

Appendix D: Public Involvement

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Overview

MAPA's [Public Participation Plan](#) (PPP)¹ establishes the policies and standards that guide outreach and engagement for MAPA's committees and projects. The plan ensures that the public, stakeholders, and state and federal partners are meaningfully included in MAPA's planning process by;

- Ensuring early and continuous public notification about regional planning
- Providing meaningful information concerning regional planning
- Obtaining participation and input to inform regional planning efforts

¹ <https://mapacog.org/projects/public-participation-plan/>



- Committing to listen to those affected to learn how MAPA can help
- Including robust representation from all communities.

Public participation is a core commitment of MAPA's work.

The 2050 MTP was highly influenced not only by outreach conducted for the MTP itself, but also through the findings of several key planning efforts conducted throughout the region over the last 5 years. In this appendix you will find a brief description of these planning efforts, accompanied by engagement metrics, and key takeaways that influenced MTP development. A brief overview can be found summarized in table 1 below.

Numerous engagement tools were used throughout the regional planning efforts included. Outlined below are several primary modes of engagement;

- Surveys
- Pop ups
- Public Meetings
- Stakeholder Groups
- Websites and social media

With the COVID-19 pandemic, the importance of both in person and virtual outreach methods were brought to the forefront of planning and engagement. As such, most plans included both in-person, and virtual opportunities for engagement.



Table 1: Summary of outreach tools, events, and estimated total participants for key planning efforts undertaken throughout the region between 2021 and 2025. Total event count is derived from all in-person activities.

Planning Effort	Outreach Tools	Events	Participants
MTP Outreach (Conducted 2024)*	Pop up booths, survey, public meeting, website	4	340
Regional Comprehensive Safety Action Plan*	Pop up booths, survey, community presentations, focus group meetings, one on one meetings, public open houses, social media, website, safety advisory committee meetings	51	2,470
Connect Omaha: Active Mobility Master Plan**	Survey, pop up booths, public open houses, stakeholder groups	10	840
City of Omaha Vision Zero Plan	Pop up booths, website, open house, stakeholder workshops	13	670
City of La Vista Active Mobility Plan**	Pop up booths, survey, stakeholder workshops	3	200
MetroNEXT	Public meetings, survey, website, social media, stakeholder meetings	18	1,500
Highway 75 Corridor & Freight Study**	Public meetings, stakeholder groups, social media, website	2	160
Southside Terrace-Indian Hill Multimodal Study**	Small group interviews, technical interviews, open house	5	80
Western Sarpy Transportation Enhancement Plan**	Online public meeting, small group stakeholder meetings	20	960
Sarpy County I-80 Planning and Environmental Linkages (PEL) Study**	Technical advisory group, community advisory group, resource agency coordination, virtual public meetings	20	2,000
ConnectGo Getting to Work Surveys*	Surveys	23	6,100
Omaha Climate Action and Resilience Plan	Surveys, pop-up events, community meetings, stakeholder focus groups, planning team meetings	29	4,500
Thriving Communities	Survey, visioning workshops	2	140
Neighborhood Expanded Access to Trails (NEAT)**	Steering committee, stakeholder meetings, field tours	6	30
Council Bluffs First Avenue Transit Alternatives Analysis**	Advisory committee	6	20
Forever North Housing and Multimodal Transportation Study**	Focus groups, community groups, stakeholder advisory committee, mailers, social and traditional media, open office hours, place assessments, bike tours, block party, community design workshop, door to door canvassing, online surveys	13	3,960
TOTALS		206	23,970



MTP Outreach

Background

Outreach directly related to the MTP consisted primarily of a public survey, and several popup events throughout the region. The goal of this outreach was to inform the public of MAPA, the MTP, and regional transportation efforts. MAPA staff also solicited feedback to determine current travel modes and how they may differ from preferred travel modes, and collected information on the influence of the COVID-19 pandemic on commutes.

In addition to pop-up events and the survey, and per the requirements outlined in [MAPA's Public Participation Plan](#)², a 25 day public comment period was opened by MAPA's board of directors on August 28, 2025. Public notice was distributed to local newspapers. A draft of the MTP was made available online and comments were solicited through the MAPA website and social media platforms. Email notification of the public comment period was sent to identified outreach contacts including federal and state partners. A printed copy of the draft document was made available at the MAPA office for public review.

A summary of MTP specific outreach efforts and findings are outlined below.

Summary of Outreach

Pop Up Events

MAPA attended three total events throughout the Region in 2024. At each event, MAPA provided information about the agency and our long range plan, and requested participation in the public survey (survey and findings are outlined below). MAPA also facilitated a "dot exercise" that asked participants how they currently travel throughout the region for various activities, and how they would prefer to travel in the future.

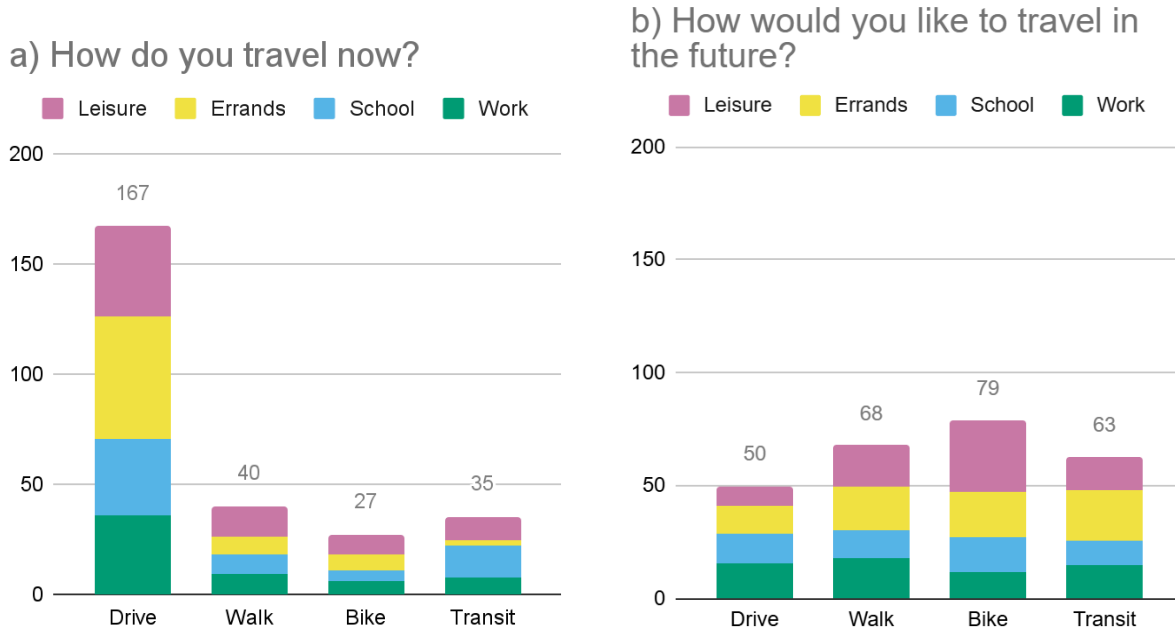


² https://mapacog.org/wp-content/uploads/2023/08/PPP_2024_FINAL_2023.08.23.pdf



The dot exercise showed that the public currently use driving as their main form of transportation, but would prefer to have options between driving, walking, biking, and public transit (figure 1).

Figure 1: Dot counts by modes of transportation for various activities when asked a) how you travel now, and b) how you would like to travel in the future. (n=529)



Survey

MAPA distributed a survey in the Summer of 2024 to collect information from the public on;

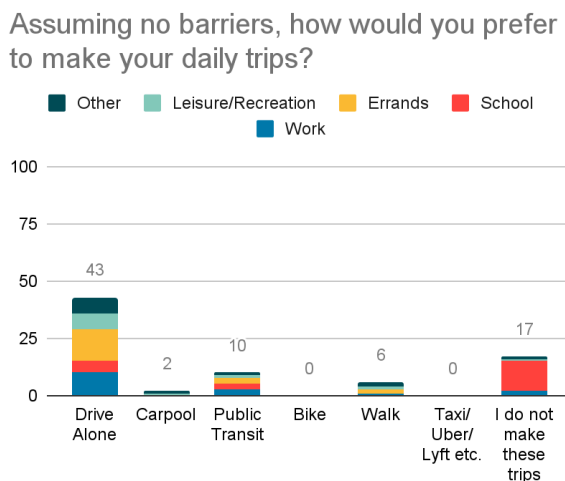
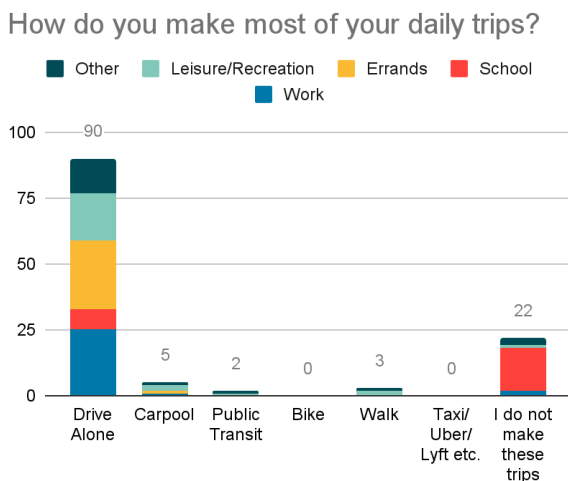
- Current modes of travel
- Preferred modes of travel assuming no barriers
- Level of convenience for various travel modes
- Level of comfort for various travel modes
- Influence of the COVID-19 pandemic on remote work and commuting.

The survey was developed in both English and Spanish, and released both in digital (via the mapa website) and paper format (at tabled pop up events) in April 2024. The survey was closed in August of that same year and received a total of 30 responses. Not all participants responded to all questions. A full copy of the paper survey is available at the end of this appendix. Key results are summarized below.

Most survey participants currently navigate their daily trips by driving alone. However, many would prefer to use other modes of transportation, including public transit and walking, assuming there were no barriers (see Figure 2 below).

