



**NEIGHBORHOOD EXPANDED  
ACCESS TO TRAILS**

Neighborhood Expanded Access to Trails



*Meadow Creek Right of Way*

# ACKNOWLEDGMENTS

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Neighborhood Expanded Access to Trails



90th Street Pedestrian Bridge

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Neighborhood Expanded Access to Trails



*Applewood Creek Connector*

# INTRODUCTION

## NEIGHBORHOOD EXPANDED ACCESS TO TRAILS

### OVERVIEW

The Neighborhood Expanded Access to Trails (NEAT) project is a partnership of the Papio-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 multi-use recreational trail network.

### PROJECT SIGNIFICANCE

Good access to trails increases opportunities for active transportation and recreation. Off-road trails are very popular among a wide range of users and encourage routine physical activity that demonstrably promotes better mental and physical health. Trails also encourage using active travel modes to social, educational, and economic destinations. They help people get to places they need and want to go.

The spine of Omaha's trail network follows the Papio Creek system and other waterways, and many neighborhoods lack convenient trail access. However, many neighborhoods are geographically close to trail corridors, but face barriers such as bridges, high volume streets, or undeveloped parcels between homes and trails. This study focuses on measures that reduce these barriers and help connect people to these nearby trails.

### PROJECT OUTCOME

The NEAT study identifies opportunities and develops 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 NEAT Study is a conceptual assessment of potential trail projects. As so, any private property acquisition would be discussed during the design phase of the project. Supplemental material was created during the study which is not included in the document, but is being held by the PMRNRD and will be used for future design of the proposed trails.





1

**PROJECT  
OBJECTIVES**



Keystone Trail, Boyd Street Entrance

# PROJECT OBJECTIVES

## THE BENEFITS OF TRAILS

The metropolitan area's off-street trail system is generally seen as offering the most comfortable and positive experience for the widest range of pedestrians, bicyclists, in-line skaters, people on skateboards or scooters, and other active and assisted forms of transportation. Their popularity and high level of use is derived from:

- Their separation from motor vehicle traffic, making them safe for a wide variety of ages, abilities, and skill levels. Crossings of major streets along the Papio system are typically grade separated.
- Offering natural settings by following water features, parks, and large open spaces such as floodplains.
- Their ability to provide space and access to recreation facilities, promoting better physical and mental health.
- An increasing ability, as the system grows, to provide access to specific destinations.
- Providing a healthy, emission-free alternative to auto use.
- Future interchanges with Metro routes and the ORBT line, further expanding the number of people served by transportation alternatives.

## THE PURPOSE OF NEAT

Primary purposes of this study are to:

- Increase the convenience of and decrease the obstacles to using trails, reducing the necessity of driving to them.
- Increase the equity of trail access to diverse neighborhoods.
- Find short-term and relatively cost-effective solutions that substantially increase the number of people directly served by the network.
- Expand the ability of trails to connect people to important destinations such as parks, schools, neighborhoods, and each other.

## PROJECT SCREENING

The process of identifying and focusing on specific candidates for NEAT projects included the following steps:

- Identification and high-level review of eighteen potential trails, based on the knowledge and input of the consulting team and management and steering committee members, all of whom are frequent trail users.
- Selecting and advancing fourteen candidate connections to an initial scanning process focused on equity and construction feasibility.
- Field inspection of each of the thirteen candidate segments.
- Selection of eight projects for development of design concepts.



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**PROCESS**  
18 ROUTES

## Neighborhood Expanded Access to Trails



Meadow Creek

# PROCESS

## Start:

Identify possible trail segments. Narrow to a list for further research.

## Initial Scan

Use data to measure impact and feasibility of potential trail segments.

## PROCESS

This study began by identifying 18 proposed trail connections ranging in size from 0.13 miles to 2.06 miles. These proposed connections were spread throughout Douglas and Sarpy counties connecting to a variety of trails, neighborhoods, and destinations.

## ORGANIZATION:

- **Management Team:** including representatives from the PMRNRD, MAPA, and the consultant team. The management team oversaw the day to day tasks of the NEAT study.
- **Steering Committee:** comprised of the Management Team along with local community bicycle advocates, government representatives from the cities for which trail segments were proposed, and allied nonprofits. The Steering Committee helped guide the vision and give expert opinions on proposed trail segments.
- **Community Outreach:** focused on the neighborhoods and key land owners most directly affected by the potential trail segment.

## Field Inspection:

Examine candidate connection on-site to consider barriers, effectiveness, and options in detail.

## Initial Design:

Develop initial design concepts for PMRNRD in later construction documents.

