

SAFE STREETS FOR ALL

Appendix F: Policy Review



Introduction

Vision Zero and the Safe Streets and Roads for All (SS4A) program is an international movement dedicated to implementing strategies that eliminate traffic deaths and serious injuries and improve the overall safety of the transportation network for all users. Reaching zero deaths can be achieved through the implementation of a Safe System Approach (SSA) which is comprised of five core elements and six principles, detailed later in this memorandum. The Metropolitan Area Planning Agency (MAPA) is leading the development of a regional Comprehensive Safety Action Plan (CSAP) that will utilize the SSA to locate key areas of safety concern and establish solutions targeting these areas.

Over the past five years (2018 to 2022), MAPA's region has experienced an average of 59 fatalities and 465 serious injuries per year. In Omaha, one of the communities within MAPA's region, it was reported that 6.8 crash fatalities occur per every 100,000 people. This ranks Omaha 6 out of 12 for the number of fatalities per 100,000 people when compared to peer cities of similar size and geographic area¹. MAPA's region has also experienced a higher rate of non-motorist fatalities than either the states of Nebraska or Iowa's average based on data from 2017-2021, with a disproportionately high impact on disadvantaged communities. This document identifies how the plans and policies implemented across MAPA's region align with the SSA and highlights opportunities for refining and strengthening policies and processes.

Safe System Approach²

The SSA is a holistic and comprehensive approach that provides the guiding framework to make the transportation system safer for everyone. Making a commitment to zero traffic deaths means addressing all aspects of safety through the framework, as depicted in **Figure 1**.

¹ Comparison of peer cities comes from page 17 of the [Omaha Vision Zero Action Plan](#).

² Foundational definitions of the Safe System Approach have been included in their original form from the US DOT web site: [What Is a Safe System Approach? | US Department of Transportation](#)



Figure 1: *What Is a Safe System Approach?* | Source: US Department of Transportation

According to USDOT, the SSA includes the following five Safe System elements:

- **Safer people** – Encourage safe, responsible driving and behavior by people who use the roads and create conditions that prioritize their ability to reach their destination unharmed.
- **Safer roads** – Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- **Safer vehicles** – Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safer speeds** – Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- **Post-crash care** – Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

USDOT also notes that SSA is comprised of six main principles:

- **Death and serious injuries are unacceptable** – A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- **Humans make mistakes** – People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes to avoid death and serious injuries when a crash occurs.
- **Humans are vulnerable** – Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is crucial to design and operate a transportation system that is human centric and accommodates physical human vulnerabilities.
- **Responsibility is shared** – All stakeholders are vital to preventing fatalities and serious injuries on our roadways.
- **Safety is proactive** – Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- **Redundancy is crucial** – Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Policy Review

The policy review involved examining current transportation and land use plans, policies, and standards across all MAPA's member communities. Vulnerable Road User (VRU) Safety Assessments and Strategic Highway Safety Plans from entities such as Nebraska DOT and Iowa DOT were reviewed as part of a separate task. The list below provides a summary of the document types reviewed for this task:

- **Comprehensive Plans** – Identify goals, policies, strategies, and actions in the areas of land use, public facilities and utilities, transportation, housing, as well as recommendations for plan implementation and plan maintenance.
- **Long Range Transportation Plans** – Provide an assessment of the region's transportation system and its future needs, including a list of regionally significant transportation projects based on reasonably anticipated local, state, and federal revenues.
- **Land Development/ Zoning Codes** – Contain all rules and regulations involved in the policies of developing land to establish standards, procedures, and requirements to regulate and control the development of land.

- **Trails or Parks Master Plans** – Include projects and implementation methods for creating safe, connected, convenient, and welcoming paths, trails, and walkways.
- **Mobility Plans** – Summarize the future transportation improvements and investments for all transportation users, especially pedestrians and bicyclists.
- **Traffic Calming Guidelines** – Provide examples of how engineers can select traffic calming devices and give an explanation of each device along with their advantages and disadvantages.
- **Complete Street Guidelines** – Direct the planning and design of the street network to better accommodate all transportation modes and users with key elements, including street function, land use context, streetscaping, right-of-way (ROW), design parameters, and community goals.
- **Bike/Pedestrian Master Plans** – Establish a series of recommendations for specified corridors that create a system of bikeways and walkways to provide local and regional connectivity and develops a set of efforts focused on putting the plan into action.
- **Transit Plans** – Provide a strategic blueprint for future transit investments and priorities by supporting mobility, accessibility, sustainability, and equity.
- **Master Fee Ordinances** – Establish the permits, fees, and charges to be collected by the jurisdiction for various services.
- **Corridor Plans** – Propose aesthetic and landscape improvements with the goal of providing a design and implementation framework for improving and unifying the image and character of the city's key public streets.
- **ADA Transition Plans** – Determine if facilities in the public ROW meet the intent of the rule of the Americans with Disabilities Act, and if the facilities are not up to date, what is being done to bring these facilities into compliance.