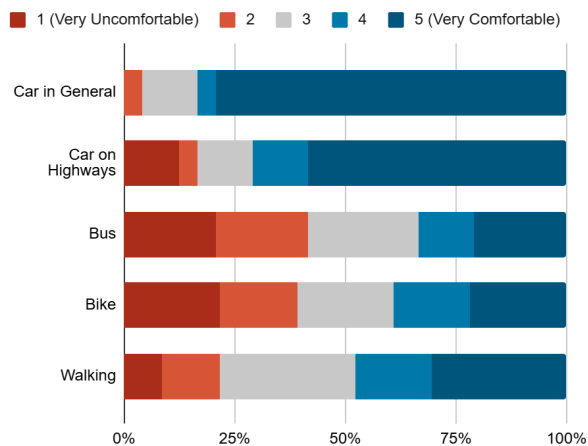
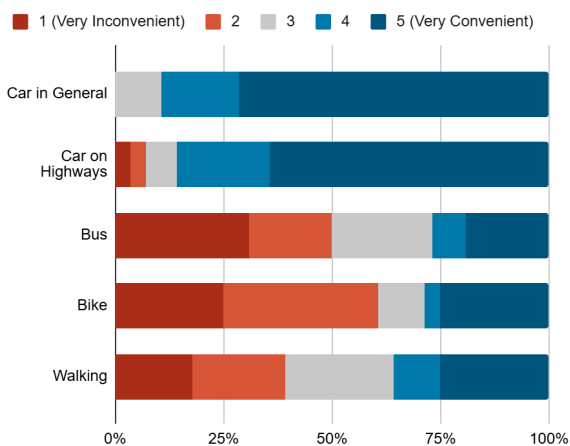


Figure 2: Summary of survey responses regarding questions on daily trips and daily trip preferences (n=30).



When asked about how convenient and comfortable participants found various modes of transportation, most found cars in general to be convenient to very convenient, but found driving on the highway to be slightly more inconvenient and uncomfortable. Other modes were seen as more inconvenient and uncomfortable (see figure 3 below).

Figure 3: Summary of survey responses when asked about convenience and comfort for various modes of transportation (n=30).



It is clear that in order to encourage participants to choose alternative modes of transportation, these must be made more convenient, and more comfortable.

Survey results showed a trend towards remote work after the COVID-19 pandemic. Only half of respondents still work the same job they had prior to the pandemic (51%), and while 90% of respondents did not work from home before the pandemic, 62% work from home now.



Respondents who work from home work an average of five (5) days per week, three (3) of which are from home. Of respondents that do not currently work from home, 56% said they would prefer to work from home if they had the choice. The main reasons for not currently working from home are presented in table 2 below.

Table 2: Summary of survey responses regarding remote work barriers (n=18).

If you would like to work from home, but currently do not, what barriers are keeping you from working from home?	
My type of work cannot be done remotely (for example, warehouse, manufacturing, retail, construction, site visits, security reasons, etc.)	7
My employer does not allow work from home	3
My home is not equipped to allow me to work from home effectively (technology, space, etc.)	2
Other	0
I do not want to work from home	6

Open House and Public Comment

The MAPA board of directors opened a public comment period from August 28, 2025 through September 24, 2025. This comment period was announced through the [MAPA website](#) (as shown below)³, press releases to local newspapers and television stations, and through [MAPA social media](#) (figure 4). Stories were run on [6 News WOWT \(Sept 18, 2025\)](#)⁴, the [Daily Nonpareil \(Aug 31, 2025\)](#)⁵, and in the Midlands Business Journal ([Sept 12, 2025](#))⁶. Formal public notice was published in the Daily Nonpareil (affidavit of publication can be found below). An in-person public meeting was held on September 18, 2025.

No comments were received at the public meeting. Seven comments were received from the public during the public comment period from August 28 through September 24, 2025. The comments, along with MAPA's responses (if requested), are included in table 3.

³ <https://mapacog.org/calendar/news/2050-metropolitan-transportation-plan-public-comment-period/>

⁴ <https://www.wowt.com/video/2025/09/19/mapa-focusing-road-safety/>

⁵ https://nonpareilonline.com/news/local/government-politics/article_dc1d3097-a0f2-4caa-ae00-1f6115c32157.html

⁶ https://www.mbj.com/latest_news/top-things-to-know-september-12-2025/article_7483155f-fd9a-4466-92cd-661d1923b2ba.html



Figure 4: MAPA facebook post on the Draft 2050 MTP.





DATE

August 28, 2025

NEWS CATEGORY

General, News Category 1

2050 METROPOLITAN TRANSPORTATION PLAN PUBLIC COMMENT PERIOD

[HOME](#) > [CALENDAR](#) > [NEWS](#) > 2050 METROPOLITAN TRANSPORTATION PLAN PUBLIC COMMENT PERIOD



The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) seeks public comments on its Draft 2050 Metropolitan Transportation Plan (MTP). The public comment period runs **Aug. 28, 2025, to Sept. 24, 2025.**

Updated every five years, the Metropolitan Transportation Plan, known previously as the Long Range Transportation Plan, projects the transportation needs for the Omaha-Council Bluffs metro area for the next 25 years.





The 2050 MTP takes a comprehensive approach toward addressing transportation in the Omaha-Council Bluffs metro area and incorporates elements from studies MAPA has completed during the past five to 10 years. The goal of the plan's projections and proposed solutions are to increase the quality of life for area residents.

There will be a **public meeting** for the Draft Metropolitan Transportation Plan from **5-6:30 p.m. Sept. 18, 2025**, at MAPA offices, 2222 Cuming St., Omaha, NE 68102. Guests are encouraged to arrive at any time during the scheduled meeting period.

Access the Draft Metropolitan Transportation Plan at tinyurl.com/Draft2050MTP. Submit written comments by 4:30 p.m. Sept. 24, 2025, through the online form at tinyurl.com/Draft2050MTP or via U.S. Mail: MAPA, 2222 Cuming St., Omaha, NE 68102.

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State of Florida, County of Broward, ss:

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of The Daily Nonpareil, a newspaper printed and published three (3) days a week at Council Bluffs, in said County and State, and that the notice herto attached was published in said newspaper once each day for the period on the dates below listed.

PUBLICATION DATES:
Aug. 30, 2025

NOTICE ID: e2ZGNBR2AA6rwnulmGoU
PUBLISHER ID: COL-9102433
NOTICE NAME: Draft 2050 MTP Public Comment Period

Anjana Bhadoriya

(Signed)



VERIFICATION

State of Florida
County of Broward

Subscribed in my presence and sworn to before me on this: 09/01/2025

S. Smith
Notary Public

PUBLICATION FEE: \$34.66
Notarized remotely online using communication technology via Proof.

Draft 2050 Metropolitan Transportation Plan Public Comment Period

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) seeks public comments on its Draft 2050 Metropolitan Transportation Plan (MTP). The public comment period runs from Aug. 28, 2025, to Sept. 24, 2025.

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The 2050 MTP takes a comprehensive approach toward addressing transportation in the Omaha-Council Bluffs metro area and incorporates elements from studies MAPA has completed during the past five to 10 years. The goal of the plan's projections and proposed solutions is to increase the quality of life for area residents.

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August 30, 2025 COL-9102433



Table 3: Comments received during the public comment period on the draft MTP, along with MAPA staff responses and actions. Comments have been edited for spelling and grammar, and the removal of identifying information.

Comment	MAPA response / action
<p>Chapter 3 mentions Dodge as "a candidate for high-capacity transit investment," and all throughout the document there is talk about the benefits of building a more walkable, transit-friendly city. There's even reference to the ROI study that found every dollar spent on transit returns \$2-\$4.50 in benefits. Despite this, the vast majority of planned investment along Dodge is intended to make the experience for motorists easier rather than investing more in faster, more efficient transit.</p> <p>I realize MAPA doesn't get to play dictator of metro area transportation projects, and sacrificing level of service in favor of transit is all but surely a political non-starter, but I would strongly prefer that more focus be given to giving ORBT better priority along Dodge St., ideally in the form of expanding transit lanes and/or queue jumps. The best way to reduce congest[ion] is to convert motorists into transit riders and take cars off of the road.</p> <p>The planned sidewalk improvements along Dodge listed in Appendix F are very much appreciated, but it's still miserable to walk alongside three and eventually four lanes of loud, speeding traffic in either direction. Walking along Dodge St. in the Dundee area is not for the faint of heart. This [is] bad for people, bad for transit, and bad for the city. It's no coincidence that the most vibrant parts of our city, such as Benson, Dundee (along Underwood), Blackstone, Aksarben, and The Old Market all have narrow, slow, and relatively quiet streets. We already have I-80, I-680, and eventually the South Sarpay Expressway as options for fast highway trips across the Omaha area.</p> <p>I am strongly in favor of the improved bicycle facilities including some dedicated cycle tracks listed in Appendix F. I am also very glad to see the planned ORBT routes on 24th and potentially 72nd are still on the table.</p> <p>Finally, I appreciate all the work you guys at MAPA do. Whether or not I agree with everything, Omaha is a great place to live, and that's in no small part thanks to you guys. Additionally, because I realize a lot of things are out of MAPA's control, if you have any suggested trees for me to bark up on my pro-transit, pro walkability crusade, I'll gladly take those suggestions.</p> <p>Thank You!</p>	<p>Thank you for expressing your interest in improving walking, biking, and public transportation. Many of the plans and studies MAPA has worked on, or been involved with, over the past five years have suggested that designing the region's transportation system to better accommodate these modes would improve the lives of residents mentally, bodily, and economically. Ultimately, the decision to act based on this information is up to elected officials.</p> <p>MAPA will continue to support local jurisdictions as they plan for future transportation investments by helping them access the data, funding, and people they need to make informed decisions. A major effort MAPA is currently involved in is the City of Omaha's comprehensive plan update. If you are looking for a good way to make your feelings on walking, biking, and transit known, let the city know how important it is.</p>
<p>Not sure if this is where to comment, as I was not able to download the plan. Our comment is about the I-80 & Highway 6 interchange east of Council Bluffs. With the projected growth in this area the intersection is very dangerous. In particular, the eastbound exiting travelers do not stop at Highway 6. The westbound exit has a merging lane so it is safer. Growth includes continued expansion of Iowa Western Community College, commercial development on at least two of the adjacent quadrants (Data storage & Truck Travel Plazas & ?) major expansion of Westfair and its concerts and events (which already back up traffic on the Interstate). And, there is continued construction of housing in the rural areas off Highway 6.</p> <p>As for a response, we'd just like to know that this is the place to submit our comments. And, we are happy to provide more info if needed, as we travel this way daily.</p>	<p>Thank you for your comment on MAPA's Metropolitan Transportation Plan, you definitely put it in the right place. MAPA is not aware of any existing plans to address the concerns you noted, but we have provided your comment to Iowa DOT's District 4 office as the interchange is in their jurisdiction.</p>



