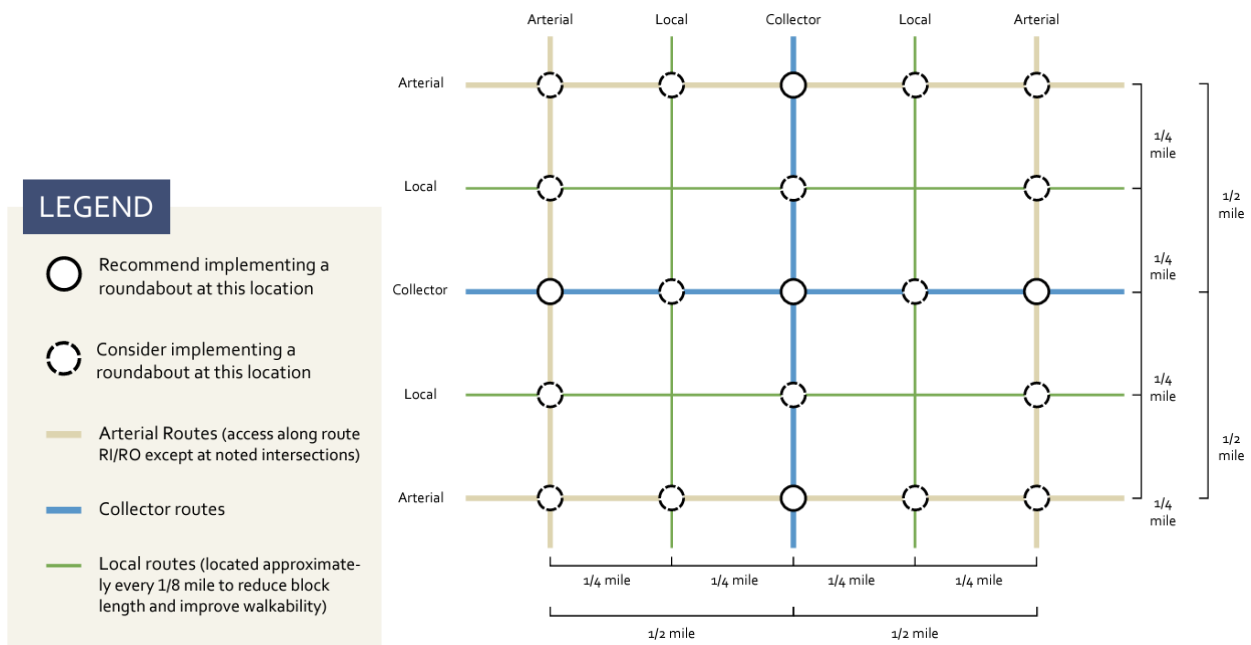


Figure 2. Recommended Collector and Through-Route Policy

## Access Points

6. If the development is adding a new access point, confirm the following (shown in **Figure 3**):
  - a. Full access intersections are at  $\frac{1}{4}$  mile spacing.
  - b. RIRO or  $\frac{3}{4}$  access at  $\frac{1}{8}$  mile spacing.
  - c. Existing access points align with proposed spacing.

Provide justification if access points do not align with  $\frac{1}{8}$  and  $\frac{1}{4}$  mile spacing listed above.

Arterial 1.2 (Expressway) will have more restrictive access levels.

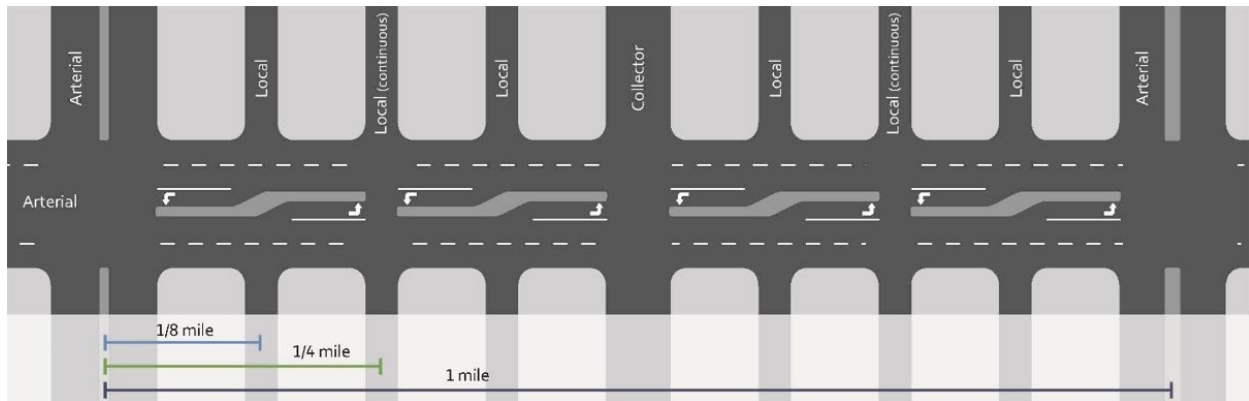


Figure 3. Recommended Arterial Access Management Policy

7. If the development is adding a new access point at the  $\frac{1}{4}$  mile, does the access through the development conform to the WE-STEP through-route policy?
  - a. Provide development plans highlighting proposed through-routes.
    - i. Add "stub outs" callouts for border of development that doesn't connect to the arterial network.
  - b. List traffic calming measures along through-routes.
  - c. List pedestrian and bicycle accommodations along through-routes.

## Traffic Operations

8. Discuss the approach and process of estimating future year volumes / forecasts. Provide an ITE Code from the current edition of ITE's Trip Generation Manual and the calculation for site-generated trips (when applicable).
9. List the analysis study peak hour(s). Provide justification for selecting study hours if different than AM and PM peak hour. List any unique traffic observations / assumptions used in operations analysis.
10. Provide a map of trip distribution percentages (when applicable – if ITE Codes were utilized). List any unique distribution patterns.
11. Calculate roundabout LOS for all proposed full access intersections on the arterial system.
  - a. If Horizon Year roundabout LOS < LOS 'F', strongly consider roundabout.
  - b. If roundabouts exist elsewhere along the study corridor (within X miles), strongly consider roundabout.
  - c. If Horizon Year roundabout LOS = LOS 'F', perform signal warrant analysis and determine LOS for signalized intersection.



## Roadway Design

12. Determine if an ultimate vertical profile exists for the study corridor(s). If available, use ultimate vertical profile for design and locating access points tie-in locations.
13. If a roundabout is recommended within the study area, design shall follow guidelines from the following sources:
  - a. NCHRP 1043 (updated version of NCHRP 672)
14. List the design and posted speed(s) within the study area, as identified in Item 2.
  - a. Does the proposed project align with the design speeds elsewhere in the corridor?
  - b. List roadway and intersection elements included in design to reduce / calm traffic speeds within the study area. Some examples include:
    - i. Median
    - ii. Pinchpoint
    - iii. Chicane
    - iv. Lane shift
    - v. Speed hump
    - vi. On-street parking
    - vii. Roundabout
    - viii. Diverter
    - ix. Signal progression
    - x. Building lines
    - xi. Street trees
15. List Construction Standards based on the following hierarchy:
  - a. Omaha Standards (Specifications/Plates/Design Guides)
  - b. NDOT (Specifications/Plans/Design Manual) – *required when intersection a state route*
  - c. Other – (SUDAS, etc)

## Active Transportation

16. Elsewhere in the study area, which side of the road is the multi-use trail and sidewalks on (N, S, E, or W)? Align multi-use trail and sidewalks on the side of the proposed roadway that matches previous projects. Provide justification if not able to align with previous design/construction.
17. Are any mid-block crossings being recommended? If so,
  - a. Are RRFB's or PHB's being recommended? Provide justification if not.
  - b. Are sight obstructions (like landscaping, poles, etc) placed at an acceptable distance away from the crossing(s)?
  - c. Is the vertical or horizontal profile a concern for the mid-block crossing?
18. Refer to Item 7c – confirm bicycle and pedestrian accommodations do not have “gaps” in the system.
19. Does transit serve this area? Identify any stop location wants / needs from an employer.

## Bridges & Culverts

20. If a bridge/culvert is located within the study area, are there adequate setbacks from the abutments/end of culvert to the nearest access point to allow for sufficient turn lane tapers?
21. If a bridge is being added / replaced, is there enough lateral & vertical clearance under the bridge to provide a future trail connection.