These document types were identified for review due to their impact on the transportation network and the relevancy of their goals and policies to the Vision Zero planning efforts. **Table 1** lists which documents were reviewed for each community.

Table 1: Document Review Summary

Jurisdiction(s)	Comprehensive Plans	Long Range Transportation Plans	Land Development/ Zoning Codes	Trails or Parks Master Plans	Mobility Plans	Traffic Calming Guidelines	Complete Street Guidelines or Design Guides	Bike/Ped Master Plans	Transit Plans	Master Fee Ordinances	Corridor Plans	ADA Transition Plans
Bennington, NE	✓		✓	✓								
Boys Town, NE												
Omaha, NE	✓		✓		✓	✓	✓	✓	✓			
Ralston, NE	✓		✓							✓		
Valley, NE	✓		✓									
Waterloo, NE			✓									
Bellevue, NE	✓		✓			✓	✓		✓	✓		✓
Gretna, NE	✓		✓									
La Vista, NE	✓		✓	✓	✓	✓				✓	✓	✓
Papillion, NE	✓		✓	✓		✓				✓		✓
Springfield, NE	✓		✓									
Crescent, IA & McClelland, IA												
Council Bluffs, IA	✓		✓						✓		✓	
Carter Lake, IA	✓		✓									
Douglas County, NE	✓		✓									
Sarpy County, NE	✓		✓						✓			
MAPA		✓						✓	✓			

Policy Review

A particular focus was placed on safety-related policies, plans, and projects that aligned with the SSA principles and elements. A high-level document review was performed by focusing on keywords such as “traffic safety,” “bike (bicycle) safety,” “pedestrian safety,” “safety priority,” “safe road users,” “safe routes to school,” “speed management,” and “countermeasures.” Some additional notable policies that were reviewed but not identified in the table include:

- The Downtown Council Bluffs Plan
- Council Bluffs First Street Alternatives
- MAPA TIP
- Speed Limit Modification Policy
- Ralston’s Downtown Plan
- La Vista’s Land Use Plan
- Papillion’s One and Six Year Road Plan
- Douglas County’s Highway Improvement Plan
- Sarpy County’s One and Six Year Road Plan

Benchmarks have been developed by FHWA and utilized by the project team to help assess each communities’ existing safety programs and determine how the MPO aligns with the SSA as a region. The benchmarks were grouped by the Safe System Principles and the MPO was assessed based on how current work related to the benchmarks. **Table 2** outlines the criteria used.

Table 2: Benchmark Assessment Criteria

Score	Description
Not a Current Practice	Benchmark is not being addressed
Initiated Practice	Benchmark is starting to be addressed/discussed
Implemented Practice	Benchmark has been executed
Institutional Practice	Benchmark is integrated in everyday practices and processes, and regularly evaluated and updated

All of the benchmarks that were used to assess how practices throughout the MPO align with the SSA under one of the SSA’s six principles.

Document Review

All of the relevant documents were reviewed, and their information was compared to the SSA benchmarks using the scoring criteria previously noted. One purpose of this memo is to provide an overview of documented alignment to practices within the MPO region. Gaps may exist in the documents available for review, and the MAPA Transportation Technical Advisory Committee and Transportation Safety Committee members will be offered the opportunity to review and propose edits to this draft benchmark assessment. See **Table 3** for assessed levels of implementation by practice. Further input on key practices by member communities are provided as **Appendix A**.

Table 3: MPO Safe System Approach Benchmarks

Safe System Principle	MPO Practices to Achieve SS Alignment	Not a Current Practice	Initiated Practice	Implemented Practice	Institutional Practice	Notes
Death and Serious Injuries are Unacceptable	The MPO has committed to Vision Zero and explicitly states a goal of zero fatal and serious injury crashes in their mission and vision through the plan, policies, and/or resolution.			✓		MPO confirmed during CSAP Project Omaha Vision Zero implemented on 11/4/23
	Evaluate and share fatal and serious injury crash data annually.			✓		NDOT publishes Nebraska Traffic Crash Facts Annual Report; Omaha maintains the Omaha Fatal Crash Dashboard.
	Hot spot and/or high injury network analysis are updated at a minimum of every three years to retain a focus on locations with fatalities and serious injuries.		✓			MAPA CSAP will generate a regional High Priority Network, Omaha Vision Zero Action Plan contains high injury network maps
	Crash data and hospital data are linked to determine the number of fatal and serious injuries more accurately.	✓				
	Engage with hospitals and/or emergency responders to determine a pathway to link crash and hospital data.		✓			Metro TIM Group
	Crash data are shared/communicated with partners, so everyone has a clear understanding of why and where fatalities and serious injuries are occurring.	✓				
	Crash investigation outcomes for fatalities and serious injuries are completed and shared with transportation practitioners and other relevant partners.		✓			Omaha is in the process of convening a fatal crash review.
	Project identification and prioritization processes in the MTP focus on eliminating fatalities and serious injuries.		✓			MAPA LRTP 2050, Chapter 6 Safety Projects
	Project identification and prioritization processes in the TIP focus on eliminating fatalities and serious injuries.		✓			MAPA FY2025 TIP, Safety Performance Measures
Humans Make Mistakes	The public are made aware of and engaged in safety discussions to improve the traffic safety culture and support eliminating fatalities and serious injuries.			✓		MAPA LRTP 2050, Public outreach in Appendix D; Connect Omaha, Key project inputs
	Crash data trends for fatal and serious injury crash types (i.e. angle) and contributing factors (i.e. distraction) are reviewed a minimum of every three years to determine safety priority areas related to safe roads and safe road users.		✓			Reviews occur for major studies - not as a recurrent activity MAPAS MTIS Phase 1 Final Report, Chapter 9 Safety Omaha Vision Zero Action Plan has identified focus areas for safe roads and users. NDOT and IDOT SHSPs identify critical emphasis areas based on crash trends for fatal and serious injury crashes.
	Available system level data, such as demographics, existing and future land uses, priority modal corridors, adjudication data, are used to understand other determinants for human behavior and roadway risks.		✓			Omaha Vision Zero Action Plan, includes a systemic assessment that reviews system-level data.