<p>Figure 2 in Chapter 2 characterizes some bus routes as "frequent" when they really are not. Generally, 15-minute headways or less are considered frequent. The map shows Routes 11 and 15 as frequent, despite service cuts last year reducing them from 15-minute to 30-minute headways. Route 24 also appears to be categorized as frequent, though it currently has 20-minute frequencies.</p>	<p>No response was requested.</p> <p>MAPA concurs with the assessment of the commenter and will update Figure 2 in Chapter 2 to better represent the transit network as it is today.</p>
<p>I did not read the entirety of the plan. If my comments are in the plan - my apologies.</p> <ol style="list-style-type: none"> 1. Fix the damn streets. I travel across the United States. Omaha/CB (mostly OMA) has some of the worse (rough) roads in the nation. Primary, and secondary are awful. Even the "fixed" roads are awful. (Drive south from Dodge to Center on 90th street.). Our roads are embarrassing. Our roads are not safe. Potholes are not good. Raised manhole covers are not good.... on that, why do manhole covers need to be 2" above the road bed? 2. The ORBT bus is awesome. We need more of these. Make sure the buses have working AC and heat. It's my experience that my wife and people like her enjoy heat in the winter and AC in the summer. When they get on a bus once and such things are noticeably missing, a poor perception is formed. I live near 90th and Dodge. We really don't need the bus as much as people who live near 72nd, 60th, 42nd and 24th street north and south. Put more bus services north and south. 3. Speaking of North - South travel.... the city didn't seem to plan on north south transit. Poor bus service for sure - no matter where in the city (of course, there is no bus service in west Omaha). When you go to redo those roads - don't partially close 84th and 72nd street at the same time. Seems elementary - but it's happened a few times this year. 4. Back to buses and safety. Add the street car to this... We are going to need some sort of public transport patrol. It would help to have the same thing on buses. Perhaps more people would use them. I hear Portland OR and KC MO being used as examples for successful street car like trains. In both places (and MSP) the trains are used by the homeless as shelter. If this is the case, Omaha's won't use the transport - and once it happens that there is homeless related issues on the train - (most people in my part of town think that homeless are the only people that use the bus) - it will be hard to correct the perception. 	<p>Thank you for your comments on MAPA's Metropolitan Transportation Plan. While MAPA cannot directly address the issues you noted, we will provide your concerns regarding pavement condition, transit needs, and safety to the agencies responsible for them.</p> <p>Specifically regarding your comment about north-south transit, please take a look at MetroNEXT, Metro Transit's plan for future enhancements that include improved service along or near 24th and 72nd Streets.</p>
<p>The increase in collision with speed is not discussed in the Nebraska Drivers Manual with sufficient emphasis.</p> <p>Every time the speed of a vehicle is doubled, the IMPACT FORCE is FOUR TIMES as high, this is simple physics; force increases with the square of the velocity difference.</p> <p>If the weight of a vehicle is twice as much as another vehicle, the IMPACT FORCE at the same speed will only be doubled by the heavier vehicle.</p> <p>The non-linear increase in speed about the posted limit is often the difference between life and death.</p> <p>If a vehicle is driven at a speed 50% higher than the posted speed, the impact force with another vehicle is 2.25 time as high.</p> <p>For example, the collision force at 37.5 MPH is 2.25 times as much for a vehicle traveling at the posted 25 MPH limit.</p> <p>Same for driving 30 mph when the posted speed limit is 20 MPH.</p>	<p>Thank you for your comments related to speed and its impact on transportation safety. While MAPA cannot directly address the issue you noted regarding the Nebraska Driver's Manual, we can say that safety has been emphasized more in the updated Metropolitan Transportation Plan (MTP) than previous iterations. In April 2025, MAPA published the regional Comprehensive Safety Action Plan, which highlights the need for safer speeds on roadways. The plan acknowledges that speeding is a very common concern among residents and that it is a key factor in fatal and serious injuries resulting from crashes. This plan had a significant influence on the MTP and MAPA will rely heavily on it as new transportation plans and projects are developed.</p>



<p>I would like to see a new major bike/ped bridge that that crosses I-680 north of Dodge (somewhere near Top Golf). This concept has been identified in previous City plans and should be prioritized for regional investment. The new bridge should be accompanied by connections in the surrounding bike/ped network to maximize connectivity: Connect from the new bridge to Big Papio Trail; and west via West Dodge Frontage Road to 114th Street in Old Mill; Provide side-path connection from Transit Center along 102nd / California to existing sidewalk that connects to Regency; West Dodge Road side path from Regency to 96th Street (this could be incorporated into 96th Street Bridge over Dodge project).</p>	<p>No response was requested.</p> <p>MAPA has provided the comment to the City of Omaha and will keep these ideas in mind for future planning efforts.</p>
<p>While recognizing the absolute need to expand many of our roadways to accommodate the traffic and growth in our community, I want to just ask what considerations are being made to these areas that abut schools or parks? For instance, I live in the Cinnamon Creek neighborhood off of 178th and Harrison, so the expansion of both Harrison and 180th is of interest (and, honestly, 168th as well). There are 3 schools in that area that are on one of these major roads- Wheeler Elementary, Beadle Middle School, and Millard West High School. This area, as you can imagine, is quite busy with a variety of kinds of traffic, not least of which are pedestrian children and teens travelling to and from these schools. As we work toward expanding the roadways many of these kids will need to cross, what will be put in place to control traffic and promote safety? I bring this up because I know that neighborhood well, but I'm sure many other areas of town are slated for similar expansions where schools and parks are located. As a citizen, I would love to see conversations about safe routes to schools in my neighborhood.</p>	<p>MAPA recently completed the Comprehensive Safety Action Plan and 180th, 178th Ave (next to Millard HS) and Harrison are showing up in recommended safety improvements to curb speeding and enhance access for vulnerable road users. The City of Omaha is doing some great work and initiating a pilot program in the coming year with regards to Safe Routes to School. From the MAPA side of things, this is an area where there is a need for both education and coordinated efforts to make a difference. One area MAPA will continue to work towards is getting a better understanding of the data, and although we continue to work with our state partners there is still more to do.</p> <p>In the coming years MAPA will be strengthening our commitment to safety and working through one of the core aspects of our work which is the prioritization of regional projects. To that end MAPA staff will be working more closely than ever with our local jurisdictions and placing a larger emphasis on safety.</p>



Partner Agencies and Draft Review

The draft plan was distributed to the following MAPA partners and agencies for review and comment;

- AARP Nebraska
- AECOM
- Alfred Benesch & Company
- Bike Walk Nebraska
- Blair Freeman
- Canopy South
- Cass County (NE)
- City of Bellevue, NE
- City of Bennington, NE
- City of Blair, NE
- City of Council Bluffs, IA
- City of Glenwood, IA
- City of Gretna, NE
- City of La Vista, NE
- City of Omaha, NE
- City of Papillion, NE
- City of Plattsmouth, NE
- City of Ralston, NE
- Council Bluffs Airport Authority
- Douglas County
- Douglas County Health Department
- E & A Consulting Group, Inc
- Eagle Engineering Group
- Empowerment Network
- Federal Transit Administration (FTA) - Region VII
- Felsburg Holt & Ullevig
- Federal Highway Administration (FHWA) - Iowa Division
- FHWA - Nebraska
- Florence Home
- Front Porch Investments
- Greater Omaha Chamber of Commerce
- HDR
- High Street Consulting Group LLC
- Iowa Department of Transportation
- Iteris, Inc
- Steven Jensen Consulting
- JEO Consulting Group Inc
- Kirkham Michael
- Lamp Rynearson
- Metro Transit
- Metropolitan Omaha Education Consortium
- Metropolitan Utilities District (MUD)
- Nebraska Department of Transportation (NDOT)
- Nebraska Urban League
- Nebraska Vocational Rehabilitation (VR)
- Northern Natural Gas Company
- Offutt Air Force Base
- Olmsted & Perry Consulting Engineers Inc.
- Olsson Associates
- Omaha Airport Authority
- Omaha Public Power District
- Papio-MO River NRD
- Paul G Smith Associates
- Ponca Tribe of Nebraska
- Pottawattamie County
- Sarpy County
- Schemmer
- Spark CDI
- United Cerebral Palsy of Nebraska
- University of Nebraska at Lincoln
- University of Nebraska Medical Center
- University of Nebraska Omaha
- U.S. Department of Housing and Urban Development (HUD)
- Washington County
- WSP USA Inc.



MAPA's Regional Comprehensive Safety Action Plan (CSAP)

The single largest planning effort undertaken since the last MTP was the development of MAPA's Comprehensive Safety Action Plan (CSAP). This plan has marked a culture shift towards an emphasis on safety throughout the region, and was in direct partnership with the City of Omaha, which developed their own [Vision Zero Action Plan](#)⁷ that was adopted by the Omaha City Council in the fall of 2023. The plan was funded primarily by a USDOT Safe Streets for All grant, and was led by MAPA.

MAPA's CSAP planning effort kicked off in March 2024, and was formally adopted by the MAPA board of directors in April 2025. More information can be found at <https://mapacog.org/projects/ss4a/>.

Background

To address the dramatic rise in traffic deaths and serious injuries, the US Department of Transportation (USDOT) made an ambitious long term **goal of reaching zero deaths and serious injuries** on the nation's highways, roads, and streets.

Safe Streets and Roads for All (SS4A) is a USDOT competitive grant program working to improve traffic safety by supporting local communities in the development of safety action plans and the implementation of projects which reduce traffic fatalities and serious injuries on the local road network.

MAPA was awarded planning funds through the FY22 grant application cycle to develop a regional **Comprehensive Safety Action Plan (CSAP)**. The plan includes the areas of Douglas and Sarpy Counties in Nebraska, as well as the cities of Council Bluffs, Carter Lake, Crescent and McClelland in Iowa (see figure 5).

⁷ <https://www.omahavisionzero.com/>



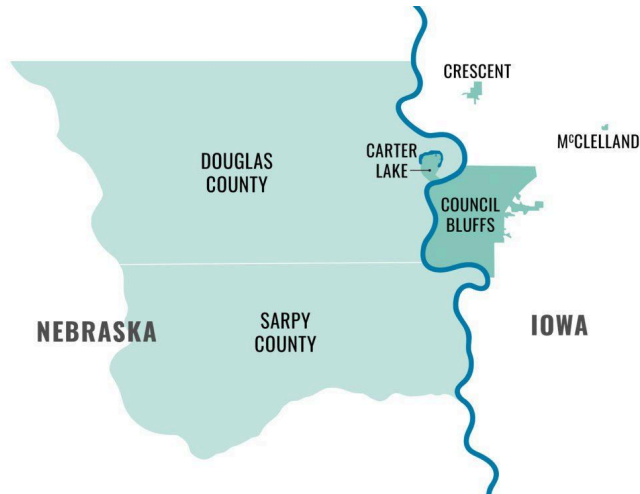


Figure 5: CSAP study area.