## Utilities

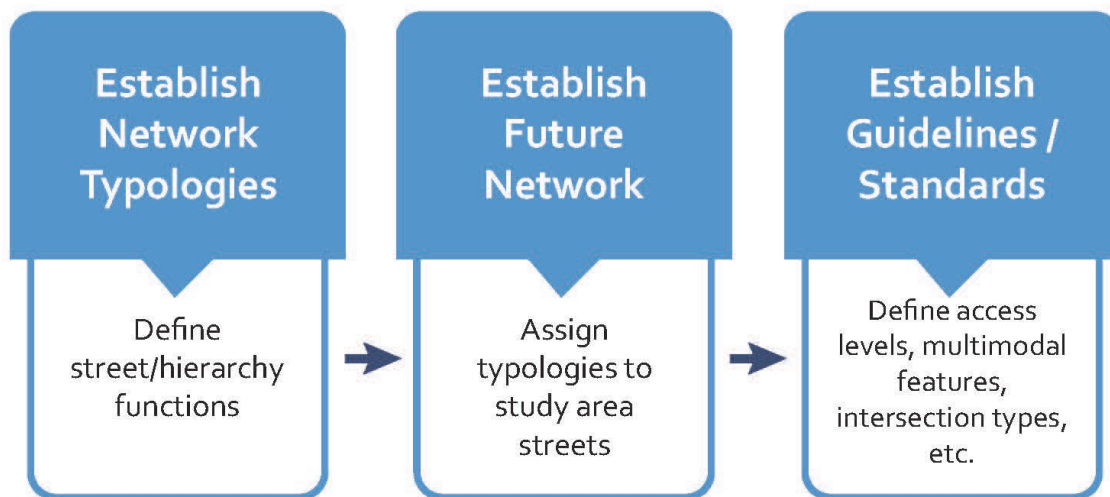
22. Elsewhere in the study area, identify which side of the road each of the following utilities are located: water, storm sewer, sanitary sewer, gas, power, communications.
23. Contact utility providers in the study area and list anticipated location and utility extensions within project area.
24. If project typical section includes interim offset 3-lane alternative, identify location of proposed utilities within ROW to avoid conflict with ultimate roadway buildout.



# APPENDIX D: RECOMMENDATIONS DEVELOPMENT SUMMARY

## Task 4 and 5 Summary – Guidance / Standards Evaluation and Recommendations

The WE-STEP study is tasked with establishing a recommended future street network and associated standards for each of the network corridor typologies and making a set of recommendations for implementation. Developing the guidelines / standards and ultimate recommendations followed this general process:



Core **performance objectives** were established by the team to help guide the development of plan recommendations. In addition to network recommendations, this memo also provides multimodal guidance and systemic safety planning considerations to use going into network implementation.

### Performance Objectives

A set of performance objectives were developed to help evaluate how well ideas generated for the WE-STEP system fit with stakeholder and agency study area goals. These performance objectives guided the decision-making process that led to plan recommendations. The performance objectives are documented and described in **Table 1**.



Table 1. WE-STEP Performance Objectives

<b>Performance Objectives</b>	<b>Description and Considerations</b>
Future development projections and land use	Areas of future urban scale development should provide corridors that will have sufficient multimodal access and capacity. Typology designations are flexible to respond to adjacent land use context.
Travel demand	Multimodal travel demand is a direct result of land use patterns; more development leads to more trips. Corridors were designated to meet reasonably anticipated travel throughout the WE-STEP study area.
Connectivity	A well-connected network has a dense set of street connections with many through connections. High connectivity leads to decreased travel distances and increased route choice for more direct travel.
Roadway design	Roadway design considerations overlap with many of the other performance objectives including safety, connectivity, and cost. In many cases design is less an objective rather than a tool for implementation.
Safety	Safety is becoming the primary consideration in transportation planning and was a primary consideration in WE-STEP. Features and standards are included in the study that increase travel safety for all system users.
Transit Access	There is currently no transit service in the study area due to its predominantly rural nature. However, as the study area urbanizes, the network needs to plan for transit access. Many stakeholders recognize that transit access may be important in the future.
Bicycle and Pedestrian Access	As the study area urbanizes, the opportunities for bikeable and walkable trips will increase significantly. Decisions made in this study considered how to create safe bicycle and pedestrian connections.
Environmental Considerations	An environmental screening was a part of Task 3, and the future network recognizes environmental constraints, including conservation areas where limited future development is anticipated.
Freight and Emergency Response Access	Recommendations for network connections and standards recognize that larger freight and emergency response vehicles will be traversing the future network and standards will need to accommodate these uses.
Cost	The scalable network recommendations in WE-STEP recognize that as corridors transition from rural to urban corridors, there are opportunities to reduce long-term lifecycle costs.

## Network Typologies

A range of street typologies were identified for the WE-STEP study area that could serve the various transportation modes within a given context. The future 2050 MAPA model was reviewed for insights into the future growth areas that are most immediately anticipated. The MAPA model was in the process of being updated during this study and, given the higher-than expected recent growth of study area development, it is thought that these forecasts might be somewhat underrepresenting growth in the WE-STEP area by 2050. The following principles were established by the Steering and Technical Advisory Committee (STAC) for WE-STEP:

- The typologies should be distinct from Federal and state functional classes.
- The typologies should accommodate all modes of travel.

- The typologies should be flexible to its surrounding land use.
- The typologies should be flexible to accommodate an interim and an ultimate cross-section.

## Arterial Typologies

Given the desire to look beyond the 2050 travel patterns identified in the MAPA model, the typologies identified two different categories of main growth arterials:

- Arterial 1 - Highest level of mobility arterial with no on street parking and the ability to expand to 6-lanes of traffic in addition to bicycle and pedestrian infrastructure.
- Arterial 2 – Typical arterial corridor with a high level of mobility, no on street parking, and the ability to expand to 4-lanes of traffic in addition to bicycle and pedestrian infrastructure. Every arterial on the one-mile grid will at least be an Arterial 2 in the WE-STEP growth area defined by the potential sewered area, shown in **Figure 2**.

A third typology, Arterial 3, was added to address conservation area corridors. If development occurs in these areas, it is anticipated to be limited, so the need for widening should be limited. These corridors could potentially have sidepaths for recreational biking and walking opportunities.

To accommodate these mobility and functional needs of these two typologies, the general characteristics of each were:

- Right-of-Ways:
  - Arterial 1: 150 foot wide right-of-way
  - Arterial 2: 110 foot wide right-of-way
  - Arterial 3: 100 foot wide right-of-way
- Access Control:
  - Full Access every 1/4 mile (Arterial 1 and 2).
  - Partial Access at 1/8 mile (Arterial 1 and 2).

*An illustration of recommended access control standards is shown in **Figure 1**.*

- Bicycle and Pedestrian Infrastructure:
  - All Arterial 1 and Arterial 2 routes will have an adjacent sidepath, with a recommended width of 12 feet.
  - Pedestrian crossings at all controlled intersections and key non-controlled intersections.

In some of the corridors, particularly in the northern parts of the study area large portions of some corridors are already being platted due to development in process. In these corridors (Arterial 2.2), right-of-way is set at 100 foot wide due to past policy in the WE-STEP jurisdictions.

### WE-STEP TYPOLOGIES

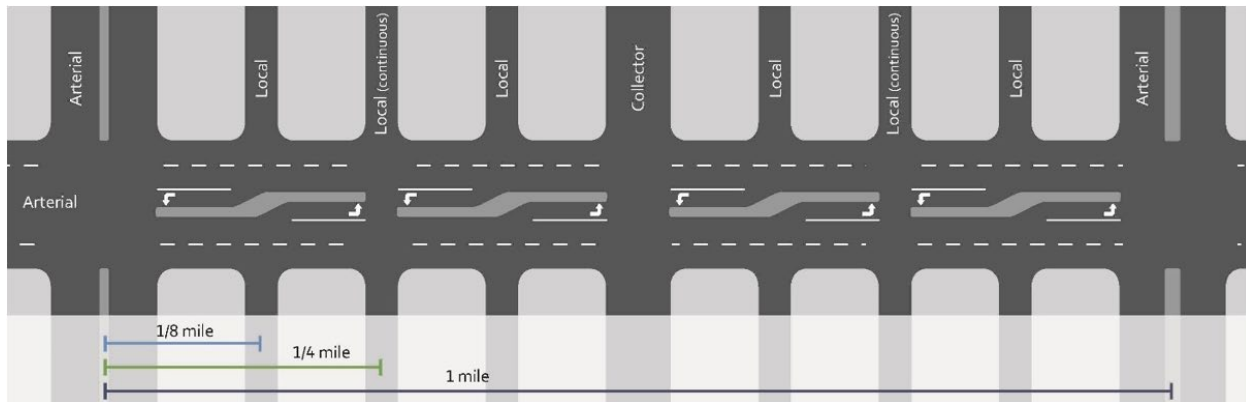
**Arterial 1:** Highest mobility corridors with 150' dedicated right-of-way.

**Arterial 2:** High mobility corridors that accommodate all modal users, developed on the one-mile grid.

**Arterial 3:** Conservation area arterials, anticipated to remain rural roads for the foreseeable future. If development occurs along these corridors a right-of-way of 100' width is recommended to accommodate a potential turn lane and potential recreational trails in the long-term.

**Collector:** Corridors that connect neighborhoods and connect to arterials. Located 1/2 mile from arterials.

FIGURE 1: Recommended Access Control Standards



Note that 1/8-mile spacing access may provide 3/4 access intersections (provide left-turns off of the arterial, but not onto). 1/4-mile spacing intersections may be roundabouts or signalized intersections.

A series of roadway design criteria (**Table 2**) were developed for each of the arterial typologies. The design criteria include recommendations for posted speed, lane width, vertical alignment, and other roadway features. Arterial typologies are illustrated in the **Appendix**. An example of how an interim 3-lane cross-section might be developed is also shown.