Safe System Principle	MPO Practices to Achieve SS Alignment	Not a Current Practice	Initiated Practice	Implemented Practice	Institutional Practice	Notes
	Effective strategies (policies, programs, and projects) are prioritized to address the human elements contributing to top crash types and contributing factors. Resources, such as NHTSA Countermeasures That Work, or other recognized resources inform strategy development.		✓			Omaha Vision Zero Action Plan includes strategies from NHTSA Countermeasures That Work and other sources.
	Effective strategies (policies, programs, and projects) are prioritized to address the roadway elements contributing to top crash types and contributing factors. Resources such as FHWA Proven Countermeasures, the FHWA Safe System Approach Roadway Design Hierarchy, or other recognized resources inform strategy development.		✓			Omaha Vision Zero Action Plan includes strategies from FHWA Proven Safety Countermeasures and other sources.
	Key performance indicators are in place to capture information and evaluate progress on safety priority areas related to safe roads and safe road users.			✓		Federal Safety Performance Measures
	Project identification and prioritization processes in the MTP focus on safety priority areas related to safe roads and safe road users.		✓			MAPA LRTP 2050, Revenue Projections
	Project identification and prioritization processes in the TIP focus on safety priority areas related to safe roads and safe road users.		✓			MAPA FY2025 TIP, Safety Performance
	Partner agencies, elected officials, and the public are educated on priority roadway and human safety challenges and solutions to address those.		✓			Connect Omaha Active Mobility Plan, Recommendations
Humans are Vulnerable	Crash data trends relevant to speed management are reviewed at minimum of every three years to determine safety priority areas and concerns.		✓			MAPA MTIS Phase 1 Report, Chapter 9 Safety. Omaha Vision Zero Action Plan has identified focus areas related to speed.
	Crash data trends for vulnerable users of the transportation system *[1] are conducted and reviewed at a minimum of every three years.		✓			MAPA MTIS Phase 1 Report, Chapter 9 Safety. NDOT and IDOT completed Vulnerable Road User Safety Assessments in 2023. Omaha Vision Zero Action Plan reviewed crash data trends for vulnerable road users.
	Data, such as hard braking, and/or others are reviewed to better understand speed management issues and locations.	✓				
	Data, such as crowdsourcing, bicycle and pedestrian counts, turning movement counts, video detection data, and/or others are used to better capture safety risks for other road users classified as vulnerable.		✓			2022 City of Omaha Automated Pedestrian and Bicycle Counter Program Report, Program Objectives.
	Effective strategies (policies, programs, and projects (engineering and non-engineering)) are prioritized to address speed management.		✓			MAPA FY2025 TIP; Papillion Speed Limit Policy
	Effective strategies (policies, programs, and projects (engineering and non-engineering)) are prioritized to address vulnerable users of the transportation system.			✓		MAPA FY2025 TIP; Omaha Vision Zero Action Plan; Bellevue Traffic Calming Procedures; Council Bluffs First Avenue Transit Alternatives, Priority Walking and Biking Investments