## Neighborhood Expanded Access to Trails

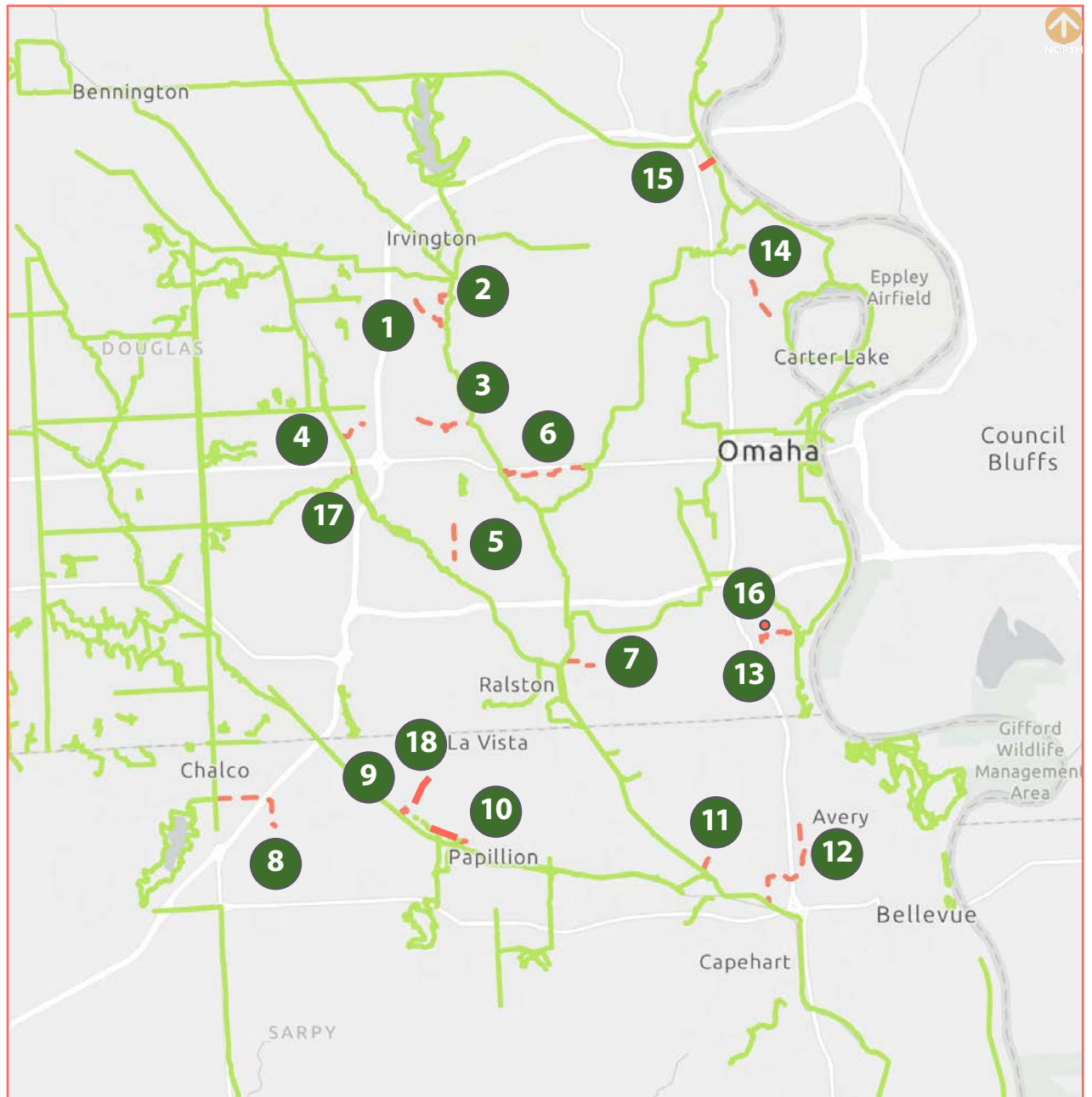
### THE INITIAL 18:

Map 2.1 illustrates the eighteen candidate segments initially put forward by the management team, along the regional trail network. Some potential candidates were excluded because they were either earmarked in ongoing projects or were so feasible they were reflected in other plans and did not require further in-depth study in this document. The Steering Committee used this information and their personal and professional knowledge of the system to select thirteen segments for further study and field investigation.

1	Maple Village
2	Abrahams Library Access
3	Meadow Creek Connector
4*	Oakbrook Creek
5	Arbor Greenway
6	Keystone/UNO
7	Ashland Park
8	Chalco-Prairie Queen
9	Applewood Creek
10	W. 6th Street
11*	Big Elk Connector
12	25th Street
13	South Omaha-Riverfront
14	Florence Boulevard
15	Minne Lusa
16*	Spring Lake
17	West Dodge Frontage
18*	Applewood Creek Extension

\* Not considered for next phase of evaluation because of other related area studies, ongoing projects, or routine development not requiring further extensive study.

MAP 2.1: All Potential Trail Segments





## INITIAL SCAN:

The initial scan used a variety of quantitative and qualitative data sources to further refine and prioritize concepts. A two-part scoring system was developed to help establish priorities. Higher overall scores relates to higher priority. The scoring on basic criteria was a reductive process, starting at a score of “5” and reducing points when negative conditions were present. Following that process, points were added with the presence of important positive attributes.

### Basic Attributes

A starting score of 5 was assigned to each, with points deducted for the presence of specific factors.

- **High Level Constructibility**

Deductive Factors:

- › Slope exceeding 5%
- › Trail segment within floodplain
- › Less than 10ft of right of way (ROW)
- › Human made barriers (railroads, busy streets, etc.)
- › Potential lack of community support

- **Continuity**

Deductive Factors:

- › Excessive distance to the connecting trail
- › Significant misdirection or route complexity

- **ROW Availability**

Deductive Factors:

- › Less than 10 ft of ROW available
- › Possibility of owner opposition

- **Safety & Comfort**

Deductive Factors

- › Slope steeper than 5%
- › Adjacent land use create an unpleasant environment

### Positive Attributes

Points were added to the Basic Attributes score for these positive conditions when present.

- › Equity: ADA accessibility and open trails access to diverse or disadvantaged populations based on race, income, and vehicle ownership
- › Ease of Use: Ruling slope under 5% slope
- › Service to Destinations: Schools, parks, neighborhood services, and retail adjacent to the trail
- › Number of People Served: Population within a half mile travel shed of the trail segment was calculated. Total population was broken into equal intervals, with more points added for intervals with higher population
- › Neighborhood Development: Vacant parcels adjacent to trail that might be redeveloped due to the study

Other considerations, not in the matrix, were discussed when selecting the routes that would be design further and explored on the Field Tours of the project.

ROUTE	SCORE	OTHER CONSIDERATIONS
Maple Village	30	
Abrahams Library Access	29	
Minne Lusa	29	
Florence Boulevard	28	
Ashland Park	28	
Keystone/UNO	28	Excessive length for NEAT project. Small changes in UNO could improve bicycling through campus.
South Omaha Link	28	Primarily on-street or alley links.
Chalco Hills to Prairie Queens	27	
W Dodge Frontage Road	27	
W 6th Street	26	
Applewood Creek Connector	24	
25th Street	24	Excessive length for NEAT project.
Meadow Creek Connector	23	
Arbor Street	22	

## Neighborhood Expanded Access to Trails

### FIELD TOUR:

Field tours with the consultant, management team, and Steering Committee took place over a two day period. On these inspections participants walked and biked potential trail segments to understand opportunities, barriers, and the context of each candidate. The tour helped identify the eight priority connections for initial concept designs. It also generated possibilities for a subsequent "NEAT II" study.