Table 2. General Roadway Criteria

General Roadway Criteria	Arterial 1.1	Arterial 1.2	Arterial 2.1a	Arterial 2.1b	Arterial 2.2	Arterial 3
<b>Posted Speed</b>	40-45	50+	30-45	25-30	30-45	45-55
<b>Ultimate Number of Lanes</b>	6	4	4	4	4	3
<b>Lane Width</b>	11'-12'	12'	11'-12'	11'-12'	11'-12'	11'-12'
<b>Right-of-Way</b>	150'	varies	110'	110'	100'	100'
<b>Roadway Width</b>	104'	84'	68'	90'	68'	52'
<b>Vertical Alignment</b>	Ultimate Vertical Profile or AASHTO Standards					
<b>Shoulder / Curb &amp; Gutter</b>	2' curb & gutter	8' shoulder	2' curb & gutter	2' curb & gutter	2' curb & gutter	8' shoulder
<b>Sidewalk with Landscaped Buffer</b>	6'	-	6'	6'	5'	-
<b>On-Street Parking Allowed</b>	No	No	No	Yes	No	No
<b>On-Street Parking Width</b>	-	-	-	8'	-	-
<b>Shared Use Path Required</b>	1 side	No	1 side	No	1 side	1 side
<b>Shared Use Path</b>	12'	-	12'	-	12'	12'

## Collector Typologies

The STAC recognized the following benefits of a system of continuous collector and local streets within the one-mile grid:

- This system of grid street provides a resilient system where an incident or closure on one segment allows for multiple alternative paths with less negative impacts due to rerouted traffic.
- Less out-of-direction travel due to multiple route choices for each trip, particularly for shorter trips within a neighborhood or subarea. This eliminates the need to travel to an arterial for trips less than a few miles long.
- Improved connectivity for pedestrians and bicyclists. These trips tend to be shorter, and the distance and directness of connections have a significant impact of the practicality and probability someone can and will walk or bike for that shorter trip.
- Potentially delayed or eliminated need for arterial improvements and widenings due to traffic dispersing to collector and local streets for some trips.

The collector typology was identified such that it would ideally:

- Have no direct driveway access.
- A right-of-way width of 60 feet.
- Typical pavement width of 36 feet that could accommodate on-street parking or bike lanes.
- Recommendations for speed control and safety features like chicanes and roundabouts.

Collector typologies are illustrated in the **Appendix**.

## Establishing the Future Network

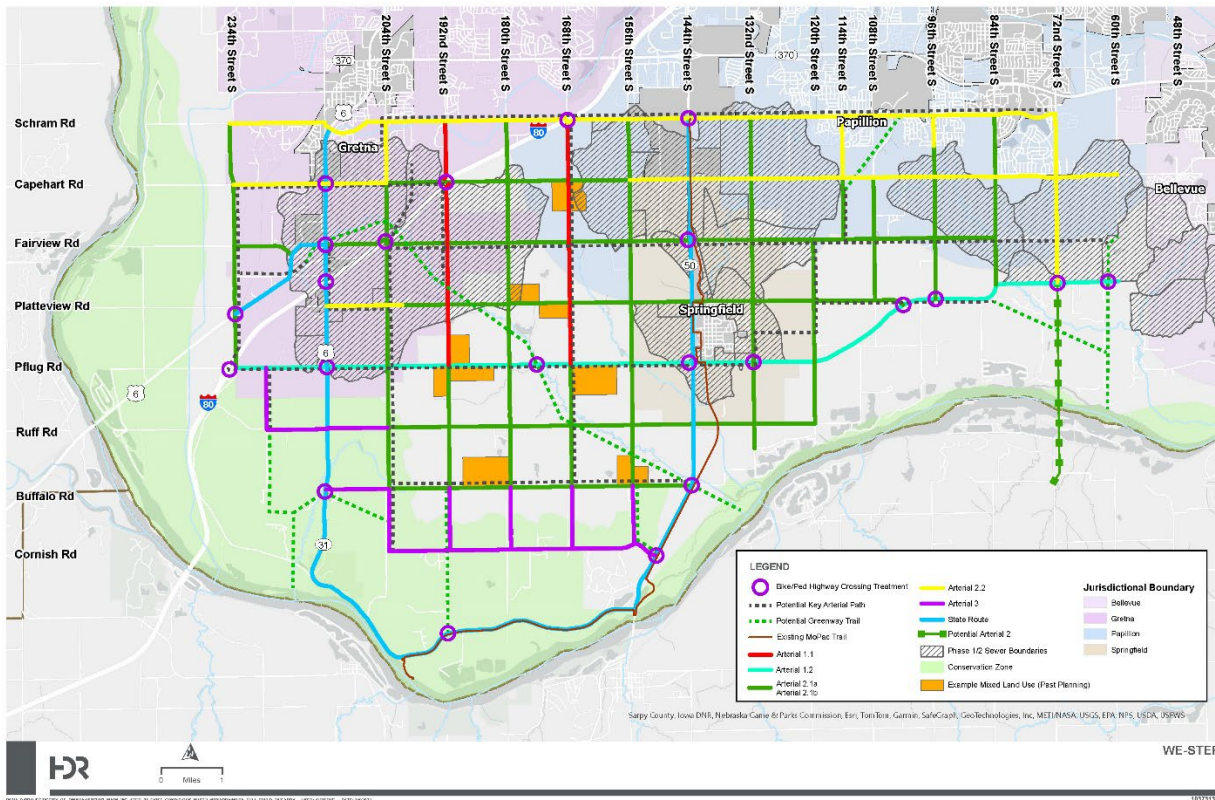
A future network was established with each corridor being assigned the relevant typology. The network was established based on the latest information available in the study area, including:

- Travel demand model runs through the year 2050. The input data used an older version of the MAPA model, which indicated lower growth in the WE-STEP area than the latest land use growth assumption. Thus, the traffic forecasts did not assume as much land use and traffic growth as the in-progress model updates (anticipated for late 2024) will assume.
- Current planning for new I-80 interchange access in Sarpy County anticipates that the 168<sup>th</sup> Street and 192<sup>nd</sup> Street corridors have the greatest potential for future I-80 interchanges. Both of these corridors also have significant connections to the northern parts of Sarpy County and Douglas County, indicating that these two corridors are the highest mobility corridors (Arterial 1) in the WE-STEP area.
- Northern portions of the network were developing quickly during this study, particularly Schram and Capehart corridors. Thus, these right-of-way constrained corridors were designated Arterial 2.2 to reflect the limited 100-foot right-of-way widths available.
- A conservation district (CD) overlay is designated for much of the southwest portions of the WE-STEP area which limits the development potential. Thus, this part of the network was given an Arterial 3 designation.

The recommended WE-STEP arterial network is shown in **Figure 2**.