Safe System Principle	MPO Practices to Achieve SS Alignment	Not a Current Practice	Initiated Practice	Implemented Practice	Institutional Practice	Notes
	Key performance indicators are in place to capture information and evaluate progress on safety priority areas related to speed management, and vulnerable users of the transportation system.		✓			MAPA FY20225 TIP, Safety Performance Measures
	Speed management and safe roadway design are reflected in regional*[2] manuals, practices, funding, and policies.		✓			Omaha Master Plan; Bellevue Traffic Calming Measures
	Local agencies and other partners are aware of and educated on speed management and safe road design manuals, practices, funding, and policies.		✓			MAPA LRTP 2050, Chapter 3
	Project identification and prioritization processes in the MTP focus on safety priority areas related to speed management.		✓			MAPA LRTP 2050, Revenue Projections
	Project identification and prioritization processes in the TIP focus on safety priority areas related to speed management.		✓			MAPA FY2050 TIP
	Speed management is institutionalized in all project types to systematically fund these types of projects through operations and maintenance efforts (such as repaving projects).		✓			Papillion Six Year Road Plan, 2022; MAPA FY2025 TIP
Responsibility is Shared	All MPO staff prioritize safety in their job responsibilities by considering it in their work plans, coordinating with safety partners, communications, and as discussion topics at meetings.	✓				Training for transportation staff, 530 Form reviews, Review of document templates.
	MPO has a dedicated safety champion to oversee planning and implementation efforts.		✓			MAPA involvement with Omaha TZ and TIM
	An MPO committee or forum is in place to promote a culture of safety, coordinate and communicate on safety, share best practices, identify countermeasures, and move implementation and evaluation efforts forward.			✓		Omaha Vision Zero Technical Advisory Committee (TAC); Bellevue Complete Streets Annual Report, citizens street advisory panel; MAPA Regional Safety Committee
	Committee members are representative of local agencies and different elements of the transportation system and cooperate to identify countermeasures and evaluate them across the safety priority areas.			✓		Omaha Vision Zero, TAC
	Committee members are representative of traditionally underserved populations.		✓			MAPA Safety Committee and Partnership with CBOs
	Committee members have clear institutionalized and aligned roles and responsibilities related to safety implementation and integration.		✓			MAPA Safety Committee
	Committee members share relevant system data to make informed safety decisions.	✓				
	Committee members leverage their funds to increase investments in safety.	✓				

Safe System Principle	MPO Practices to Achieve SS Alignment	Not a Current Practice	Initiated Practice	Implemented Practice	Institutional Practice	Notes
Safety is Proactive	Resources or tools (i.e. checklists, standard operation procedures) are in place to facilitate safety integration into all MPO (and partner agency) functions and responsibilities.	✓				
	Local agencies and other committee members are implementing safety improvements that contribute to the shared regional vision, goals, and objectives.		✓			Omaha Vision Zero Action Plan Identifies recent success in Omaha for safety improvements.
	Systemic analyses and/or network screenings are updated at a minimum of every three years to retain a focus on locations with the potential for fatalities and serious injuries.		✓			Omaha Vision Zero Action Plan includes systemic assessment that reviews system level data.
	Data is used to understand emerging safety trends (i.e., future land use, bike/ped counts, roadway data, volumes, development, etc.).		✓			MAPA LRTP 2050, Appendix C Travel Demand Modeling, Transportation and Land Use; 2022 Omaha Automated Pedestrian and Bicycle Counter Program Report
	Other data-driven safety analysis methods (i.e. backcasting, safety performance functions, modeling, risk-based approaches, Road Safety Audits (RSAs), Safe System based tools) are being considered to identify locations for safety improvements.		✓			Block Talks (like RSAs); Iowa DOT Probability of Crash Reduction (PCR); Iowa DOT Pedestrian and Bicycle Systemic Safety Analysis; Nebraska DOT SPFs coming soon.
	Strategies (policies, programs, and projects) that address emerging trends in fatal and serious injury crash types and behaviors are prioritized.		✓			Omaha Vision Zero, Prioritized Projects
	Project identification and prioritization processes in the MTP prioritize systemic solutions and emerging trends.		✓			MAPA FY2025 TIP
	Project identification and prioritization processes in the TIP prioritize systemic solutions and emerging trends.	✓				
Redundancy is Crucial	Regional safety efforts/plan are organized around the Safe System Approach and multidisciplinary strategies have been developed to leverage principles and address each element are in place to create redundancy.		✓			Omaha Vision Zero Action Plan is organized around the Safe System Approach
	All transportation plans in the region are aligned and include consistent safety goals, objectives, and performance indicators.	✓				Comprehensive Plans reflect to "Heartland 2050"
	Non-transportation strategic plans (e.g., police department, school districts, land use, parks and recreation, etc.) are coordinated with and include the safety goals, objectives, and performance indicators from transportation plans.		✓			MAPA LRTP 2050, Chapter 4; Park Master Plans; Council Bluffs First Ave Transit Alternatives
	A clear action plan identifies partner roles, responsibilities, timelines, and costs associated with implementing strategies.		✓			Omaha Vision Zero Action Plan
[1] "All users of the transportation system" listed throughout the document are defined as pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, and freight users (BIL, Section 11206).						
[2] "Region" or "Regional" refers to the area served by your MPO.						