### HIGHLIGHTS

- **Florence Blvd:** The bridge crossing Arthur C. Storz Expressway is wide enough to accommodate a protected bicycle lane.
- **Chalco Hills to Prairie Queen:** Giles Road's horizontal road alignment blocks westbound vehicles' sight while going under I-80, forcing a Giles Road trail crossing to push further west.
- **Applewood Creek Connector:** Opportunities for trail oriented development exist east of the commercial strip center.
- **Tomahawk Boulevard:** A wide median permits trail alignment that minimizes negative effect on surrounding trees and infrastructure.
- **South Omaha Link:** This section is a necessary link for the South Omaha neighborhood that should be explored as a largely on-street facility, using a short sidepath segment, local streets, and alleys, connecting the South Omaha business district to the Veterans Memorial Bridge, Council Bluffs trail network, and Wabash Trace Nature Trail

### PHOTO 2.1: From Field Tours



*Boulevard with trees and infrastructure throughout, Tomahawk Blvd.*



*Narrow Railroad Bridge Underpass, Florence Blvd.*



*High Speed Crossing, Portal Rd.*



*Bridge Underpass, Giles Rd.*

## STAKEHOLDER ENGAGEMENT & INITIAL DESIGN CONCEPTS:

### STAKEHOLDER ENGAGEMENT

Stakeholder engagement was tailored to areas potentially affected by the eight proposed trail segments. Meetings took place with neighborhood associations active in these areas. These sessions included presentations of the NEAT project, followed by questions and discussion.

In areas without active neighborhood groups, NEAT contacted specific land owners or city officials to discuss the stakeholders' future plans for the land and openness to a potential trail expansion. Discussions with city officials also covered preferences for major roads crossings and possible signal control.

### INITIAL DESIGN CONCEPTS:

Initial design concepts were drawn, using data from the field tours, stakeholder engagement, geospatial analysis, and surveys. These concepts described how the trail segments worked with natural and human-made features. The concepts also included planning level opinions of probable cost. The designs and cost estimates will help establish an implementation sequence for individual projects. Chapter 3 presents more detailed information on the design concepts.

ROUTE	ORGANIZATIONS	MEETING DATE	OUTCOMES
<b>MAPLE VILLAGE</b>	Maple Village Neighborhood Association	7/14/2022	Neighborhood association wanted to know when it would be built and if it would impact their taxes.
<b>MINNE LUSA</b>	Miller Park-Minne Lusa Community Association	Reached out. No Contact Made	
<b>FLORENCE BOULEVARD</b>	Miller Park-Mine Lusa Community Association	Reached out. No Contact Made	
<b>ASHLAND PARK</b>	Ho-Chunk Inc.	6/28/2022	Ho-Chunk is open to having a trail through their property
<b>CHALCO HILLS TO PRAIRIE QUEENS</b>	The Meadows SID	7/18/2022	The Meadows SID wanted to know who would take care of maintenance and repairs of the trail
<b>W DODGE FRONTAGE ROAD</b>	Lamp Park Neighborhood Association (Defunct)	Reached out. No Contact Made	
<b>W 6TH STREET</b>	City of Papillion	7/13/2022	Papillion Community Development Department prefers crossing at intersection.
<b>APPLEWOOD CREEK CONNECTOR</b>	City of La Vista & City of Papillion	7/13/2022	La Vista and Papillion prefer crossing at intersection.



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**DEEPER DETAIL**  
8 ROUTES

Neighborhood Expanded Access to Trails



*W Dodge Frontage Road Bridge*

**INITIAL DESIGN:**

The initial designs further establish how the future trail segments could function. The trail segments are listed by priority, Applewood Creek being the highest current priority.

ROUTE	DESCRIPTION	MAJOR BARRIERS	MILEAGE
<b>APPLEWOOD CREEK</b>	Connects the Applewood Creek to the Papillion Creek Trail. Connects to a neighborhood trail and substantial new connections north of Portal Road.	Crossing Portal Road.	0.29 MI
<b>WEST 6TH STREET</b>	Connects Hunters Crossing Neighborhood in Papillion to the West Papio Trail. Link to trail development on north side of the West Papio Creek.	Crossing Cornhusker Road.	0.18 MI
<b>MINNE LUSA</b>	Connects Minne Lusa Neighborhood to the Riverfront Trail.	Railroad bridge underpass and crossing John J. Pershing Dr.	0.18 MI
<b>ASHLAND PARK</b>	Connects eastern Ashland Park Neighborhood to Keystone Trail.	Industrial land uses to the north and land ownership.	0.49 MI
<b>WEST DODGE FRONTAGE ROAD</b>	Connects Big Papio Trail to Lamp Park Trail using W Dodge Frontage Rd.	Steep grades, stream crossing, and existing drainage structure.	0.27 MI
<b>FLORENCE BOULEVARD</b>	Establishes Florence Blvd crossing over Arthur C Storz Expressway, part of a connection between Levi Carter Park, Riverfront Trail, and Miller Park.	Steep slope climbing the out of the Missouri River valley from east to west.	0.45 MI
<b>CHALCO HILLS TO PRAIRIE QUEENS</b>	Connects Chalco Hills extension from Giles Road to 132nd Street and Prairie Queen Recreation Area.	Interstate 80 overpass.	1.52 MI
<b>MAPLE VILLAGE</b>	Connects Tomahawk Hills Park to the Keystone Trail via Tomahawk Blvd.	Crossing 90th Street; Continued connection to Keystone Trail must negotiate narrow Boyd Street bridge.	0.82 MI