Through the development of the comprehensive safety action plan, MAPA located key areas of safety concern and established solutions that member jurisdictions can use to increase safety and reduce traffic fatalities and serious injuries in our region. **Strategies and projects included in the CSAP are now eligible for implementation funding.**

Summary of Outreach

Community Engagement Plan

To kick off engagement efforts, MAPA held a Co-Creation Workshop on Monday, April 22, 2024, which provided an opportunity to collaboratively craft the project's community engagement approach with direct input from community partners and advocacy groups. This plan outlined key messages, audiences, and outreach and engagement strategies. A full copy of the community engagement plan is available on the [MAPA website](https://mapacog.org/projects/ss4a/)⁸.

In Person Events

From pop-up events at local festivals, fairs, and markets to more formal meetings in traditional settings, community outreach happened across the entire MAPA region. A total of 61 events ranging in size, location, and targeted demographics across the MAPA CSAP project area, including engagement booths, focus groups, public meetings, one-on-one meetings, and community presentations. A map of in-person outreach activities can be found in figure 6.

⁸ <https://mapacog.org/projects/ss4a/>



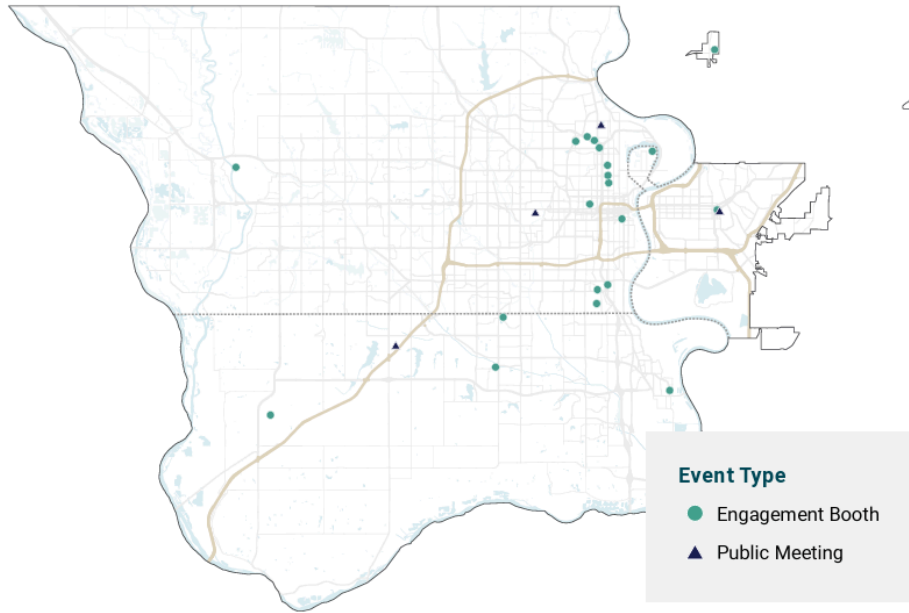


Figure 6: Map of CSAP engagement booth and public meeting locations.



Survey

In addition to in person engagement, a **Community Survey** was launched online in July 2024, while simultaneously being offered in-person at community engagement events. Participants were able to select multiple intersection points/roads on a map and indicate their safety concerns at each point; this survey allowed for the respondents to create multiple responses about their safety concerns for intersections and roads around the MAPA region. Although this survey remains open, the High Priority Network used feedback from online engagement through early October 2024.



Locations identified by respondents as safety concerns were distributed throughout the study area, with the highest concentration of community safety concerns located in the midtown area of the City of Omaha.

Speeding was the most common concern across all respondent groups (drivers, pedestrians, and cyclists). Drivers were most concerned with speeding, red light running, and distracted driving. Pedestrians were most concerned with speeding, crosswalks, and distracted driving. Bicyclists were most concerned with bike protection, speeding, distracted driving, and crosswalks.

Community Based Organizations

In order to assist in the performance of public outreach efforts, MAPA contracted directly with well known community based organizations, [One Omaha](https://www.oneomaha.org/)⁹, and the [712 Initiative](https://the712initiative.org/)¹⁰, to assist in in-person outreach activities. Bringing in local experts with documented outreach records and established long-lasting relationships and trust, ensured that MAPA was able to reach out to people where they are. This is a relatively new targeted outreach strategy for MAPA, and was proven to be highly successful, with a total of 13 targeted events and over 750 attendees throughout North and South Omaha, and Council Bluffs.

⁹ <https://www.oneomaha.org/>

¹⁰ <https://the712initiative.org/>



Connect Omaha: Active Mobility Master Plan

Background

The [City of Omaha's Active Mobility Plan](#)¹¹ was partially funded by a MAPA Heartland 2050 mini grant, and served to create a plan for a more complete and connected network for walking, bicycling, and other active mobility travel modes in Omaha. It included several key inputs;

- An in-depth evaluation of Omaha's current active mobility network
- Views, opinions, and desires gathered from the public regarding active mobility needs
- Input from broad and diverse groups that represent all areas of the Omaha community

Key outputs of the project included;

- A prioritized list of policies, programs, and projects
- A set of strategies to guide the planning, funding, implementation, and maintenance of future projects
- A phasing plan to smartly implement policies, programs, and physical improvements for the active mobility network.

Summary of Outreach

An online questionnaire was available through the project website and received 519 total responses. Participants were asked how they get around (from a list of active modes or mobility tools used), their current walking and bicycling habits, and their attitudes towards walking and biking. The survey also included a question on key areas of needed improvement and provided participants with the opportunity to add locations of concern to a GIS map (figure 7). When asked about roadway segments, **Pacific St. Center St., and Dodge St. showed the highest stated demand.** The most requested improvements were **bike lanes, including protected bike lanes.** General spot locations identified through the online map activity were generally **focused in the downtown area** with **intersection/crossing improvement** as the most frequently selected improvement type.

¹¹ <https://mapacog.org/projects/connectomaha/>



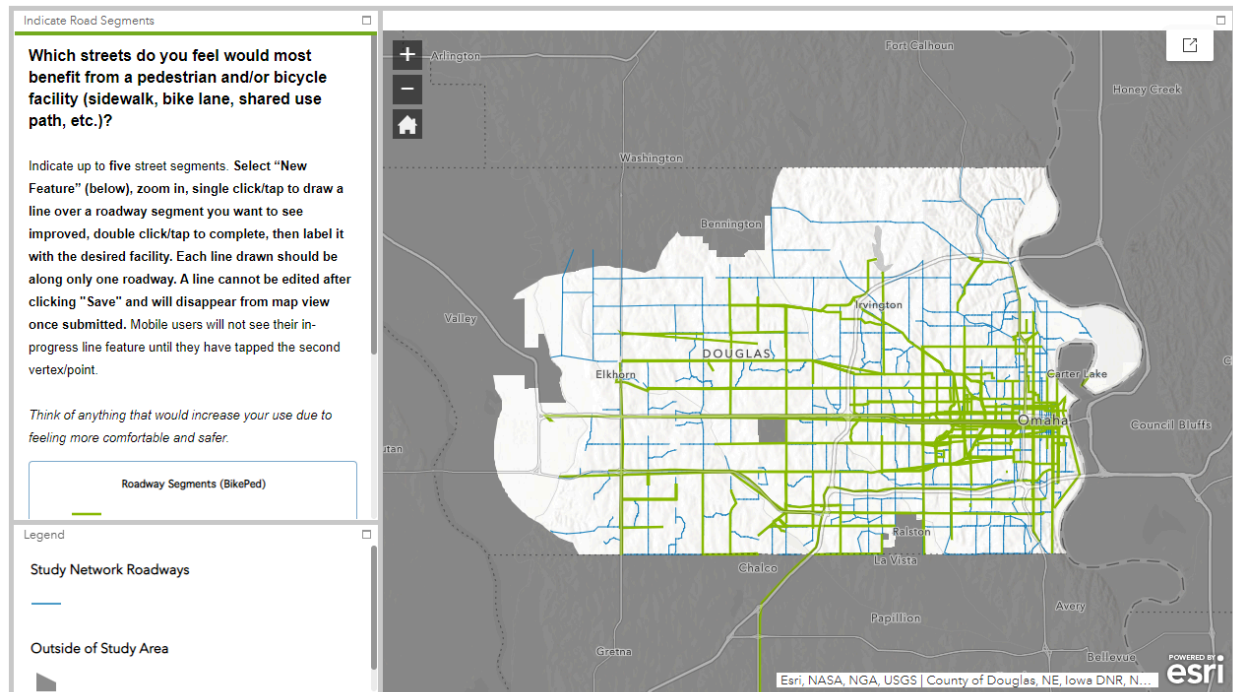


Figure 7: Map of survey responses when asked which streets in Omaha would most benefit from a pedestrian and/or bicycle facility (n=519). The above figure only includes responses regarding roadway segments, not intersections.

The planning team ran booths at seven events throughout the City of Omaha, including farmers markets, neighborhood Days, and festivals. Visitors talked to staff about the upcoming plan, as well as wrote on sticky notes their opinion on the single most important thing the City of Omaha could do to improve biking and pedestrian conditions in the city.

The City of Omaha also hosted two Open House Events that presented the project's purpose and schedule. The events provided activities that emulated the questions that would have been found in the online survey, as well as boards on level of service scores and opportunities for participants to mark their favorite places to walk and/or bike. Participants identified several key locations as high ped/bike traffic areas, including Dodge Street, Leavenworth St., and Harney St. within downtown Omaha, Nebraska Medical Center, and the Old Market Area. Pedestrians primarily requested sidewalk improvements, and cyclists primarily requested bike lanes and protected bike lanes.



City of Omaha Vision Zero Action Plan

Background

[Omaha's Vision Zero Action Plan](#)¹² was adopted in 2023, the culmination of a year-long analysis, planning, and public engagement process that involved community members, city officials, and transportation experts. Omaha's Vision Zero Action Plan outlines a wide range of strategies and actions that are intended to reduce traffic related fatalities and injuries by addressing the underlying causes of crashes. This plan served as the starting point which MAPA's Regional Comprehensive Safety Action Plan was built upon in an effort to extend safety strategies to the region as a whole.

Omaha's Vision Zero Action Plan is a comprehensive, data-driven strategy aimed at eliminating traffic fatalities and serious injuries on Omaha's streets. It follows the Safe System Approach, emphasizing shared responsibility among all road users. The plan includes a number of key strategies; Safe Speeds, Safe Users, and Safe Streets. Strategies range from traffic calming devices and road design, to communication and outreach efforts and enforcement. It is ambitious and evidence-based, with strong community and city support to achieve its goal of zero traffic deaths and serious injuries by 2045.