Conclusion and Next Steps

The project team has inventoried existing plans and policies across the MAPA member communities. The existing plans and policies were then synthesized by their level of implementation in the MAPA region. In most cases, the implementation matrix reflects progress, even if that progress is specific to just one or a few member communities and not all MAPA member communities. In cases where the benchmarking prompt was specific to just the MPO and its staff – the benchmark assessment was made only according to MAPA publications. There were 50 practices noted in the matrix, and 8 of those practices were marked as “Not a Current Practice.” The remaining 42 practices were marked as either an “Initiated Practice” or “Implemented Practice.” No practices were marked as an “Institutional Practice.” **Figure 2** summarizes the total number and percentage of practices that are being addressed by the MPO in some capacity.

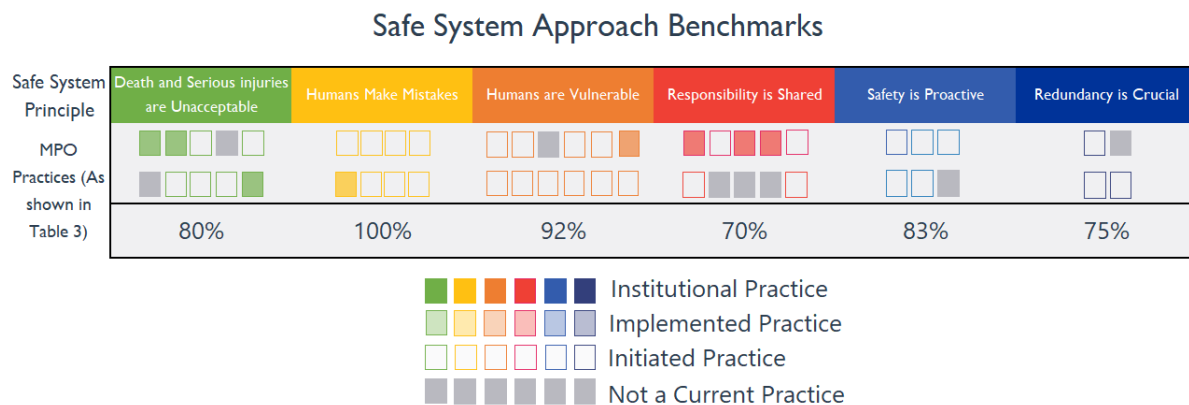


Figure 2: Safe System Approach Benchmarks

In general, MAPA and member communities were reported with many practices and policies in the “Initiated Practice” level of implementation. There were also eight practices in the “Not a Current Practice” category, which suggests potential opportunities exist to initiate such practices. The MAPA CSAP project will expressly consider opportunities where there may be high benefit and limited resource cost to move a practice from the “Not a Current Practice” level to an “Initiated Practice” to support fatality and serious injury reductions.

Following the completion of this existing practices and policy review, the MAPA CSAP project team will develop a primer for potential policy and process changes with proven effectiveness that is aligned with MAPA’s safety vision. The MAPA CSAP project team will further develop MAPA-approved policy and process change recommendations to support the CSAP plan

Policy Review

document, an SSA model ordinance for member community use, and an SSA guide for member community agency staff to use in transportation decision making and project development.

Appendix A: Community Info Sheets

Omaha, NE

Speed Management

- **Omaha's Vision Zero Action Plan** discussed creating a speed management plan aimed at reducing speeding and eliminating KSI crashes.
 - o The City will continue deploying speed feedback signs.
 - o Omaha Police Department will expand speed enforcement by incorporating a Traffic Unit dedicated to traffic safety.



Figure 3: News Clip About Speed Signs

Walking and Biking

- **Omaha's Complete Street Design Guide** published in 2019, emphasized that all street types should be designed with sidewalks on both sides. Pedestrian and bicyclist safety is prioritized by providing appropriate sidewalks and on-street bike lanes, high visibility crosswalks, or crosswalks with street separation.
- **Connect Omaha** set high objectives for providing pedestrian and bicycle facilities:
 - o Installation of at least 100 centerline miles of new facilities;
 - o Reduce the per capita rate of pedestrian and bicyclist-involved crashes resulting in serious injuries or fatalities by 50%;
 - o Require all new development and redevelopment projects to provide accommodations for pedestrian and bicycling facilities.

Roadway Design / Complete Streets

- The **Complete Streets Design Guide, 2019** provides roadway design parameters for all street types and is used by city staff and consultants on roadway design. For example, an urban collector has lane widths of 11-12 ft, 35-45 mph speed limits, and a protected or buffered bike lane with a minimum width of 4 ft and a desirable width of 6 ft.
- The **Omaha Master Plan** aims to create a well-defined Complete Street policy through appropriate policies and code provisions.

Policy Review

- Roadway design will shift from a “sparse hierarchy” to a more balanced, “dense network” street system.
- The City will realign or construct new streets in areas where current segments are poorly planned.
- **Omaha Complete Streets** noted that the City’s application of complete streets will include an innovative and flexible approach to the national's best design guidelines.