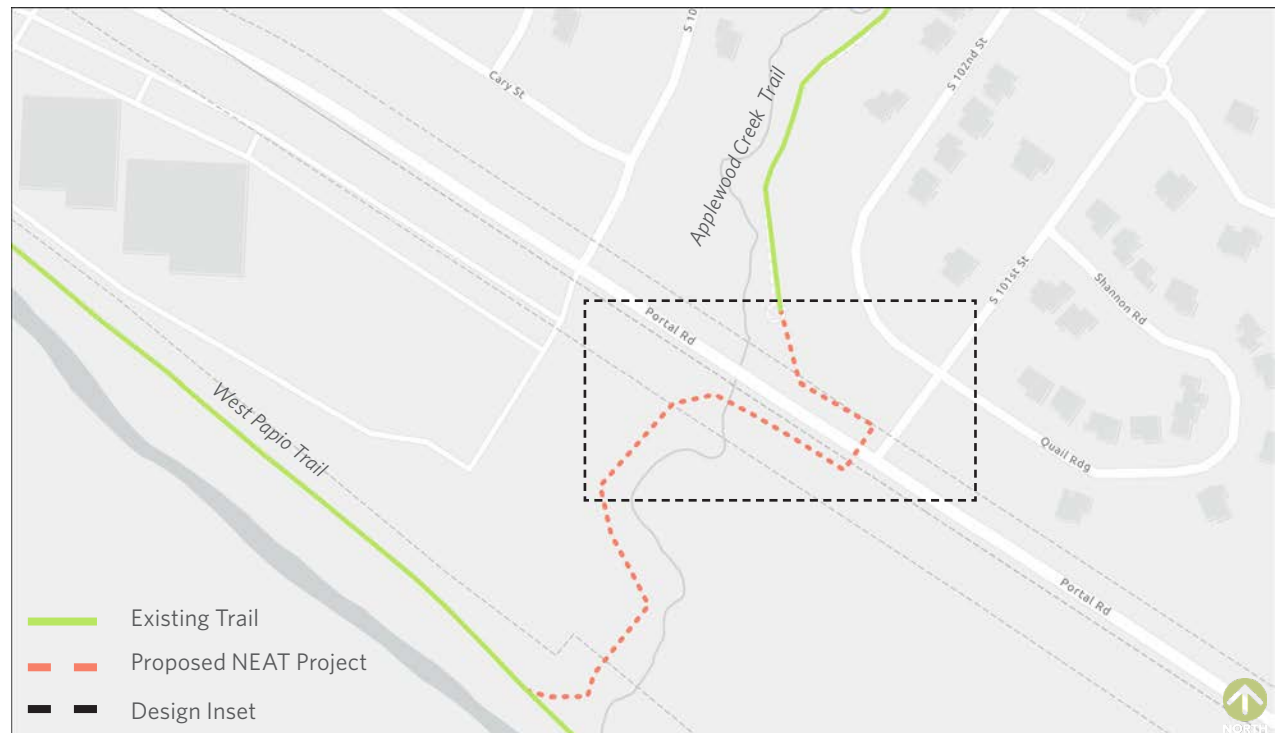
### APPLEWOOD CREEK:

- **Description:** This trail segment links the Applewood Creek Trail to the Papillion Creek Trail. The trail connection crosses Portal Road at 101st Street before continuing across a former railroad bridge to the West Papio Trail. It would be in both La Vista and Papillion with this section of Portal Road being under La Vista's jurisdiction.
- **Specifics:**
  - › Signalized crossing most likely needed at the Portal Road and 101st Street crossing.
  - › Opportunity to repurpose abandoned railroad bridge to cross stream.
  - › The trail segment on the west side of the stream should balance distance from the stream's erosion zone and follow the natural features that the stream and trees provide.
  - › The parcel west of the stream is an opportunity for park/trail oriented development that takes advantage of the trails, businesses, and ample parking adjacent to it.
- **Probable Construction Cost:** \$454,018.13