Summary of Outreach

Public engagement for this effort included 12 pop up events throughout the city with more than 450 attendees at these events and 580 comments received, in addition to one open house event. All input was collected and considered for inclusion in the plan's recommendations.

The City of Omaha also leveraged a dashboarding website, [omahavisionzero.com](https://www.omahavisionzero.com) to help engage the public and facilitate submission of comments. The site includes information about the ongoing Vision Zero planning efforts, media guide, upcoming events, and online engagement opportunities. One of these opportunities included an interactive traffic safety issues map that invites citizens to identify locations where they feel unsafe driving, walking, or biking in Omaha.

A georeferenced summary of public input collected from from the website and in-person engagement efforts can be found below in figure 8.

¹² <https://www.omahavisionzero.com/>



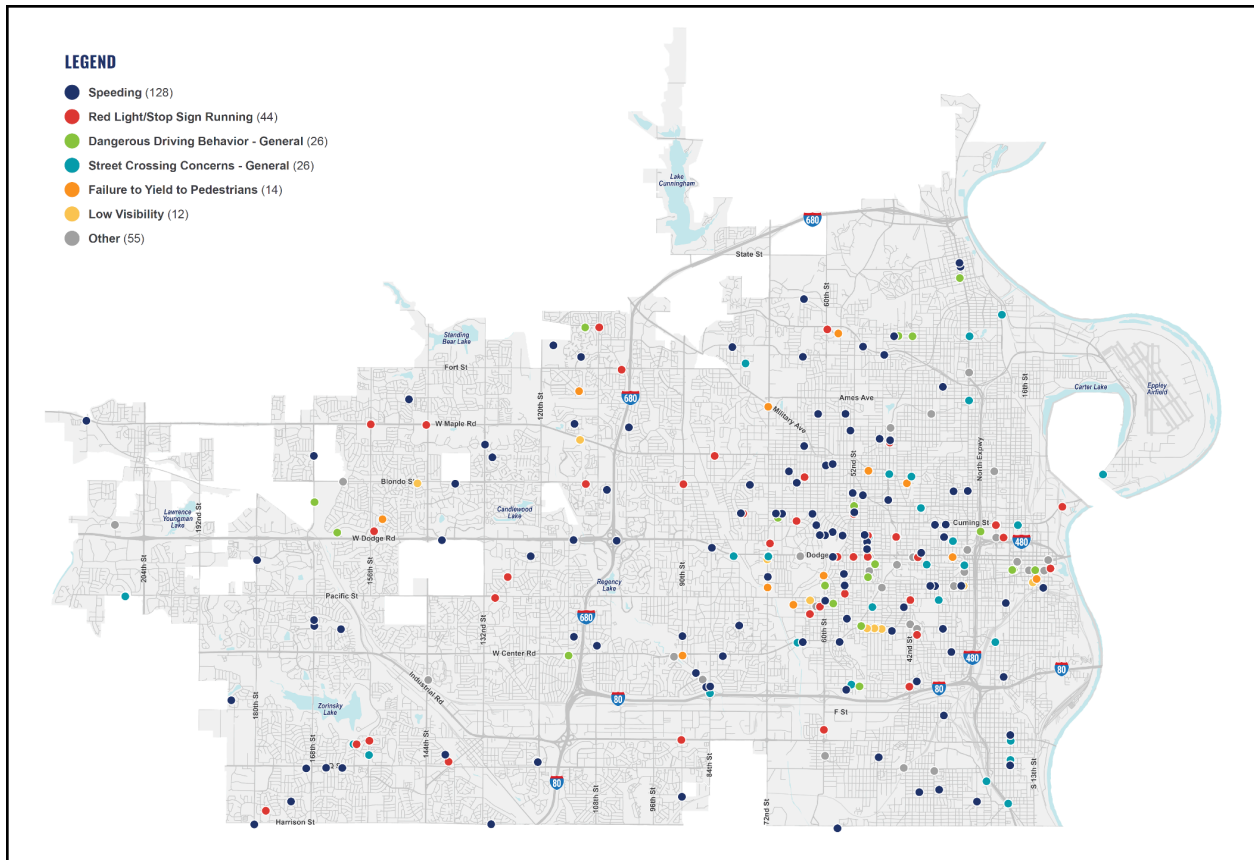


Figure 8: A map of areas of safety concern mentioned during Vision Zero outreach efforts. Courtesy of the Vision Zero Omaha Action Plan (2023)¹³.

¹³ <https://www.omahavisionzero.com/>



City of La Vista Active Mobility Plan

Background

From 2023-2025, La Vista set out to produce an active mobility plan, designed to be inclusive and comprehensive, improving active transportation options for all users throughout the city. The plan includes an inventory of existing conditions; a toolkit of active mobility facilities and treatments; policies and best practices; design guidelines and resources; and funding opportunities for implementation. It also outlines a phased approach, featuring short-term implementable projects, a near-term vision for a cohesive network, and a long-term aspirational framework for fully developing La Vista's active mobility system.



The [La Vista Active Mobility Plan](#)¹⁴ was partially funded by one of MAPA's Heartland 2050 mini grants.

Summary of Outreach

The La Vista Active Mobility Plan development included several key outreach efforts such as attending events to gather direct input from the public, and the distribution of one online survey, receiving nearly 200 responses.

Top priorities for La Vista residents were;

- safer pedestrian crossings,
- expanded and improved bike lanes/trails,
- sidewalks and connections, and
- traffic control and safety measures.

Several stakeholder meetings were also hosted to gather input from key partners, such as neighboring cities, utilities, business owners, activists, local cyclists, bike share, and the natural resources district. The primary goals and objectives of the stakeholder group were;

- enhancing Trail Connectivity,
- improving Safety for all users,
- increasing amenities and usability,
- community engagement and education,
- addressing environmental and accessibility needs.

¹⁴ <https://www.cityoflavista.org/2311/Active-Mobility-Plan>



MetroNext

Background

Produced and adopted by Metro Transit in 2022, [MetroNEXT](#)¹⁵ outlines Metro’s goals and vision, and provides a blueprint to guide transit investment and priorities through 2030. Key goals include;

- Addressing equity in our region
- Improving and expanding connections
- Providing an excellent travel experience
- Promoting environmental stewardship
- Leading responsibly and collaboratively



Summary of Outreach

Eighteen public meetings were offered throughout the MetroNEXT process, as a combination of in-person and virtually hosted opportunities. More than 1,020 people attended meetings or viewed meeting recordings, and more than 1,500 comments were received through a variety of channels, including more than 760 survey responses collected online and in-person. An interactive mapping tool allowed the public to place more than 174 comments on route maps about prospective bus rapid transit corridors and other bus routes. Virtual meeting options, including meeting recordings, were a key component for engagement due to the COVID-19 pandemic.

Key takeaways from public outreach efforts included;

- Desire for more transit service than we have available today
- Identification of key future transit corridors
- Input on future routes and schedules
- Desired rider amenities
- Strong support for improving frequency and extending hours

¹⁵ <https://www.ometro.com/metronext/>



Highway 75 Corridor & Freight Study

Background

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

The Highway 75 Corridor & Freight Strategy¹⁶ study is a high-level analysis that identifies feasible, planning-level concepts that meet study mobility, safety, and community goals. This study provided a unique opportunity for residents, businesses, and the wider Omaha-Council Bluffs metro area to identify transportation alternatives that meet a variety of needs, including mobility, safety, accessibility, the movement of freight, economics, and neighborhood livability. Highway 75, which is also known as 30th Street within the study area, is an important component of Omaha's transportation network that moves thousands of vehicles each day. In addition to moving passenger and commuter traffic, this stretch of highway also is a crucial conduit for thousands of tons of freight as it moves in, out, and through the Omaha metro area.

Summary of Outreach

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

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

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

¹⁶ <https://mapacog.org/highway75/>



Southside Terrace-Indian Hill Multimodal Study

Background

The Southside Terrace-Indian Hills Multimodal Transportation Study¹⁷ was funded through the MAPA Heartland 2050 grant program in support of the City of Omaha Choice Neighborhoods program. The study evaluated current transportation conditions and considered future implementation of projects through the Housing and Urban Development (HUD) Choice Neighborhood Planning and Action grant program. Specifically, it developed alternatives and provided recommendations for multimodal improvements within the study area, composed of Q St in the north, Y St to the south, 24th St to the east and 40th St to the west (see figure 9).

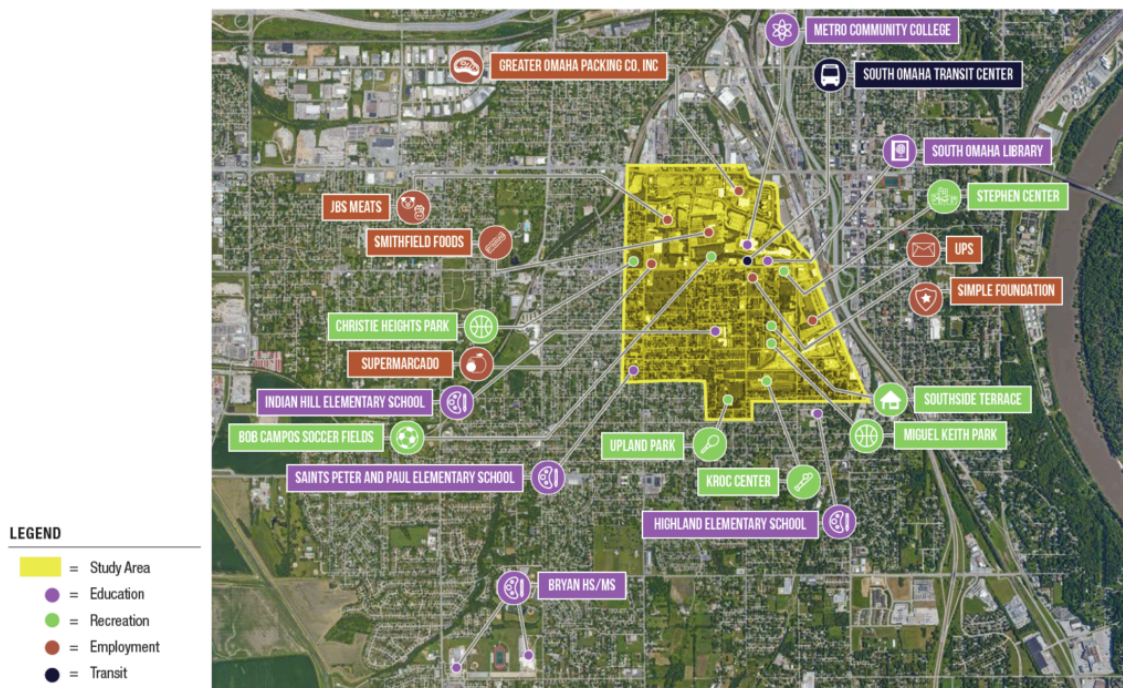


Figure 9: Map of the study area for the Southside Terrace-Indian Hills Multimodal Transportation Study, and key destinations within and surrounding the neighborhood.