Traffic Calming



Figure 4: Two-Way Cycle Track on Harney Street

- **Connect Omaha** aims to update the Traffic Calming Program Guidelines by incorporating active mobility when evaluating the types and locations of traffic calming measures such as road diets, signal changes, curb extensions, or refuge islands, in road improvements.
- The **Omaha Master Plan** will implement traffic calming techniques on new and existing streets.
- **Vision Zero Action Plan** recommends using crash and speed data analysis when establishing traffic calming prioritization.

Connectivity/Access Management

- **Connect Omaha** recommends evaluating the City’s subdivision code to promote more connections to surrounding developments by streets and trails.
- **Omaha Master Plan** notes that all new residential development should provide short, direct, public right-of-way routes to connect residential uses to other surrounding land uses.
- The **Omaha Complete Streets** document advocates for streets that offer connected, complete, and diverse route options.

Policy Review

Safety Projects

- The **Omaha Master Plan** included numerous safety-related projects
- The **2022 City of Omaha Automated Pedestrian and Bicycle Counter Program Report** reported that Omaha's first protected bikeway was built along Harney Street from the Old Market to Midtown



Figure 5: Protected Crossing with Pedestrian Refuge on South 67th Street

Policy Review

Bellevue

Complete Streets

- In 2011, Bellevue adopted a **Complete Streets Policy** committed to planning, designing, and constructing all new streets to ensure safe and accessible accommodations for all bicyclists, pedestrians, and people with mobility impairments.
- The **Complete Streets Annual Report 2014** established a citizen's complete street advisory panel to implement complete street projects wherever feasible.

Roadway Design / Access Management

- The latest update to **the Bellevue City Code** details the design standards for future roadways:
 - o Sidewalks along streets must be provided in areas of pedestrian traffic, with a minimum width of four feet
 - o Streets must be at least 24 feet wide (excluding curbs), with additional width required if street parking is included.
- **Bellevue Comprehensive Plan 2021 Update** outlines design standards for access management, where future street spacing should be planned at no less than 1-mile intervals for major arterials and 0.5 miles for collectors.

Bicycle and Pedestrians

- **Bellevue Comprehensive Plan 2021 Update** set forth many goals and policies aimed at increasing bicycle and pedestrian safety and connectivity
 - o Widening sidewalks in high pedestrian traffic to 6-8 feet, where bike lanes or trails are not feasible; and
 - o Extending the trail network to active and scenic areas.
- The **Complete Street Annual Report** stated that eight “share the road” corridors were added in 2014, designating specific bike routes.
- **Bellevue City Code** mandates that all crosswalks that intersect vehicular pathways be clearly distinguishable from driving surfaces through painted concrete, colored concrete, or brick pavers.



Figure 6: Curb Bump-outs on Franklin Street



Figure 7: News Clip About Neighborhood Speeding Concern

Traffic Calming / Speed Management

- Published in 2009, **Bellevue's Traffic Calming Procedures** aim to enhance neighborhood livability by reducing vehicular speeds through collaborative efforts between citizens and the engineering department.
- **Bellevue Comprehensive Plan 2021 Update** advocates for the introduction of traffic calming measures on major streets, including diagonal parking, wide sidewalks, narrow roadways, roundabouts, and speed humps.

Policy Review

La Vista

Park Accessibility

- The La Vista **Park Plan** is centered on providing equal park accessibility throughout the town and connecting parks by the use of trails and greenways.
 - o Where trails are not feasible, the plan emphasizes the need for sidewalks with adequate widths to support pedestrian traffic.
 - o The plan aims to establish a ¼-mile service radius for mini-parks and a ½-mile radius for neighborhood and school parks, ensuring safe and convenient access to all parks.

Bike and Pedestrian

- Currently, the city of La Vista is developing an **Active Mobility Plan** to identify opportunities for sidewalk and trail connections and help to break down barriers to utilizing active modes of transportation.
- **Look Out La Vista, 2019** seeks to enhance connectivity between neighborhoods, parks, commercial centers, and community services through comprehensive street improvements, underpasses, trail links, pedestrian crossings, and upgraded intersections.
- The **Master Park Plan** encourages increasing safety on multi-use trails through signage, education/safety programs, and wide trail widths with appropriate site distances.

Safety Related Projects

- **Look Out La Vista, 2019** sets the goal to provide pedestrian and bicycle tunnels or bridges to help cross major roadways.



Figure 8: Vision 84 Plan Rendering of 84th Street

- o The plan also calls for the installation of pedestrian and bicycle priority signals in high-traffic areas and locations with significant demand for signaling infrastructure.
- The **Vision 84 Plan** includes the concept of a pedestrian underpass under 84th Street to connect the East and West sides of 84th Street.

Council Bluffs

Complete Streets

- **Bluffs Tomorrow 2030 Transportation Plan** recommends adopting and implementing a Complete Streets policy to guide the planning, design, and construction of streets that accommodate all users.

Access Management

- **Bluffs Tomorrow 2030 Transportation Plan** supports effective access management policies on key corridors through the following techniques:
 - o The consolidation of redundant curb cuts, especially along primary streets,
 - o Emphasizing the use of side streets and alleys as main access routes to sites,
 - o Establishing cross-access easements between adjacent properties to improve on-site circulation and minimize the need to enter public streets for nearby trips.