PHOTO 3.1: Portal Road and 101st Street Crossing

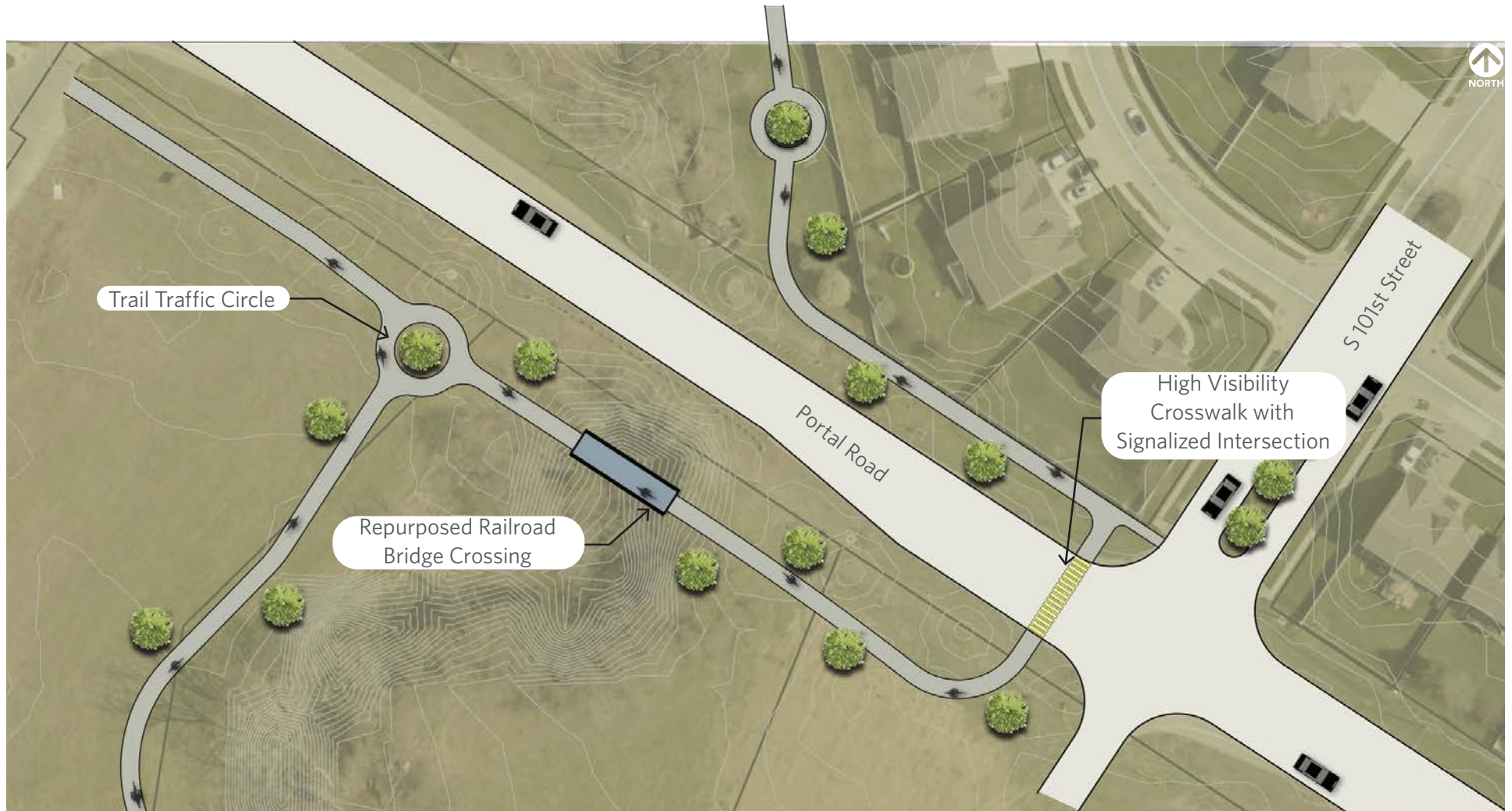


MAP 3.1: Initial Concept Alignment





**DESIGN 3.1:** *Applewood Creek Rendering*



## WEST 6TH STREET:

- **Description:** The West 6th Street Trail connects the Hunters Crossing neighborhood to the West Papio Trail. From a junction with the existing Tara Hills Trail, this trail link proceeds west, crossing West 6th Street at the Frontier Road intersection. It continues west using a former railroad bridge, which would connect to a new shared use path developed in cooperation with Lux Apartments, which in turn connects to the West Papio Trail at 96th Street.
- **Specifics:**
  - › The trail should be kept out of ROW as much as possible to allow for future widening of West 6th Street.
  - › HAWK signalized crossing should be deployed at the Frontier and West 6th intersection.
  - › The abandoned former Union Pacific railroad bridge should be reused to cross unnamed tributary.
  - › A small trailhead may be provided east of the stream. Parking should be kept away from the ROW to allow for future widening of West 6th Street.
  - › The City of Papillion may consider an eastward trail extension into historic Downtown Papillion, using the gravel NRD maintenance access levee on the north side of the West Papio Creek.
- **Probably Construction Cost:** \$421,846.88

PHOTO 3.2: Bridge Crossing



MAP 3.2: Initial Concept Alignment



**DESIGN 3.2:** West 6t Street Rendering



### MINNE LUSA:

- **Description:** The Minne Lusa Boulevard Trail connects the Miller Park - Minne Lusa neighborhood to the Omaha Riverfront Trail. The trail starts at the intersection of Minne Lusa Boulevard and Sharon Drive. It follows the west side of Minne Lusa Boulevard before joining Florence Boulevard and continuing under the railroad viaduct, crossing John J. Pershing Drive and connecting to the Omaha Riverfront Trail.
- **Specifics:**
  - › Protected pedestrian crossing will be required at the intersection of John J Pershing Drive and Florence Boulevard. A pedestrian refuge median should also be considered at this location. These changes would have the added benefit of reducing excessive speeds on Pershing Drive.
  - › Future plans (discussed in Chapter 4) should explore expanding Minne Lusa Trail south to Miller Park.
  - › Future plans (discussed in Chapter 4) could include a continuation south along Florence Boulevard, connecting to the proposed Florence Boulevard Trail.
- **Probable Construction Cost:** \$471,202.81