The study coincided with, and provided input to, the City of Omaha’s development of the Southside Terrace-Indian Hill Transformation Plan¹⁸. In September of 2022, the City of Omaha was notified they were selected for a Choice Neighborhood Implementation Grant¹⁹, which provides funding to implement the transformation plan. You can find more information about the City of Omaha Choice Neighborhoods planning and implementation [here](https://experience.arcgis.com/experience/68f6ee15b9914796847804f92b2f5cc0/)²⁰.

¹⁷ <https://mapacog.org/reports/southside-terrace-indian-hills-multimodal-transportation-study/>

¹⁸ https://planninghcd.cityofomaha.org/images/CNP/Transformation_Plan/TransformationPlan_Final.pdf

¹⁹ <https://planninghcd.cityofomaha.org/cnpgrnt>

²⁰ <https://experience.arcgis.com/experience/68f6ee15b9914796847804f92b2f5cc0/>



Summary of Outreach

Two types of interviews were completed to gather input that could help inform the project analysis and recommendations. **Technical Interviews** were conducted with project stakeholders who have developed subject area knowledge of needs, opportunities and/or possible barriers to the process of achieving the transportation goal for this study. Technical interviews were reinforced with **public interviews** to seek input from neighborhood residents who depend on the transportation network for their mobility needs.

Public interviews included door to door solicitations accompanied by a translator, round table discussions, and youth small group discussions. Translation services were provided to Mai Mai and Spanish speaking residents of the Southside Terrace apartment complex.

A description of the multimodal transportation study was provided to small group discussion and interview participants to explain that the plan will support all the ways people travel around the neighborhood and the City. Participants were asked to share how they would invest the limited transportation dollars to improve the bus system, roads, bicycling, walking, and intersection crossings. Residents primarily prioritized investing in roads and intersection safety (figure 10), though relative priorities varied between groups.

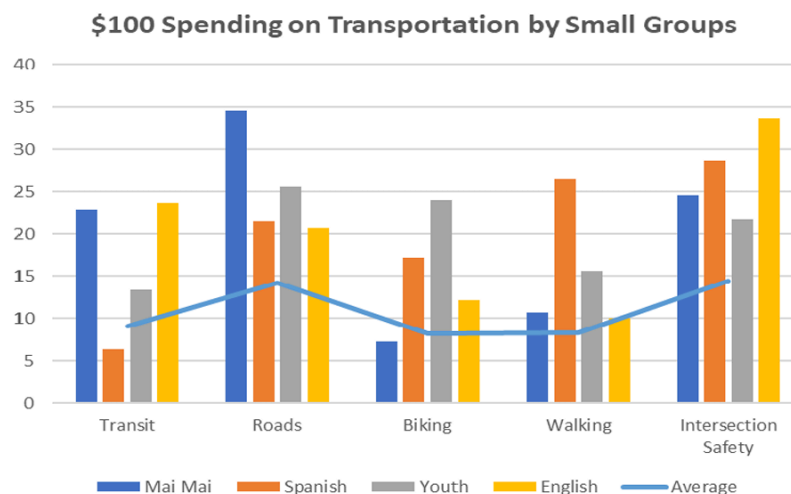


Figure 10: Bar chart showing the investment of transportation dollars among five key categories for each interview group, with the blue line indicating the average total investment across all groups.

Two open houses were also conducted, which presented various scenario boards to solicit feedback from the community. Feedback confirmed that the corridors do not currently support the needs of the neighborhood, and a combination of moderate and major changes would be desired to support businesses, residents, and service providers. Preferred strategies included things like slower driving speeds, better nighttime lighting, curb bump outs, pedestrian refuge islands, maintaining the pedestrian crosswalk painting, improving curbside vegetation including more trees, and more covered shelters and improved lighting for transit stops.



Western Sarpy Transportation Enhancement Plan (WESTEP)

Background

Western Sarpy County has seen significant growth over past decades and is expected to continue growing for the next several decades due to improved access to Interstate 80 (I-80), strong regional employment, good quality of life, ongoing sewer extensions, and other amenities that make Sarpy County attractive for development. As such, there was a need to develop a plan for a connected, multimodal transportation network that provides safe, efficient transportation and supports planned residential, commercial, and industrial development.

Funded by a MAPA Heartland 2050 mini-grant in 2024, the [Western Sarpy County Transportation Enhancement Plan \(WESTEP\)](#)²¹ is a strategic transportation plan for western Sarpy County, developed in collaboration with the City of Gretna, the City of Papillion, the City of Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA). WE-STEP provides a framework to help the rapidly changing communities develop for future generations. The plan identifies a proposed future regional transportation network (figure 11) and flexible guidelines that can fit with whatever develops around it. By developing this shared vision, the WE-STEP consortium now can lean on the plan to appropriately manage right-of-way and budget for long-term updates to the transportation system that will offer a consistent experience for road-users, even across jurisdiction boundaries.

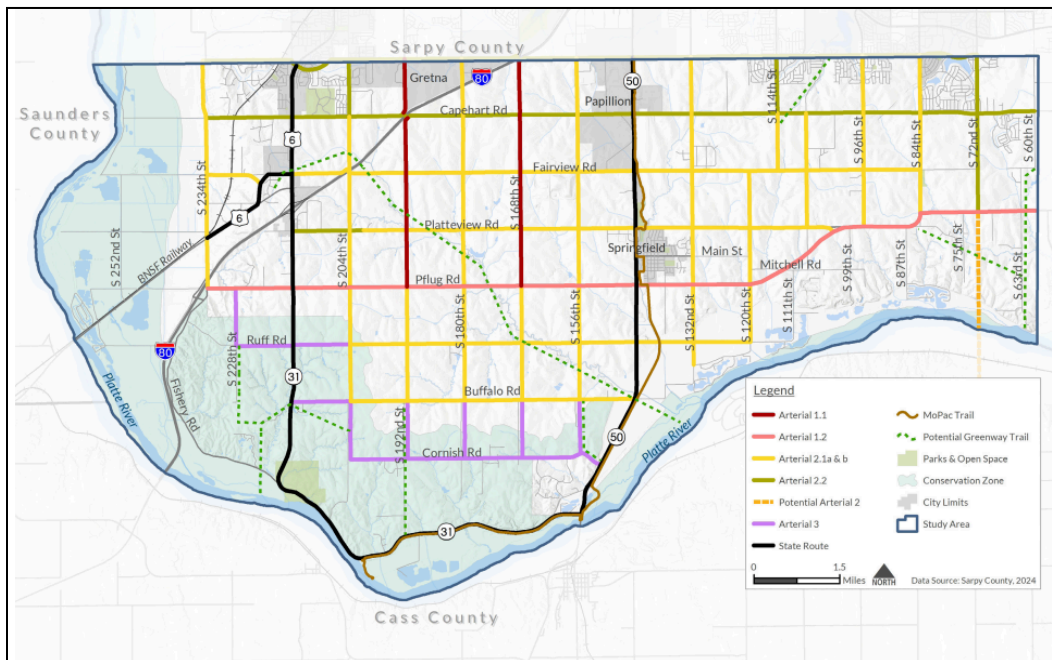


Figure 11: The WE-STEP Future Network Map of recommendations.

²¹ <https://mapacog.org/projects/we-step/>



Summary of Outreach

Community and public engagement helped form WE-STEP by focusing on engaging with planning and engineering staffs from partner agencies, stakeholders that were frequent users of the system, and the broader public to understand what elements were most important to include in the plan. These engagement activities included the following:

Steering and Technical Advisory Committee (STAC) meetings were held once a month for a total of fourteen (14) meetings, to set plan direction. The STAC included representatives from the City of Gretna, City of Papillion, City of Springfield, and Sarpy County, and discussed topics such as data inputs to be used in the study, the regional transportation network, roadway design, safety, design standards, and priority corridors for implementation. The success of this project was due primarily to the robust collaboration of the STAC. This collaboration began for many during the [Sarpy County I-80 Planning and Environmental Linkages](#) study and continued through parallel planning efforts such as the MAPA Safe Streets and Roads for All Comprehensive Safety Action Plan development.

An **online public meeting** was available from March 25 through April 15, 2024 and received a total of 934 visitors. The meeting's purpose was to provide information about WE-STEP and gather public feedback on the safety and design, bicycle and pedestrian connections, future development, and where the transportation network needs to support an anticipated increase in traffic. Common themes in feedback 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.

The project team held five (5) **small group stakeholder meetings** in April and May 2024, including four in person meetings and one virtual meeting, for identified stakeholders who operate in Sarpy County. The purpose of these meetings was to present information about the study's status and solicit input on the future of transportation in western Sarpy County. Key comments from stakeholders included location of future utilities, alignment of WE-STEP with future trails, lack of transit and the impact on new employment centers, emergency response and logistics/freight concerns. Similar to the STAC, the collaboration built through this engagement benefits other regional planning, and includes a wide range of stakeholders.



Sarpy County I-80 Planning and Environmental Linkages (PEL) Study

Background

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), in coordination with Sarpy County and the Cities of Gretna and Papillion, developed the [Sarpy County I-80 Planning and Environmental Linkages \(PEL\) Study](#)²². The planning process began during summer 2020 and was completed in early 2023. The purpose of the study was to evaluate the need for additional interchange access along the I-80 corridor between the existing Highway 370 and Nebraska Highway 31 (N-31) interchanges. Figure 12 shows the area considered by this study.



Figure 12: Sarpy County I-80 PEL study area.

The I-80 PEL Study found that the two existing interchanges along I-80 at N-370 and N-31 are already experiencing unacceptable traffic levels of service (LOS) which are projected to get worse over the course of the next several years as Sarpy County experiences increased population growth. The PEL Study served to inform, direct, and assist the NEPA process and decision makers when it comes to pursuing specific projects identified during the PEL process, and support efforts with the Nebraska Department of Transportation to move the proposed I-80 interchange into the next phase of development.

²² <https://mapacog.org/projects/i80pel/>



Summary of Outreach

The PEL study engaged **key stakeholders, resource agencies, and the public** through a series of virtual meetings, interviews, and surveys.