Bike and Pedestrian

- The **First Avenue Transit Alternatives** prioritizes infrastructure projects that enhance safety and accessibility for pedestrians and bicyclists within and around the corridor, including improved bike lanes, sidewalks, and signalization near future stations.
- The **Bluffs Tomorrow 2030 Transportation Plan** outlines a robust framework for enhancing bicycle infrastructure and pedestrian access, featuring:
 - o Integration of bicycle lanes with standardized design specifications.
 - o Implementation of bicycle pre-emption features in traffic signal designs.
 - o Subdivision regulations that define the placement and design of bicycle paths.
 - o Zoning regulations mandating bicycle parking facilities
 - o On-site improvements for pedestrian access.
 - o Innovative intersection design and signalization strategies.

Safety Related Projects

- The **Downtown Council Bluffs Plan** includes many streetscape improvements to create an accommodating environment for pedestrians.
 - o The traffic calming strategies of additional pedestrian crossings, reducing traffic lanes from four to three, and “neck-down” of the street at several intersections.
 - o A pedestrian bridge to cross the channel



Figure 9: News Clip About Omaha and Council Bluffs Streetcar

- **First Avenue Transit Alternatives** presented three different options for providing safe and reliable transportation options for all users along this corridor.
- The transit alternatives included connecting the Omaha Streetcar across the river to Council Bluffs or the addition of a BRT (Bus Rapid Transit) along the corridor.

Policy Review

WE-STEP (Gretna, Papillion, Springfield, Sarpy County)

Access Management

- **The Western Sarpy Transportation Enhancement Plan (WE-STEP) outlines access control guidelines for high mobility corridors which is supported by Gretna's Comprehensive Plan.**
 - o **Full access provided at a recommended minimum spacing of 1/4 mile.**
 - o **Partial access provided at a recommended minimum spacing of 1/8 mile (excludes highest mobility corridors with 150-ft of ROW and a maximum of 6 lanes).**
- **WE-STEP developed a collector and through route policy** which states that every section of the network in a 1-mile grid, considering no human or development barriers exist, should include three continuous local streets approximately every 1/4 mile.

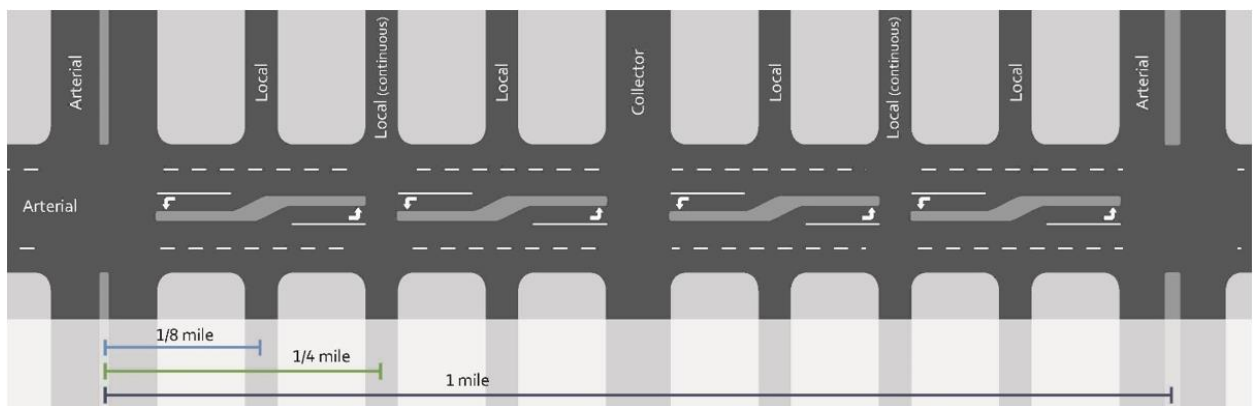


Figure 10: Recommended Arterial Access Management Policy from WE-STEP

Roadway Design

- **WE-STEP identified several design guidelines for arterials from posted speed to lane width to inclusion of a shared-use path.**

Speed Limit

- Papillion's **Speed Limit Modification Policy** identifies maximum speed limits
- **WE-STEP** lists speed control strategies including: roundabouts, bulb-outs, median island, and speed hump.

Bicycle and Pedestrian Infrastructure

- **WE-STEP** notes all high mobility corridors will have an adjacent shared-use path with a recommended width of 12 feet.

Policy Review

- The goal of Papillion's **ADA Transition Plan** is to ensure that the City creates accessible paths in the public right-of-way for people with disabilities.
- The **2011 Parks Plan** strives to create a linked park network that connects open spaces, neighborhoods, and activity centers, and provides convenient access to the city's park and recreational activities.