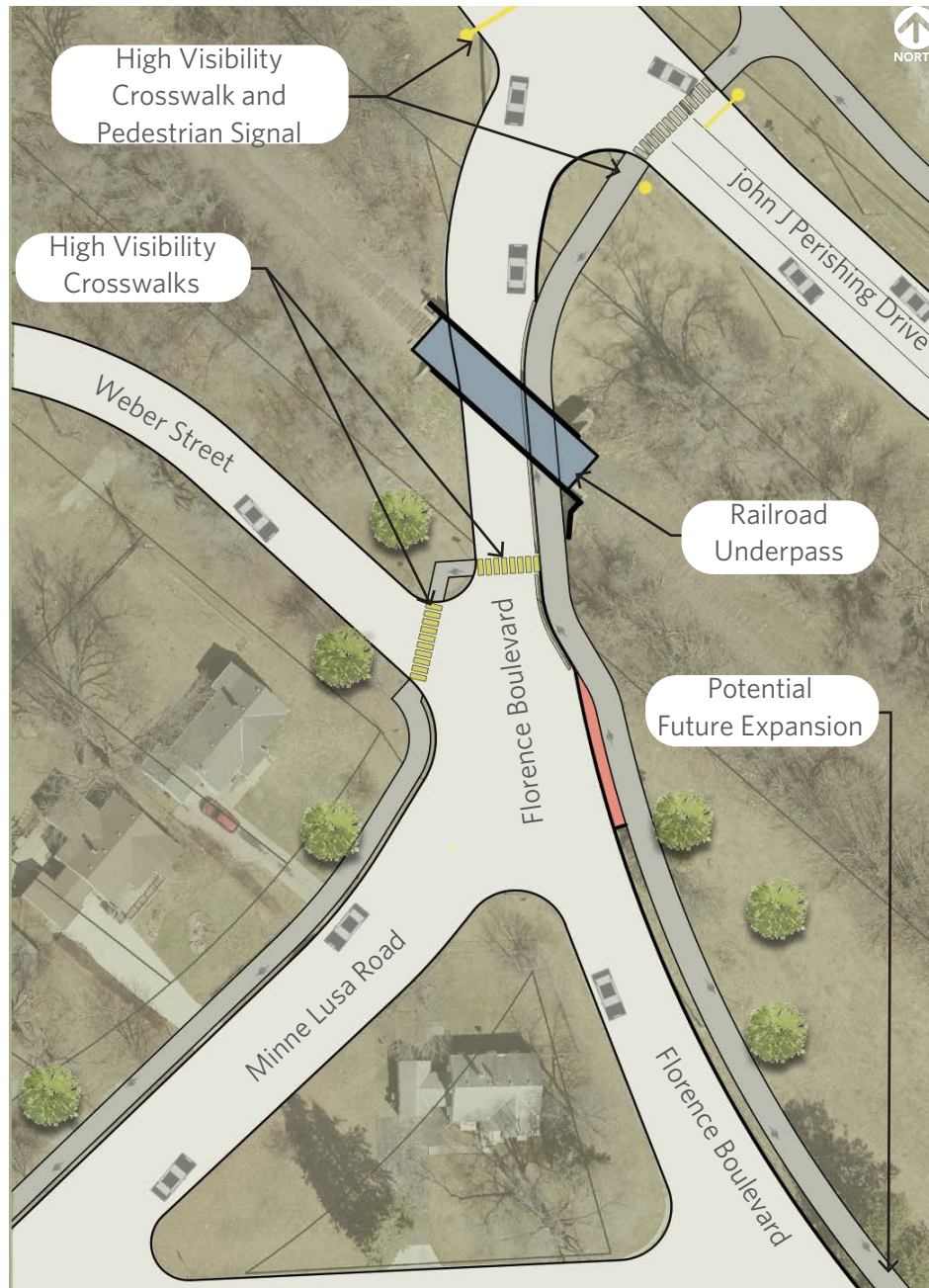
PHOTO 3.3: Railroad Underpass



MAP 3.3: Initial Concept Alignment



DESIGN 3.3: Minne Lusa Rendering



## Neighborhood Expanded Access to Trails

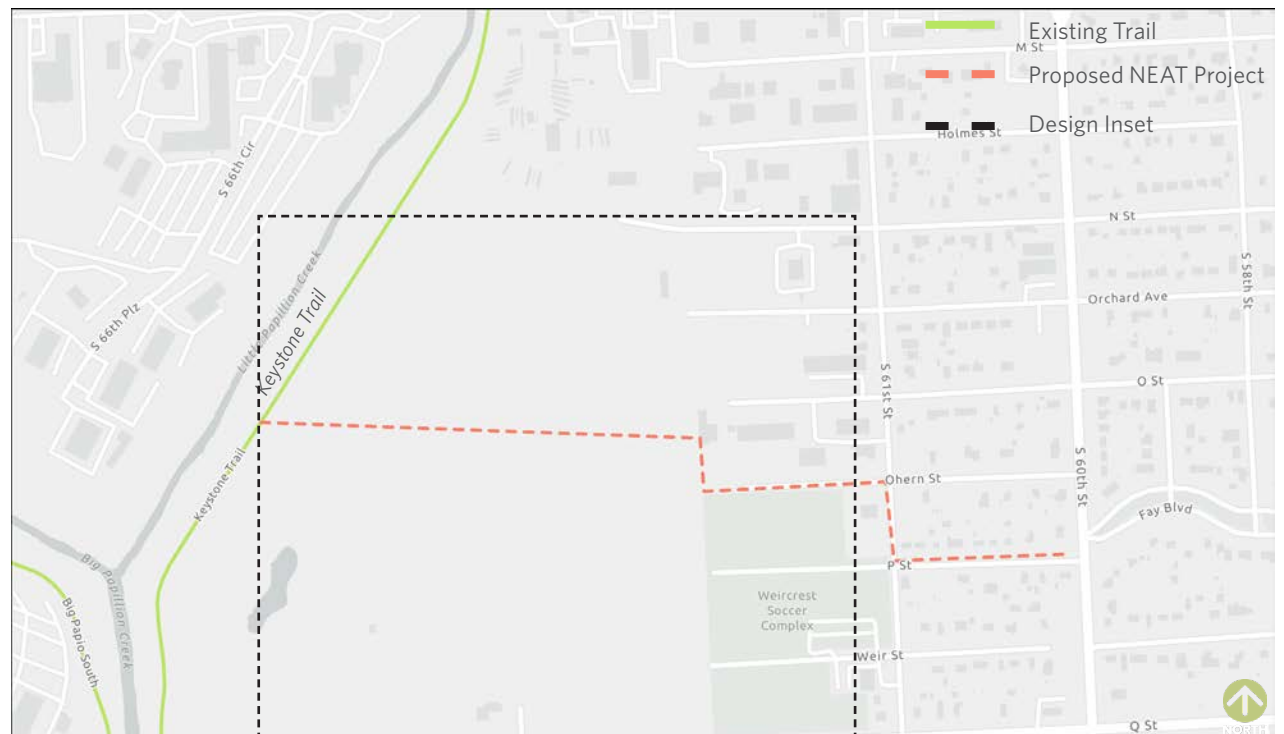
### ASHLAND PARK:

- **Description:** The segment connects the Ashland Park Neighborhood to the Keystone Trail. The trail would parallel the northside of Milt's Golf Center before continuing along Ohern Street to 61st Street to P Street, ending at 60th Street.
- **Specifics:**
  - › Trail design and landscaping should minimize industrial land impacts to the north.
  - › Trail crosses a number of driveways on P Street.
  - › The access link could be ended as a trail at several locations. These include 60th or 61st and P; and the west cul-de-sac of Ohern.
  - › Future plans (discussed in Chapter 4) include a crossing of South 60th Street, continuing along Fay Boulevard, potentially using the wide median as its alignment, and eventually leading to Ashland Park/ Robbins Elementary School.
  - › Needs approval of the Omaha Parks, Recreation and Public Property Department.
- **Probable Construction Cost:** \$910,187.50