Key stakeholders were consulted to gather information about their current operations and future plans that could shape development trends in the region and in the Review Area. These included businesses and large installations such as Amazon, Facebook, Google, and Offutt Air Force Base; development groups such as Sarpy County Economic Development Corporation, Metro Smart Cities, and the Greater Omaha Chamber of Commerce; transportation and civic agencies such as Metro Transit and ConnectGO, and other affected municipalities such as Springfield, La Vista, and Bellevue. Resource agencies provided information about possible protected environmental resources and to provide an opportunity for each agency to engage in the PEL Study.

General public engagement took place over two rounds through virtual public meetings and associated surveys. Initially planned for in-person events, the project team responded quickly to the challenges resulting from the COVID-19 pandemic response, and developed survey tools meeting updated Federal Highway Administration guidelines for public involvement in the PEL process. The first public input period was conducted from July 4th to August 20th, 2020. This survey looked to better understand the traveler types, destinations, trip purpose, and a general assessment of the suitability of the existing network. Online surveys received a total of 93 responses. Input and Conversation focused on:

- Problems in the existing transportation network, such as traffic backups during rush hours on Highway 370 and I-80.
- The need for east-west and north-south routes.
- The importance of transportation options and whether or not the interstate/freeway system works well with the local roadway network.
- The impact roadway improvements may have on Gretna, Papillion, and Springfield.
- Existing and future development, including its challenges and opportunities, municipal and county plans for growth, areas that could be served by utilities, and environmental considerations.

In the second public comment period, respondents were provided detailed information on the six proposed project alternatives and asked questions about each alternative's acceptability. The interactive website included drone video, narrative description, and a mapping tool to help users provide their response. Overall, 1,811 individual survey responses were logged, with over 2,000 users accessing the survey homepage during the survey period from July 14 to August 10, 2022.

Survey results were combined with performance data and together comprise the performance and acceptance criteria used for alternative screening.



ConnectGO Getting to Work Study

Background

The [ConnectGO Getting to Work](#)²³ study is a product of the [Little Steps Cleaner Air](#)²⁴ initiative and Heartland 2050 in collaboration with Verdis Group and the Greater Omaha Chamber. The goal of the study was to examine transportation choices made by the commuting public, and identify opportunities to promote and boost the use of alternative transportation modes, thus getting cars off the road, and working to improve regional air quality.

Summary of Outreach

The ConnectGO Getting to Work study was conducted in two rounds, one culminating in [2021](#)²⁵, and the second in 2024. Approximately 6,100 employees across 23 organizations responded to the survey, representing an employee population of approximately 23,350 people. The survey asked employees how they get to work today and how they would prefer to get to work if provided a variety of programmatic interventions that support active commuting (including but not limited to carpooling, transit, bicycling, and walking).

Overall results presented an opportunity where surveyed employers could cumulatively shift 14-17%²⁶ of drive-alone trips to active commuting with supportive programming, reducing congestion and bringing substantial environmental, financial, and health benefits (figure 13).

²³ <https://mapacog.org/calendar/news/connectgo-getting-to-work-report-released/>

²⁴ <https://littlestepscleanerair.com/>

²⁵ https://www.omahachamber.org/connectgo_verdis-report_getting-to-work-final-report/

²⁶ Percentages represent the potential decrease in drive-alone trips if employers supported employees' preferred commute methods, including active commuting and working from home. This mode shift is referred to as "The Gap". The Gap was found to be 17% in the 2021 report, and 14% in the 2024 report.



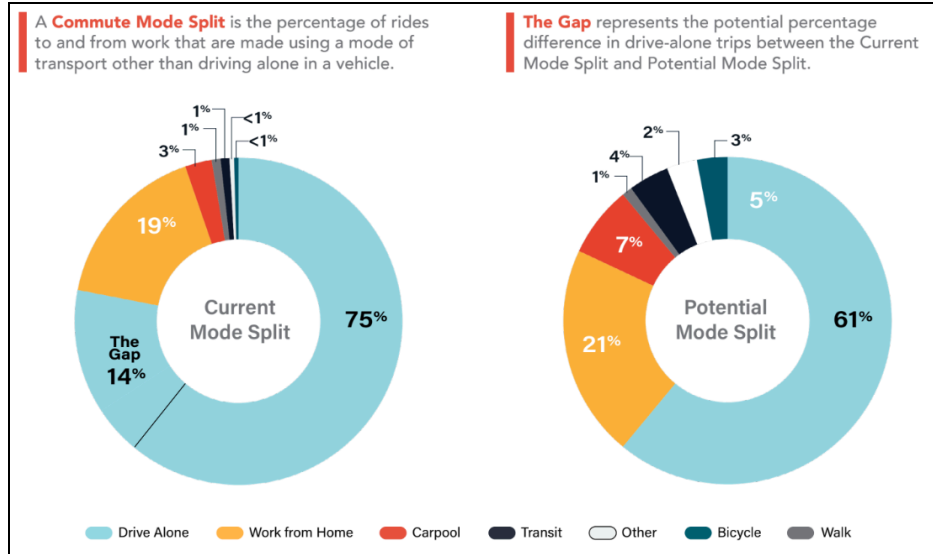


Figure 13: Mode split percentages from the 2024 getting to work survey report.

Omaha Climate Action and Resilience Plan

Background

The [Omaha Climate Action and Resilience Plan](#) (CARP)²⁷ is a strategic roadmap that empowers the community to build climate resilience and strive for a more sustainable future. The plan focuses on strategies to reduce greenhouse gas emissions, prepare for and adapt to climate impacts, and remove carbon dioxide from the atmosphere through sequestration. Formally approved by the Omaha City Council in December of 2024, the City of Omaha plans to implement the plan over the next 30 years.

The plan was developed in collaboration with a large planning team that included community members, non-profits, business and institutional representatives, utilities, County, City, and MAPA staff.

Summary of Outreach

A key priority of the CARP community engagement effort was to engage members early, frequently, at various levels, in diverse ways, to foster community co-ownership and support community participation in decision-making.

From October 2023 through August 2024, the City of Omaha engaged with advisory groups, key stakeholders, and the general public. The city conducted 27 engagement events, consisting of

²⁷ <https://www.omacap.org/omahas-climate-action-resilience-plan>



focus groups, public meetings, planning team meetings, and other pop-up events, and engaged over 4,500 community members.



Engagement was **equity focused** to develop more inclusive solutions and help eliminate factors like race, income, and ability as determinants of resilience to climate impacts. Engagement efforts started with interviews of key non-profit and community partners, which led to two phases of equity focus group listening sessions. The first, to understand community perspectives on climate change and gather ideas, and the second, to solicit input on the draft to identify equity concerns and opportunities.

Two **surveys** were conducted to obtain feedback on how informed community members felt about climate change, how important it was for Omaha to prepare for climate change, experience and impacts of climate-related events, and how individuals would prioritize various actions under a number of different project categories.

For each respective category (listed in brackets), survey respondents prioritized; dense walkable neighborhood development standards (transportation); adopting energy efficiency standards in the City’s building codes (buildings and energy); implementing composting programs for residential, commercial, and industrial uses (waste management); developing conservation/preservation programs for lakes, waterways, and other ecologically sensitive areas (water and wastewater); ensuring access to adequate food sources (local food and agriculture), planting more trees (greenspace and ecosystems); providing cooling and heating centers during extreme temperature events (health and safety); and clean energy job creation (resilient economy).

Thriving Communities

Background

The Thriving Communities Program (TCP) was a USDOT initiative to provide tailored technical assistance to under-resources and disadvantaged communities, helping them better access



historic infrastructure investments and deliver transformative projects. Awarded to MAPA in 2023, in partnership with the City of Omaha, Spark, Metro Transit, and One Omaha, this project focused on the North Freeway in North Omaha. The North Freeway was first conceptualized in 1956 and constructed between 1960 and 1989. Construction of the freeway was met by protests from the neighborhoods it was to cut through, though protests largely failed to stop the project.

The Thriving Communities project looked to examine the North Freeway, its lasting impact on communities and neighborhoods, and potential solutions to reconnect communities on either side of the freeway. This project led to a successful application to USDOT's Reconnecting Communities Pilot Program (RCPP) in FY24 to advance conceptual and preliminary engineering and design and planning studies to improve access to daily destinations and reduce environmental, social, and economic burdens for disadvantaged communities along the corridor.

Summary of Outreach

A survey was distributed to individuals and groups with a vested interest in the project's outcome to collect information on the most common impacts of Highway 75, as perceived by the community. Noted impacts included; displacement of residents; increased traffic; noise pollution; air pollution; loss of local businesses; reduced property values; and increased commute times. Some positive effects, such as easier connections to work, and potential benefits for businesses in midtown, were also noted, however, overall the community expressed that the construction of highway 75 had negative consequences. The survey also indicated a strong interest in the community for future involvement in a Reconnecting Communities initiative.

In addition to the survey, a community-partner visioning workshop was conducted to review and discuss visualizations of how transportation alternatives can better serve North Omaha, especially along the North Freeway. Groups discussed and developed aspirational programs of using different highway mitigation tools (e.g. enhanced bridges, caps, trench & fill, or various removal and redevelopment alternatives). Overall, stakeholders were optimistic about the future opportunities, however, some were skeptical of the feasibility of some of the presented tools. Participants made it clear that they would like to see any action be a North Omaha community-led effort, expressing concerns about gentrification, displacement, and potential for a major project to inflict further trauma on people in the community.

Neighborhood Expanded Access to Trails (NEAT)

Background

The Neighborhood Expanded Access to Trails (NEAT) project is a partnership of the Pappas Missouri River Natural Resources District (PMRNRD) and the Metropolitan Area Planning



Agency (MAPA). Its purpose is to improve the ease and comfort of access from neighborhoods to the Omaha metropolitan area's existing multiuse recreational trail network.