FIGURE 2: Study Area Priority Arterials and Trail Network



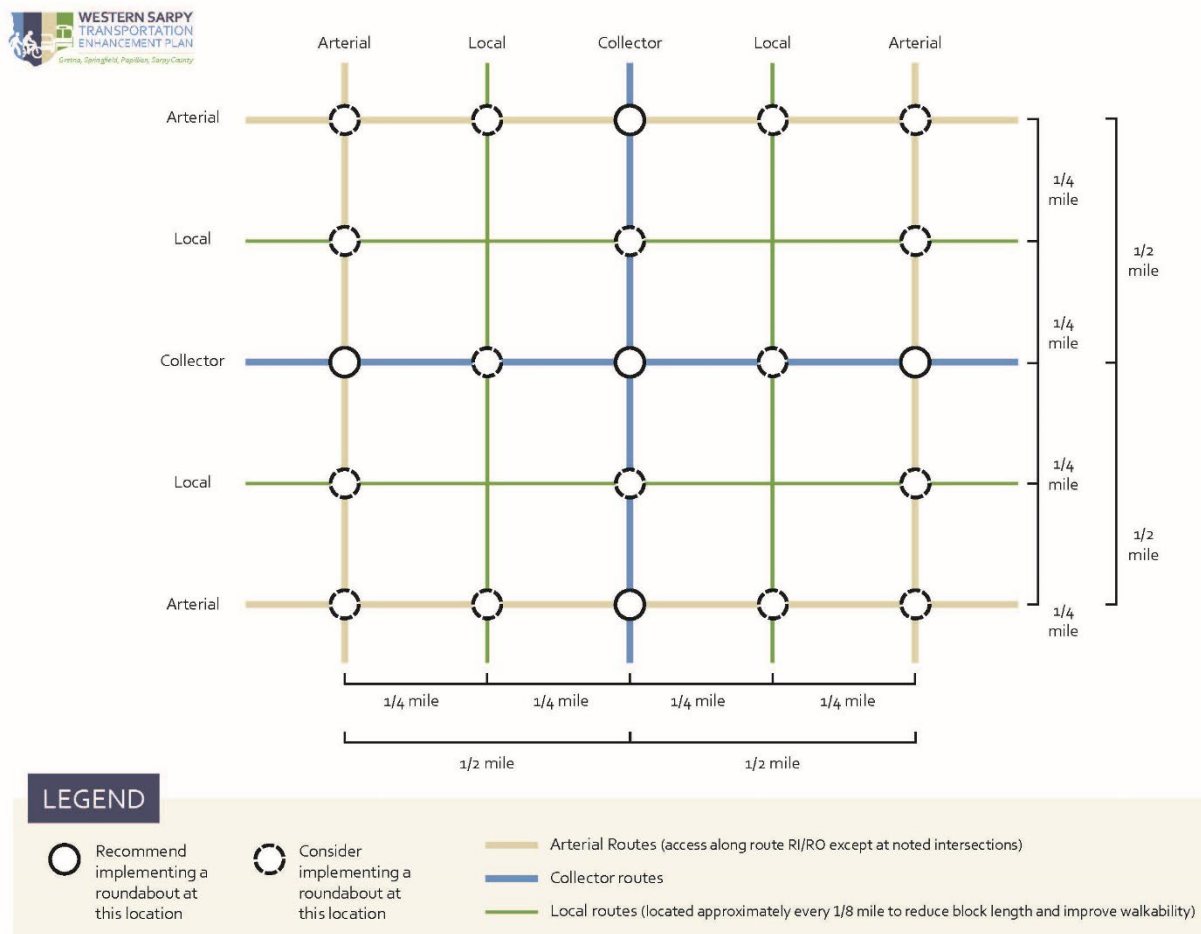
## Collector and Through Route Policy

To reflect the benefits of a continuous collector routes and connected grid system outlined early in this study, the study team recommended a collector and through-route policy. This policy states that where existing human and development barriers do not exist, every section of the network within the 1-mile grid should include three continuous local streets approximately every 1/4 mile. Specifically:

- The 1/2 mile street in the middle of the section should be designated a collector street when possible.
- The three through streets from each section should form an intersection and align with three through streets on all adjacent sections. This network design overlaps with the access control elements of the WE-STEP arterials that bound each section, such that a full access intersection will occur at the 1/4 mile spacing interval with the three through-route streets.
- Roundabouts are an intersection type that could potentially be implemented as a part of this policy. More information is provided on the traffic safety and flow benefits later in this document.

The illustration of this policy and associated potential roundabout intersection control is shown in Figure 3.

FIGURE 3: Recommended Collector and Through Route Policy



## Active Transportation Routes

### Sidewalks

Sidewalks are paved routes that typically parallel the street network, with a separation from the motorized travel lanes. They are designed for people walking and must be compliant with the Americans with Disabilities Act. The minimum recommend width is 6 feet; however, wider sidewalks may be appropriate to support walkable land uses. Sidewalks are proposed on one side of all arterial streets, with a shared use path on the opposite side. Sidewalks are proposed on both sides of all collector and local streets. In mixed-use urban nodes that might develop, typologies have been developed that would allow for wider sidewalks and street-oriented buildings and on-street parking.

### Shared Use Paths

Shared use paths are paved, off-road routes that are designed for bi-directional travel for all non-motorized users. The minimum recommended width is 10 feet; however, 12 feet provides more comfort when supporting a mix of users and allows people to walk or bike side by side rather than single file. Most riders are comfortable using shared use paths and they are considered suitable for people of all

ages and abilities. Paved shared use paths can serve as both destinations and connectors, enabling people to walk or bike to their desired locations safely and conveniently. Shared use paths are recommended along all future arterial streets, with a separation buffer from the motorized travel lanes where possible. When a shared use path parallels a street, it may be referred to as a “sidepath.”

## Active Transportation Crossings

Intersections and midblock street crossings present conflict points between different types of roadway users which can lead to crashes. To improve safety conditions, there are several intersection treatments that can be used which improve the visibility of people biking and walking to motorists through dedication of roadway space, signage, signals, or facility design.

### Controlled Crossings

Controlled crossings are most often found at the intersections of two streets. Controls may include traffic signals or STOP signs for one or more approaches of the intersection. In areas where these intersections include shared use paths or sidewalks, the crossing may also include:

- **Painted stop bar:** indicates to the motorist where to stop.
- **Continental style marked crosswalk at school and shared use path crossings:** indicates to the motorist that pedestrians may be crossing and indicates to the pedestrian where to cross.
- **Detectable warnings (truncated domes) and ramps:** provides ADA compliance.
- **Pedestrian countdown timers at traffic signals:** indicates time remaining to cross, which reassures pedestrians on ability to cross before the signal changes.
- **Turning Vehicles Yield to Pedestrians (or Bicycle/Pedestrians) sign (MUTCD R10-15):** indicates to motorist to yield to people using the trail at a signalized crossing where vehicles are allowed to make a right turn on red.
- **Pedestrian refuge islands:** provides protected area in the middle of the street for people crossing, which is particularly useful when crossing the ultimate build out cross-section of Arterial 1 and Arterial 2 streets which include 4 or 6 travel lanes and medians.

### Uncontrolled or Midblock Crossings

Uncontrolled crossings are locations where designated sidewalks or shared use paths intersect roadways without any traffic control. Uncontrolled crossings are commonly found at midblock locations, sidewalk or shared use path crossings, or intersections with only two-way traffic control. These crossings require enhancements to improve visibility and establish right-of-way for people walking or biking across the street and to enhance safety for all users.

Improvements for these crossings depend on factors like road type, width, traffic volume, speed, and the specific context of the location. To determine suitable interventions, the [FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#), provides guidance as shown in **Figure 5**. Locations with uncontrolled crossings would

Figure 4: Continental Crosswalk with Curb Ramps



benefit from continental style marked crosswalks (**Figure 4**), detectable warnings, crossing signage, and median islands if crossing three or more lanes. Additional treatments may include:

- **Yield pavement markings:** indicates to motorists where to yield to pedestrians.
- **Bicycle/pedestrian crossing warning signs:** This includes crossing warning signs and advance warning signs and in-street pedestrian crossing signs.
- **Crossing beacons:** This includes Rectangular Rapid Flashing Beacons (RRFB) which draws driver attention to pedestrians in the crosswalk and Pedestrian Hybrid Beacons that directs vehicular traffic to stop as people use the crosswalk.
- **Curb extensions:** also known as bulb-outs, this narrows the roadway to slow motorists and shortens the crossing distance for pedestrians.

Figure 5: Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
<b>2 lanes</b> (1 lane in each direction)	① 2 4 5 6	① 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 7 9	① 5 6 ⑦ ⑨
<b>3 lanes with raised median</b> (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨
<b>3 lanes w/o raised median</b> (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑦ ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑦ ⑨
<b>4+ lanes with raised median</b> (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
<b>4+ lanes w/o raised median</b> (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 ⑨	① ③ 5 6 7 8 9	① ③ 5 6 ⑦ 8 ⑨	① ③ 5 6 8 ⑨	① ③ 5 6 ⑦ 8 ⑨	① ③ 5 6 8 ⑨	① ③ 5 6 8 ⑨

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.\*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

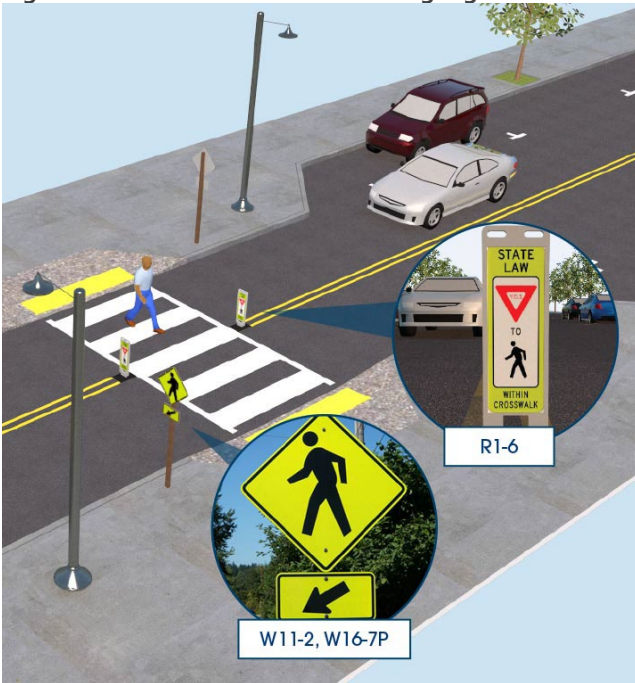
- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*\*

Source: Federal Highway Administration

**Figures 6-8** show example illustrations of Active Transportation Crossings. Priority should be given to midblock crossings near key pedestrian generators like schools, parks, and other amenities. All midblock crossings must be marked with appropriate signage and pavement markings and shall incorporate the recommended improvements based on the specific roadway context.