Roundabouts

- Roundabouts are recommended as a safe and efficient option for intersection design in **WE-STEP**. It is suggested that a roundabout's LOS should be calculated to determine if a roundabout is recommended.
- Roundabout design should follow guidelines from the National Cooperative Highway Research Program (NCHRP) 1043 (updated version of NCHRP 672).

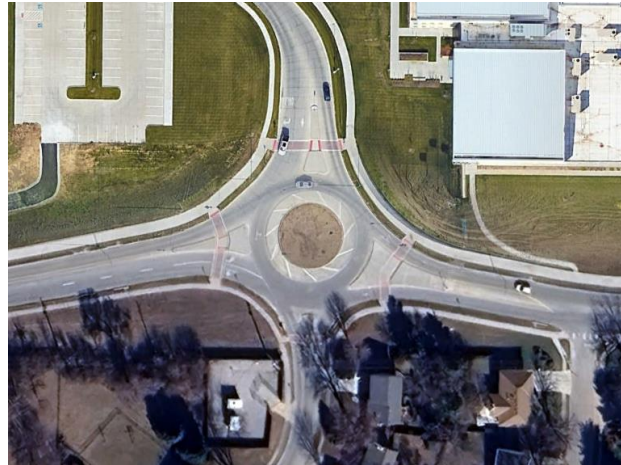


Figure 11: Roundabout at Lincoln Street and Cheyenne Drive in Papillion

Western Douglas County Collaborative (Bennington, Valley, Waterloo, Douglas County)

Connectivity and Access Management

- **Bennington's Compressive Plan (2018)** emphasized having more pedestrian connectivity by increasing public sidewalks and a trail system to connect the community's parks, and amenities.
- According to the **Bennington City Code**, all sidewalks must be constructed along both public and private streets. If sidewalks are not feasible, alternative pedestrian accommodations must be provided.
- **Valley Comprehensive Plan 2018** has three policies for increasing access management: requiring three routes per future subdivision section, having three full access points per $\frac{1}{4}$ of a mile, and intersections occurring directly at access points.
- **Douglas County Comprehensive Plan 2018** recommends the addition of more collectors to the street network to increase local access and foster a more connected community.

Complete Streets



Figure 12: Access Management Diagram

- **Valley's Comprehensive Plan 2018** included the goal of developing a complete street policy to implement complete streets throughout the community.
- **Douglas County** recommended in its **Comprehensive Plan (2018)** adopting a Complete Streets policy to support comprehensive street design and functionality.

Policy Review

Bike and Pedestrian

- **Bennington's Parks and Rec Master Plan 2008** set the standard that all planned and proposed multi-purpose trails to be constructed with the width of 8-10 feet.
- **Valley's Comprehensive Plan 2018** had the goal of undertaking the planning and design of a city-wide trail system.
- **Douglas County's Comprehensive Plan** aimed to incorporate non-motorized transportation into the current network by expanding the regional trail system outside of Omaha and Papillion Creek.

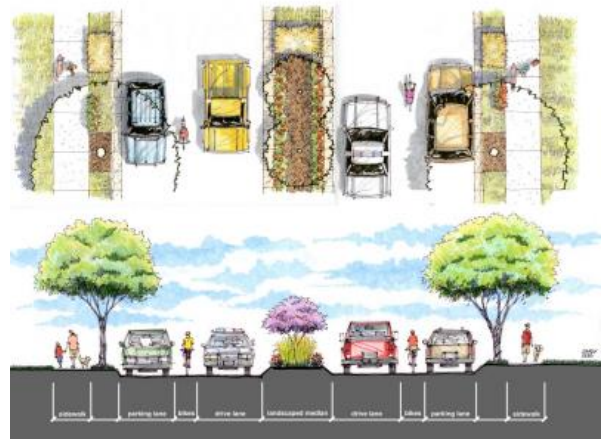


Figure 13: Complete Street Concept

Iowa Municipalities (Carter Lake, Crescent, McClelland)

*Crescent, IA, and McClelland, IA did not have safety-related published documents to review.

Sidewalk and Trail Development

- The **Carter Lake Comprehensive Plan (2013)** has the goal to correct sidewalk deficiencies in areas of high pedestrian traffic.
 - o Implement a program to add a continuous sidewalk on at least one side of every street.
 - o All sidewalks will be constructed to meet all requirements of the Americans with Disabilities Act
- The Comprehensive Plan also included documentation on trail development connecting the Lakeshore Promenade to many parks and schools.



Figure 14: Trail Located Along Abbott

Access Management

- **Carter Lake Comprehensive Plan** guarantees that the transportation system provides access to all the city's features and attractions:
 - o This can be achieved by providing alternate routes; or
 - o Providing adequate local service roads to elevate traffic on higher classified roads.

Speed

- **Carter Lake Code of Ordinances (2013)** has a chapter on Speed Regulations, implementing speed limits for roads and special speed zones.
 - o The chapter set maximum speeds on local roads in the community.
 - o Special speed zones require speeds of 15 mph on any residential or school district street.