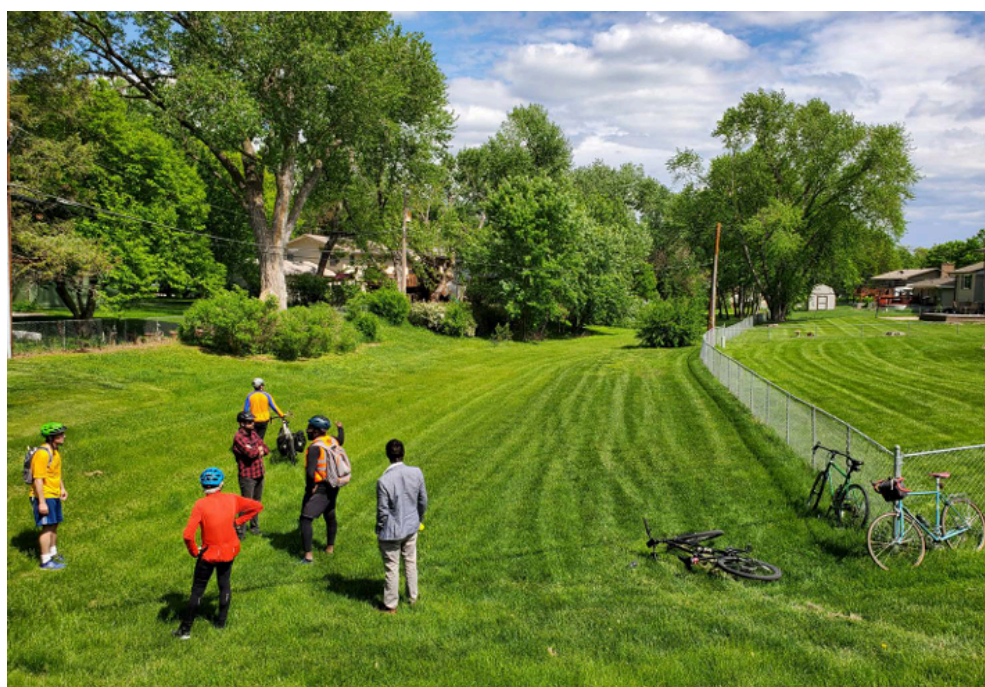
The NEAT study identified opportunities and developed concepts for short neighborhood to trail connections. It will help the PMRNRD move swiftly toward final design and implementation with the approval of the jurisdictions in which the trail would be built. This study also considers new opportunities for trail extensions and the further extension of trail connections further into neighborhoods.

The study identified 18 neighborhood trail connection opportunities, and established initial design for 8 priority connections within that list.

Summary of Outreach

A steering committee was formed to help guide the vision and give expert opinions on proposed trail segments. This committee was composed of community bicycle advocates, government representatives from the cities for which trail segments were proposed, and allied nonprofits. Two steering committee meetings were held throughout the development of the plan, along with one field trip in which members bicycled to various proposed trail connections to get an on the ground perspective of opportunities and challenges.

Community outreach focused on stakeholder meetings with the neighborhoods and key land owners most directly affected by the potential trail segment.



Council Bluffs First Avenue Transit Alternatives Analysis

Background

The First Avenue Transit Alternatives Analysis was one part of a larger [First Avenue project](#)²⁸. First Avenue is a former rail corridor that was vacated in 2013, and is located one block south of the city's main thoroughfare, West Broadway. The rail line has since been transformed into a multi-modal corridor with trails and numerous redevelopment projects. The First Avenue Trail formally opened in 2023. Future goals for this corridor also include transit options.

The First Avenue Transit Alternatives Analysis was conducted in 2020, with the goal to examine the feasibility of providing transit in the 1st Avenue Corridor (figure 14) and forecast potential ridership and the economic development and land redevelopment impact of each alternative. The study included three main parts;

- **Approach and Assumptions** – Identification and evaluation of factors contributing to economic development; identification of transit solutions compatible with the 1st Avenue Corridor and greater Metro transit system.
- **Scenarios** – Creation of transit scenarios and complementary land use scenarios for each transit alternative and evaluation of economic impacts.
- **Comparison and Recommendations** – Comparative analysis of the economic impacts and potential return on investment for each transit and land development scenario combination.



Figure 14: Council Bluffs First Avenue Transit Alternatives Analysis project study area.

Ultimately the analysis recommended a Bus Rapid Transit line along Broadway to connect with Omaha's new ORBT system, and a streetcar along 1st Avenue.

²⁸ <https://www.councilbluffs-ia.gov/2347/FIRST-AVE>



Summary of Outreach

MAPA was the primary facilitator of public involvement for this project. Outreach was conducted through the use of an advisory committee that provided input throughout the development of the study. This committee included local hospitals, non profits, business owners, bikeshare, schools, city council, developers, and active transportation advocacy groups.

Forever North Housing and Multimodal Transportation Study

Background

Partially funded by MAPA's Heartland 2050 mini-grant program, [Forever North](#)²⁹ is a strategic, action-oriented approach to enhance the on-going community development efforts and to provide guidance for future development along the North 24th Street corridor. The document is intended to be purposeful guidance that will attract new business, but also protect current businesses and residences. Priorities include;

- Development
- Connections (multi-modal transportation and urban design)
- Art, History, and Culture
- Programs and Services for people

Summary of Outreach

A core strength of the Forever North plan lies in its robust, multi-layered community engagement process. Guided by a deep respect for the legacy of the North 24th Street Corridor and those who call it home, the outreach efforts were designed not only to collect input, but to build trust, activate local leadership, and elevate community voice in the shaping of the corridor's future.

Engagement included three rounds of outreach with special attention given to cultural relevance, accessibility, and collaboration with trusted local institutions. **Round one** formed a stakeholder committee of local residents, advocates, business owners, artists, and institutional partners, and hosted focus group discussions on a range of topics including; an updated corridor vision, core themes, top priorities, biggest issues, transportation, greatest assets, ideal outcomes, and collaboration and coordination.

Round two broadened community involvement with dynamic, interactive programming, including;

- Open office hours were held three days a week from July 3 to August 15 2020.
- E-bike tours
- Mailers

²⁹ <https://planninghcd.cityofomaha.org/forevernorth>



- Block Party
- Community Design Workshop
- Place assessments, and
- Opinion surveys.

Top community priorities identified included a preference for mixed-use, mixed income, and rejuvenated main street development, the clean up of vacant properties, beautification through facade improvements and landscaping, and improved mobility by prioritizing walkability, public transit, and social spaces over car infrastructure.



Round 3 consisted of one final stakeholder meeting to review the draft plan and sharpen the Forever North vision. Key points included a desire to accelerate development timelines to better meet near-term housing and service needs, recognition of returning moderate-income residents who need better retail and amenities, continued concern around property valuation methods and the meaning of terms like “gentrification” and “affordable”, a strong interest in alternative funding tools (e.g. community investment trusts) and collaborative marketing by artists and businesses, and learning from peer communities to inform equitable redevelopment.



L RTP Public Input Survey



Every five years, the Metropolitan Area Planning Agency (MAPA) prepares a Long Range Transportation Plan (LRTP) that identifies transportation projects over the next 25-years that satisfy the future needs of the Omaha-Council Bluffs metro area. We want to hear from you! How do you move around the region? What is working, and what isn't? By participating in this survey, you are helping us understand your needs. Whether you travel by car, foot, bike, bus, or other means, you can help us determine what our regional priorities should be.

For more information and updates about MAPA's LRTP, please visit mapacog.org/projects/lrtp

How do you use the transportation system?

What is your home ZIP code? _____

What is the ZIP code of your work/school? _____

How do you make most of your daily trips? (Select one option per row)

	Drive Alone	Carpool	Public Transit	Bicycle	Walk	Taxi/ Uber/ Lyft etc.	I do not make these trips
Work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Errands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Leisure/ Recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Assuming no barriers, how would you prefer to make your daily trips? (Select all that apply)

	Drive Alone	Carpool	Public Transit	Bicycle	Walk	Taxi/ Uber/ Lyft etc.	I do not make these trips
Work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Errands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Leisure/ Recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



What is your level of comfort when using the following types of transportation?

(1) Very Inconvenient ↔ (5) Very Convenient

Car in General	1	2	3	4	5
Car on Highways	1	2	3	4	5
Bus	1	2	3	4	5
Bike	1	2	3	4	5
Walking	1	2	3	4	5

What is your level of comfort when using the following types of transportation?

(1) Very Uncomfortable ↔ (5) Very Comfortable

Car in General	1	2	3	4	5
Car on Highways	1	2	3	4	5
Bus	1	2	3	4	5
Bike	1	2	3	4	5
Walking	1	2	3	4	5

Do you have reliable access to the following types of transportation?

- Car
- Bus
- Bike
- Walking

Do you primarily use another mode of transportation that is not outlined in the questions above?

- No
- Yes (please specify)

COVID-19 and Remote Work

Do you currently work the same job you worked before the COVID-19 pandemic?

Yes No

Did you work from home before the COVID-19 pandemic?

Yes No

Do you work from home now?

Yes No

How many days per week do you work?

1 2 3 4 5 6 7

How many of those days do you work from home?

1 2 3 4 5 6 7

Your commute is

- Too short
- Too Long
- Just Right
- I don't commute

If you had the choice, would you prefer to work from home?

Yes No

If you would like to work from home, but currently do not, what barriers are keeping you from working from home?

- My type of work cannot be done remotely (for example, warehouse, manufacturing, retail, construction, site visits, security reasons, etc.)
- My home is not equipped to allow me to work from home effectively (technology, space, etc.)
- My employer does not allow work from home
- I do not want to work from home
- Other

Demographics

Demographic information helps us understand who we have been able to reach with this survey, and who may be missing.

While we encourage you to provide background demographic information to help us better understand our diverse audience, please note that this section is entirely optional. You may choose to skip the demographic section if you prefer.

What year were you born in? _____

What gender do you identify with?

- Man
- Non-Binary
- Woman
- Prefer not to answer
- Other (please specify):

Which of the following best describes you? Select all that apply.

- American Indian or Alaska Native
- Asian
- Black or African American
- Hispanic or Latino
- Middle Eastern or North African
- Native Hawaiian or Other Pacific Islander
- White
- Prefer not to answer



Public survey open form responses:

“Do you have anything you would like to add, or anything else you would like us to know as we develop the Long Range Transportation Plan?”

This question received 5 responses. Those responses are presented in full below.

Good job!
I've lived in Omaha most of my life and the joke is: we have 2 seasons - winter and road construction. Our roads are certainly better than some cities but our community has grown so much in the last 10 years even that we really need to improve our public transportation options. A larger population means more drivers than ever and our infrastructure is not able to keep up. Roads are constantly under work or have lots of potholes. Since we have such limited choices to get around, much of Omaha is single-driving cars. We should be considering a light rail system with park and ride options like Chicago so we are more connected and inclusive to all of our neighbors, not to mention helping improve traffic and pollution from gasoline engines.
I filled this survey out on the bus, after saving it in an open tab on my phone (I originally scanned the QR code at an Earth Day table). I would love to take the bus more often and for more purposes, but it's simply too slow or unavailable for most of the places I need to get to. If there's one thing I could magically make happen in this metro area, it's a fully functioning bus system.
I would like to talk about ideas for projects
Continue to expand trail system; Add crushed rock paths along trails (non-concrete); Plan highway system for growing areas (Sarpy, far western Omaha) connect 275 down to I-80 for southwest Beltway