**Figure 6: Midblock Crosswalk with Signage**



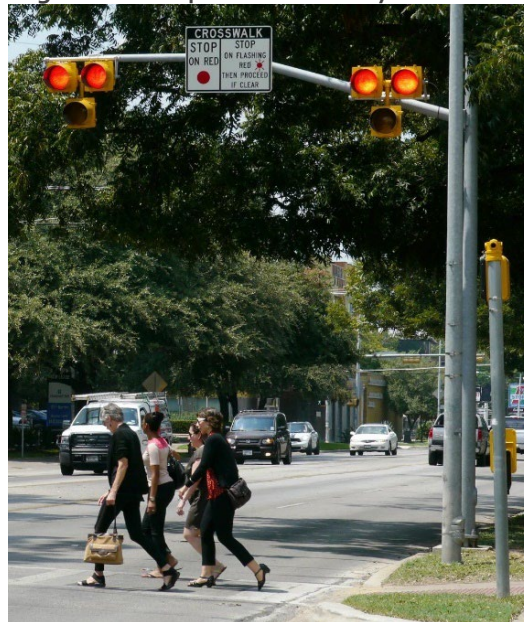
Source: FHWA

**Figure 7: Example Curb Extension**



Source: NACTO

**Figure 8: Example Pedestrian Hybrid Beacon**



Source: City of Austin, [Signal Requests | AustinTexas.gov](https://www.austintexas.gov/transportation/signal-requests)

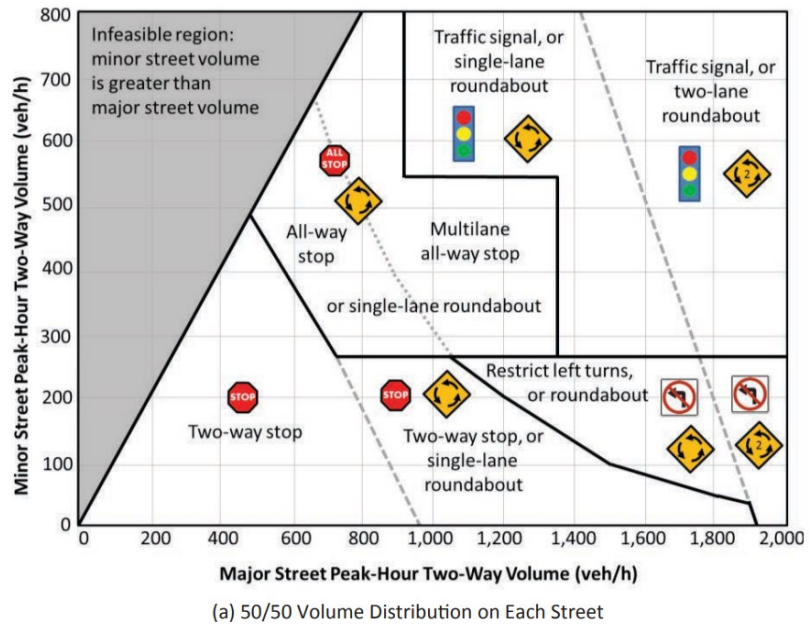
## Systematic Safety Considerations

Crashes skew heavily to intersections, midblock crossings, and access points (such as driveways). Implementing an access spacing standard, as shown in **Figure 1**, helps reduce crash potential by only allowing full access intersections at the ¼ mile. Installing raised medians on the arterials can also provide a safer facility for all users.

Raised medians may provide refuge for pedestrians and bicycles at mid-block crossings.

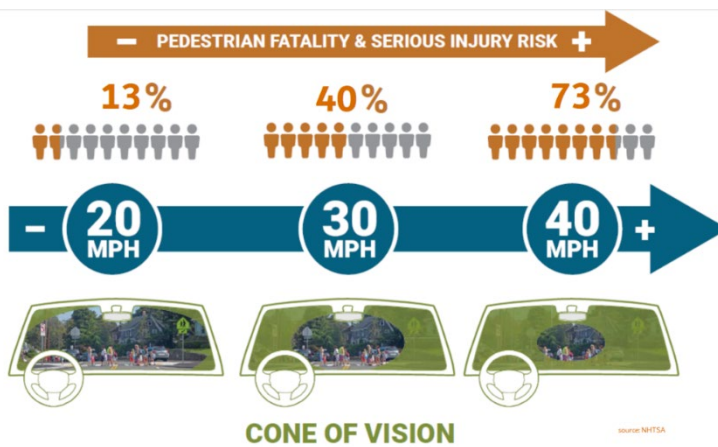
Another safety concern is overbuilding intersections for expected growth. Intersections should be sized for opening day needs for safety reasons despite the risk to long-term operations. It is also recommended that enough right-of-way be acquired to accommodate any future buildout. Roundabouts are a recommended intersection control type due to their safety benefits and efficiency at keeping people moving. **Figure 9** shows that single lane roundabouts cover a very large range of operating conditions. Roundabouts also have lower ongoing costs for management and maintenance, and they decrease almost 80% of fatal and serious injury crashes in areas where they have been introduced as a safety countermeasure.

**Figure 9. Intersection control type by peak hour volume (50/50 volume distribution)**



Source: NCHRP 825

**Figure 10. Speed & Pedestrian Risk**



Source: NHTSA

Sidewalks and shared-use paths are highly recommended to provide separation between vehicles and pedestrians and cyclists. As shown in **Figure 10**, the faster a vehicle is traveling, the greater the risk for a pedestrian fatality or serious injury. Sidewalks provide safe routes for pedestrians to use that are separated from vehicles. However, cyclists' speeds can be unsafe for pedestrians and sidewalks do not provide enough space for the two users to interact safely and comfortably. Shared-use paths provide a better facility for

both pedestrians and bicyclists to use due to the increased width that allows for safe passing.

## Public Transit Considerations

Existing transit service in the WE-STEP area is provided through a service contract with the Regional Metropolitan Transit Authority of Omaha (Metro). Bellevue and Papillion currently pay a nominal fee to Metro to provide contracted transit service in the form of express routes not currently in the study area. The previously completed Sarpy County Transit Feasibility Study (August 2017) included the WE-STEP study area and identified potential future improvements such as:

- A Gretna/Bellevue Express Route.
- A countywide demand-response service.
- Fixed-route corridor service on 168<sup>th</sup>, 144<sup>th</sup>, 84<sup>th</sup>, and 72<sup>nd</sup> Streets.
- An express route to Springfield and Gretna/Nebraska Crossing.

The improvements proposed in the Transit Feasibility Study includes elements such as new infrastructure (including park-and-ride facilities), additional planning and design studies, and identifying funding and a governance structure, including the possibility for WE-STEP partner agencies to join Metro provides an option for funding and a governance structure.

The existing and near future development of western Sarpy County urban and suburban areas (developed areas that are part of Gretna, Springfield, and Papillion) contain enough potential transit ridership market to begin the implementation of these concepts. As new developments are built and the street and road network is improved, it will be important to consider the potential implementation of transit service through placement of sidewalks and other active transportation to increase accessibility as well as the placement of bus routes and bus stops.

## Summary

The alternatives and recommendations phase of WE-STEP first developed a set of typologies that would meet the range of demands and modal needs of future WE-STEP system users. The next step establishes the future WE-STEP network by overlaying those typologies onto the area corridors. Finally, the standards and elements associated with the network were defined based on input of technical staff and system stakeholders.

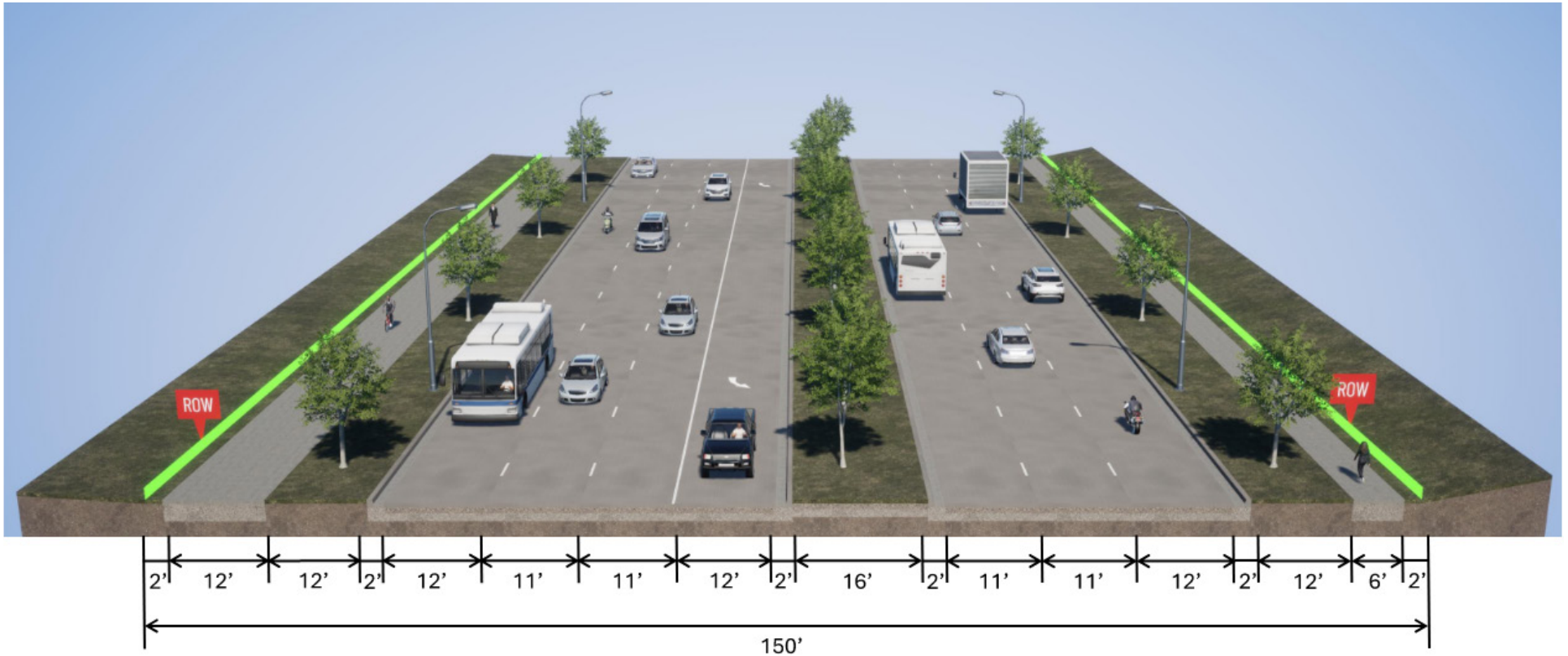
The next steps in the study will be to develop a set of application steps and toolbox for WE-STEP standards implementation, test the toolbox approach on soon-to-be-developed corridors like 156<sup>th</sup> Street and 204<sup>th</sup> Street, and run network scenarios with the MAPA travel demand model when it is available in late 2024.





# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

## Arterial 1.1 – Ultimate Cross Section

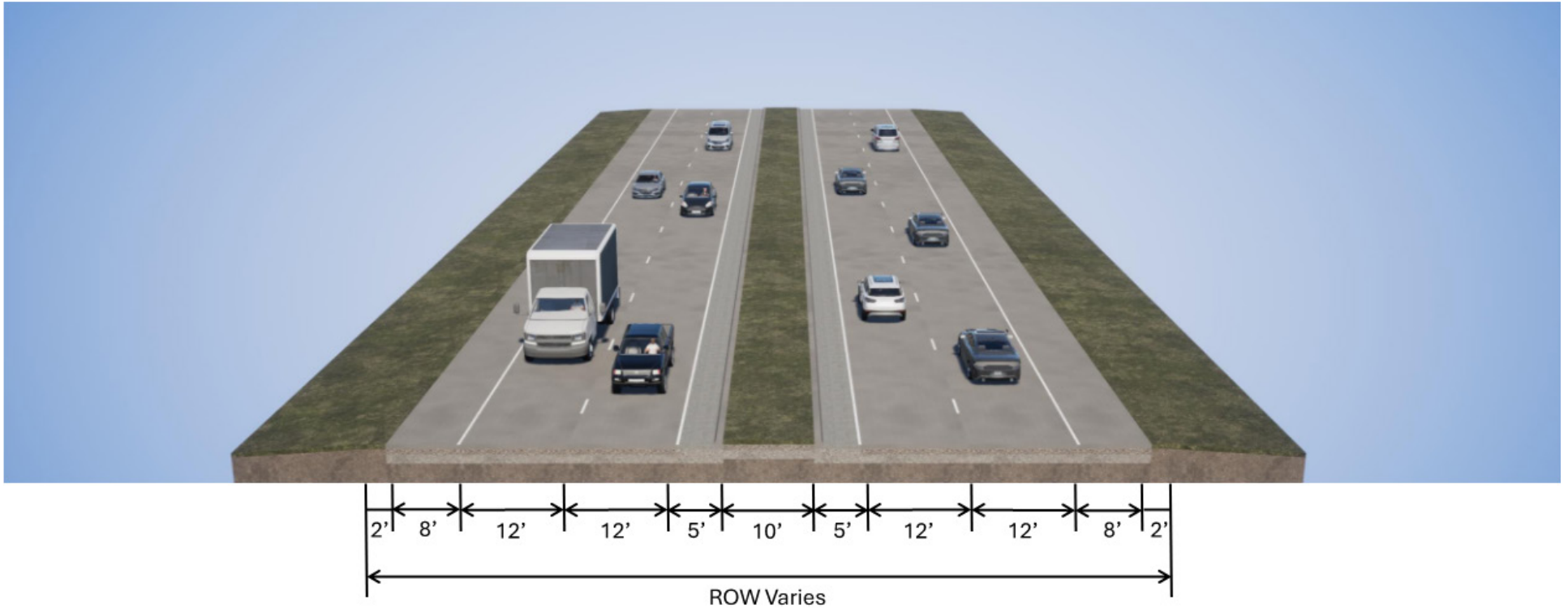






# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

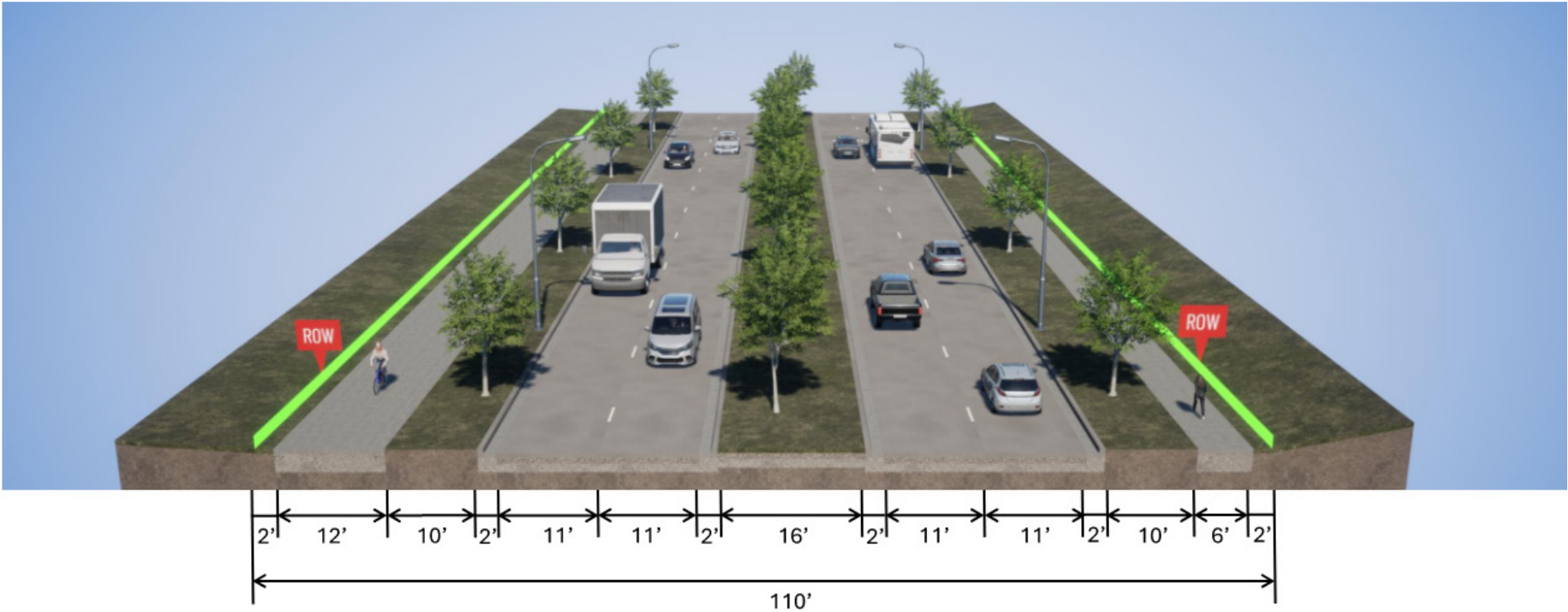
## Southern Sarpy Expressway – State Highway/Expressway Ultimate Cross Section





# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

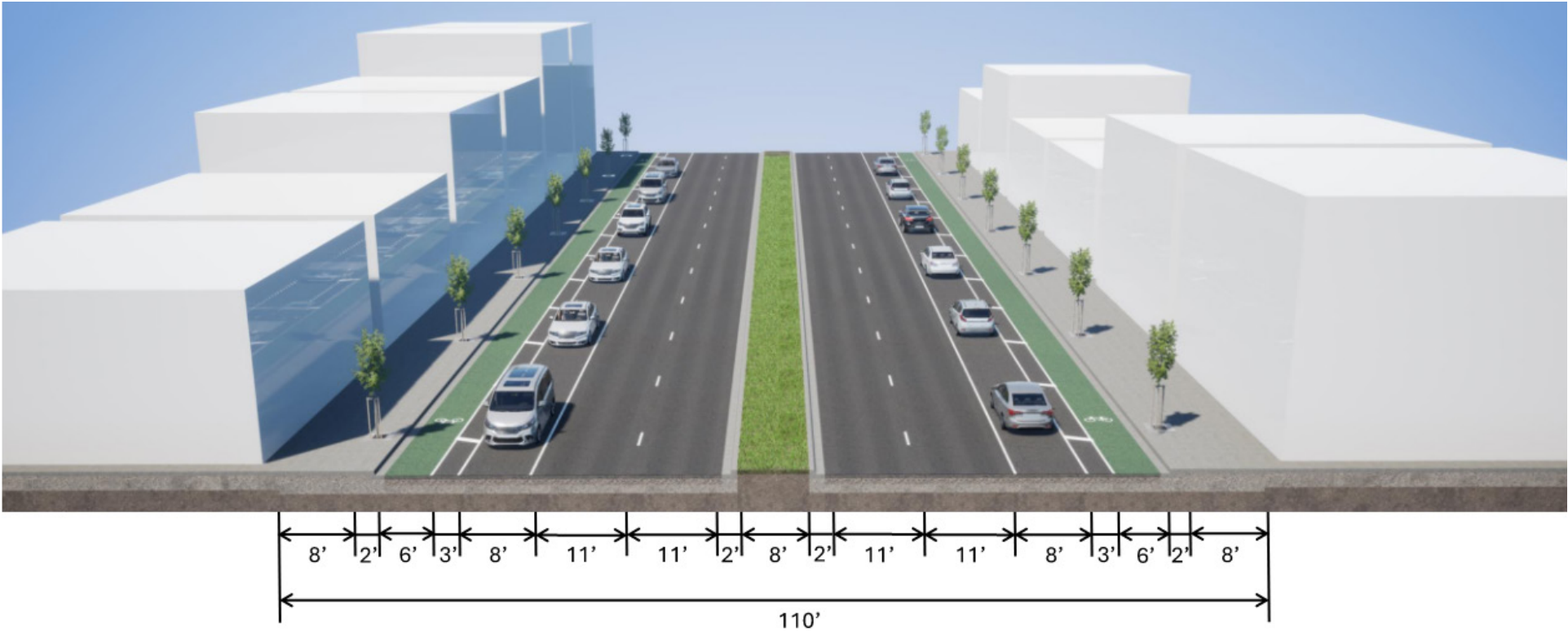
## Arterial 2.1a – Suburban Context Ultimate Cross Section





# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

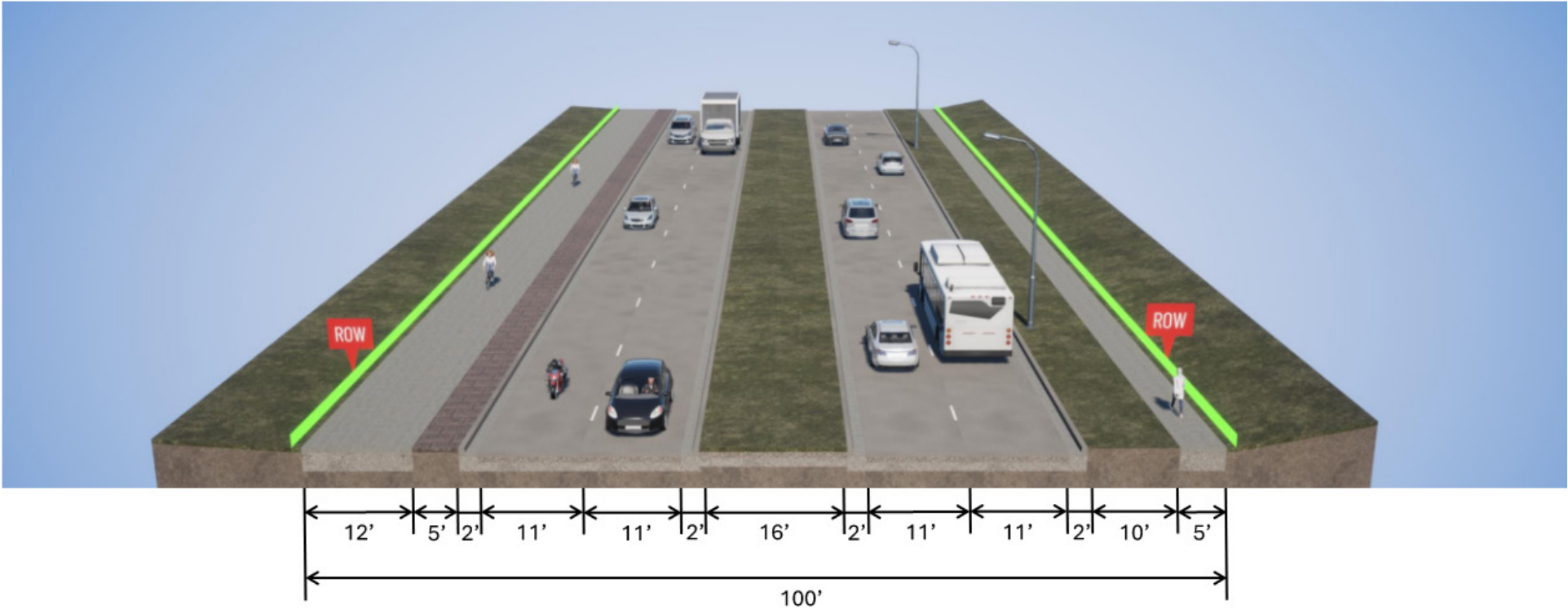
## Arterial 2.1b – Mixed-Use Urban Context Ultimate Cross Section





# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

## Arterial 2.2 – Constrained ROW Ultimate Cross Section

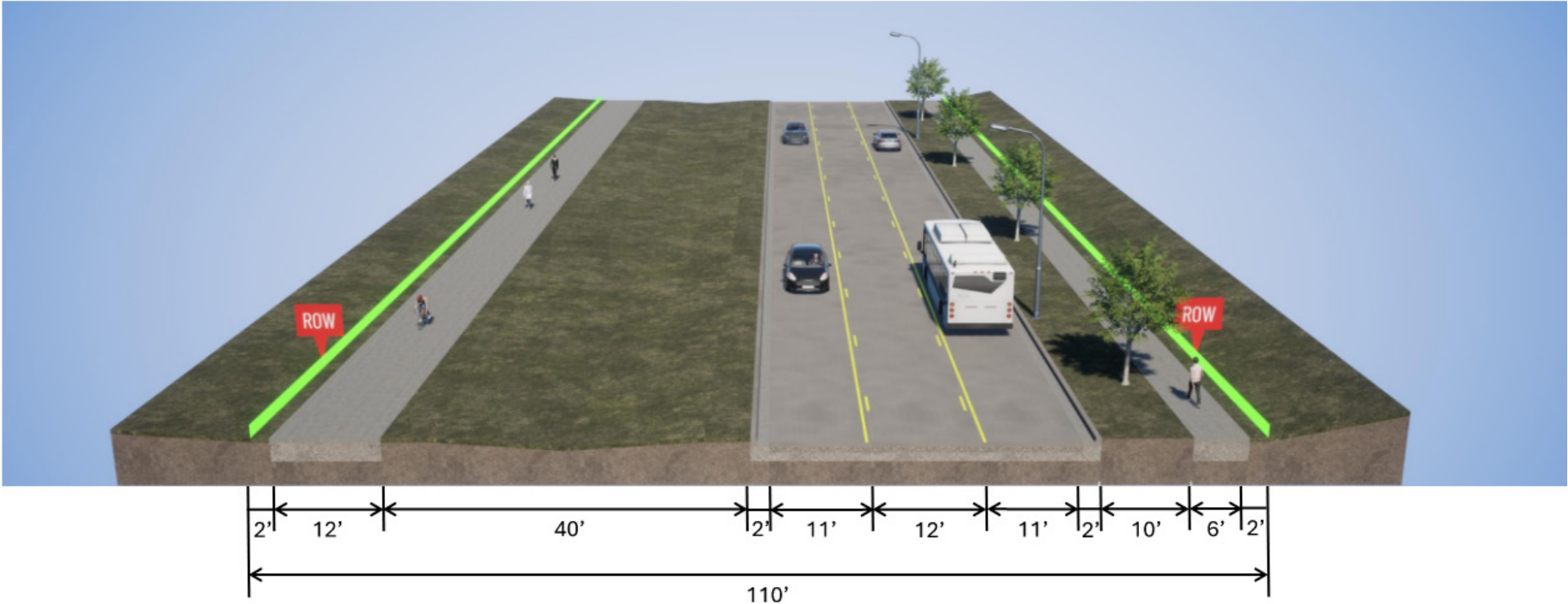






# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

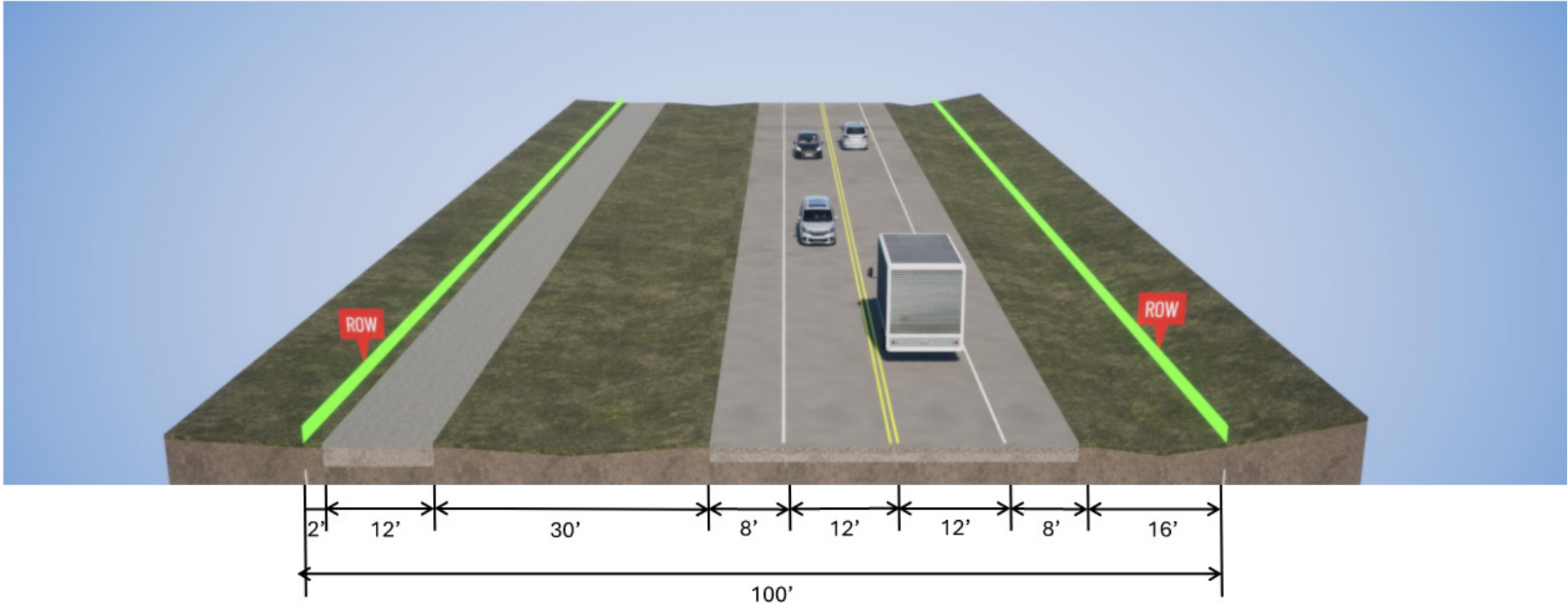
## Arterial 1 or 2 – Interim Three-Lane Cross Section





# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

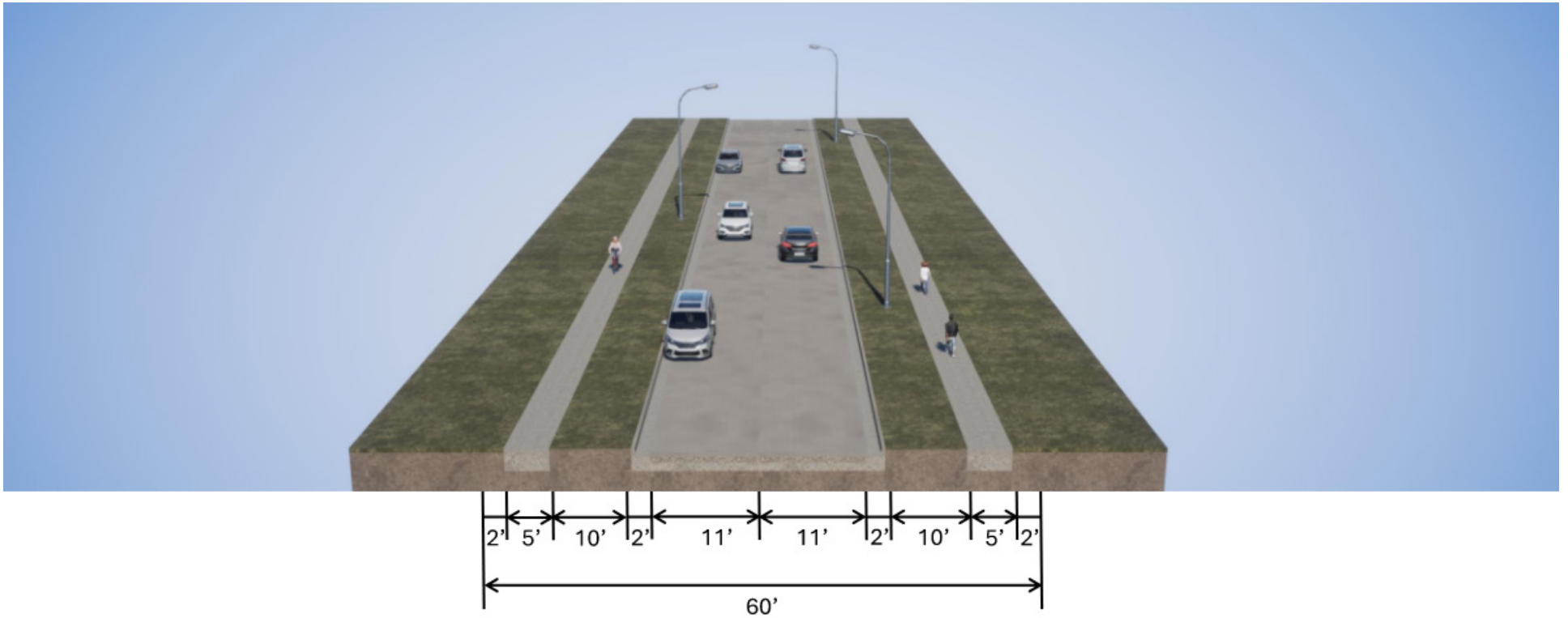
## Arterial 3 – Conservation Area Ultimate Cross Section (if necessary)





# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

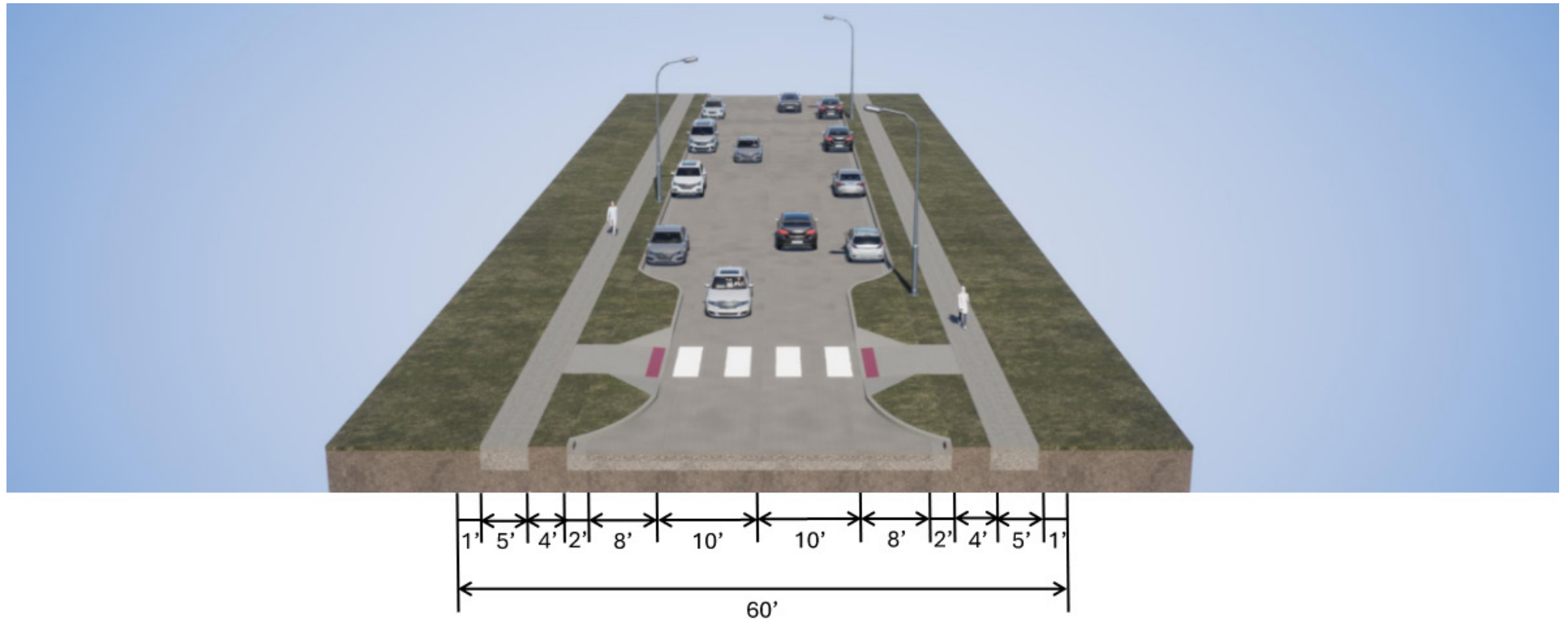
## Collector Option 1





# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

## Collector Option 2 with On-Street Parking







# APPENDIX E: TYPOLOGY CROSS-SECTION ILLUSTRATIONS

## Collector Option 3 with On-Street Bike Lanes