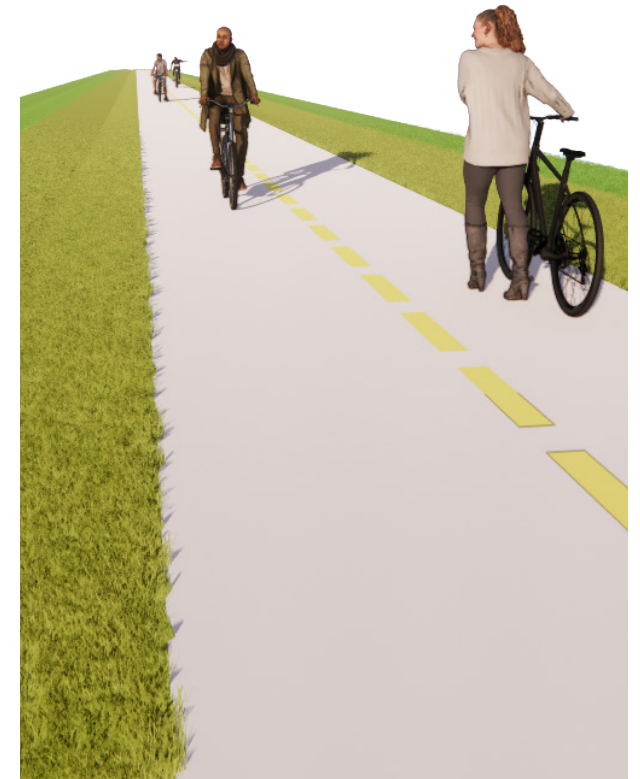
PHOTO 3.4: Land to Cross



MAP 3.4: Initial Concept Alignment



DESIGN 3.4: Ashland Park Connector Rendering



## Neighborhood Expanded Access to Trails

### WEST DODGE FRONTAGE ROAD:

- **Description:** This project increases access to Lamp Park and Lamp Park Trail to the Big Papio Trail via the West Dodge Frontage Bridge. It is a cost effective solution that adapts an existing bridge to create a strategic trail crossing over the creek.
- **Specifics:**
  - › The trail should use the existing pedestrian space on the south side of the West Dodge South Frontage Road bridge. Signs should advise bicyclists to walk bikes over the bridge. An eventual reconstruction or major modification of the structure should include a widened path that accommodates pedestrian and bicyclists.
  - › The trail should stay within the floodplain and PMRNRD land as much as possible.
  - › Trail alignment will conform to creek hydrology standards.
  - › On the west side of the Big Papillion Creek, options for trail connections could be added to the north and south parking lots.
  - › Drainage structure on the west side of the Big Papio should be reconstructed to carry trail traffic. The nature of construction might involve reconstruction of the structure or a bridge over the existing outlet.
  - › Trail may be built in segments starting with the east side first.
- **Probable Construction Cost:** \$223,352.50

PHOTO 3.5: W Dodge Frontage Bridge Crossing

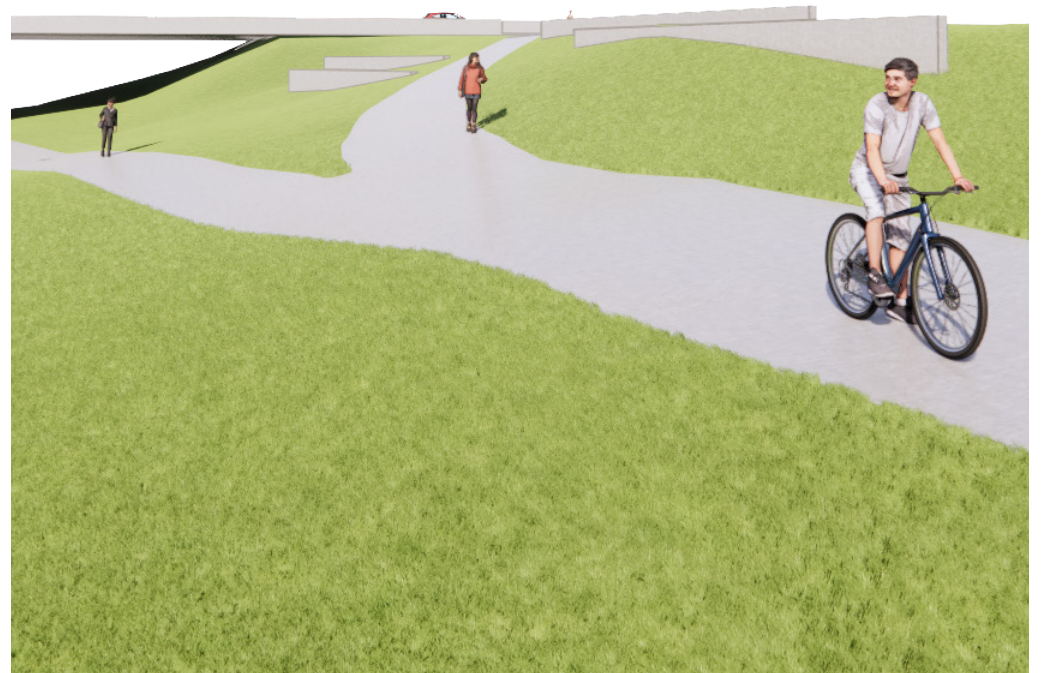


MAP 3.5: Initial Concept Alignment





**DESIGN 3.5:** West Dodge Frontage Road Rendering



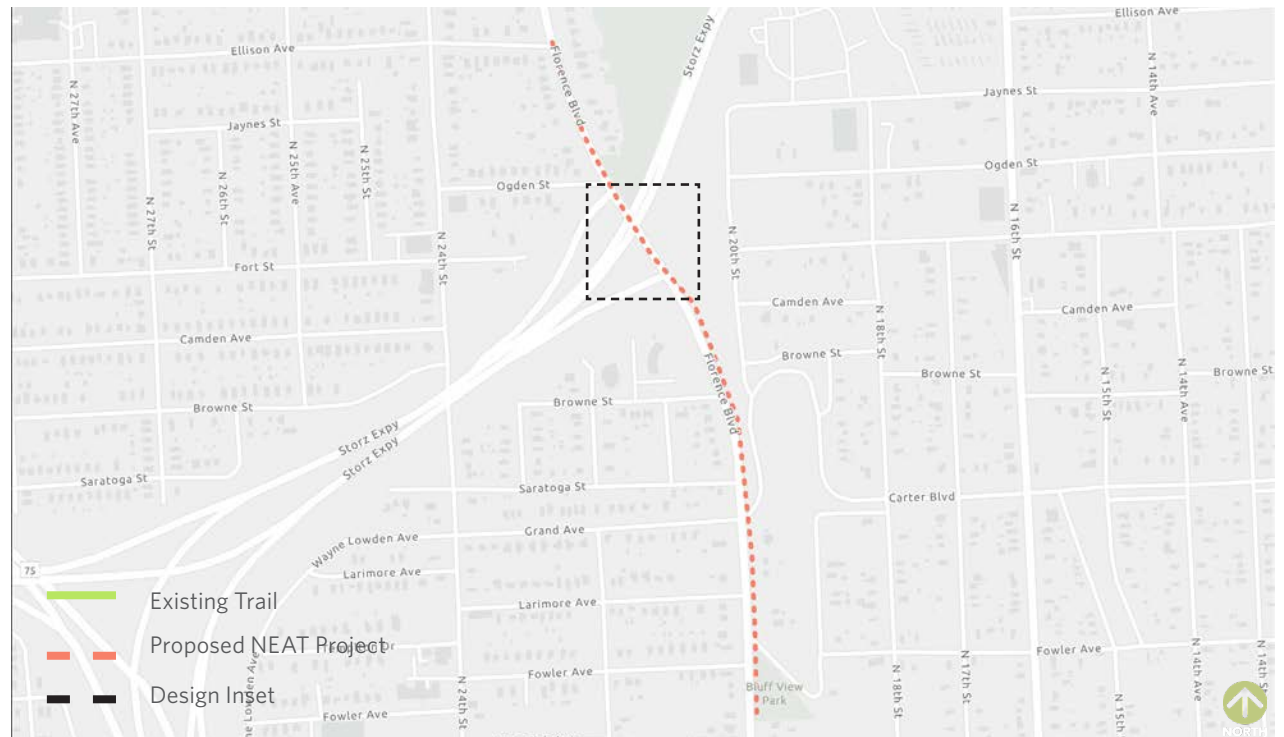
## FLORENCE BOULEVARD:

- **Description:** The Florence Boulevard Trail connects Bluff View Park to Ellison Avenue. The Florence Boulevard Trail would transition to the Storz Expressway bridge, accommodated by a two-way protected bike lane. The trail would then continue on the east side of Florence Boulevard, eventually continuing to Miller Park.
- **Specifics:**
  - › A sidepath along Florence Boulevard transitions to an on-street two-way protected bike lane on the Storz Expressway bridge.
    - The on-street trail should ideally be physically separated by Jersey barriers or a curb and minimum 4 ft median.
    - An interim solution would use a painted buffer with flexible delineators.
  - › Future plans (discussed in Chapter 4) would connect the Florence Boulevard Trail to Miller Park to the north and Boyd Park to the south.
  - › Needs approval of the Omaha Parks, Recreation and Public Property Department.
- **Probable Construction Cost:** \$859,729.06

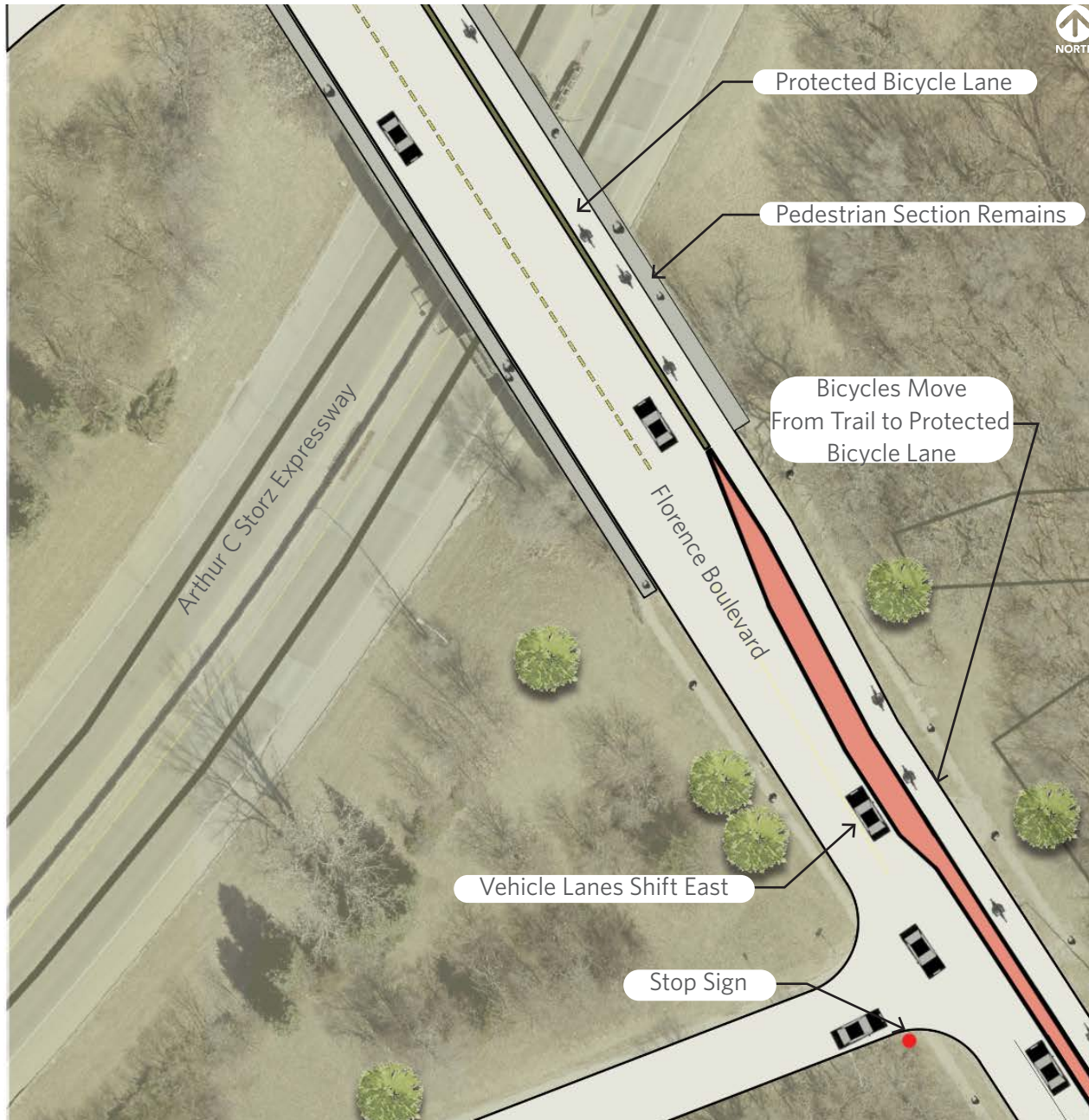
PHOTO 3.6: Storz Expressway Overpass



MAP 3.6: Example of Initial Concept



DESIGN 3.6: Florence Boulevard Rendering



## Neighborhood Expanded Access to Trails

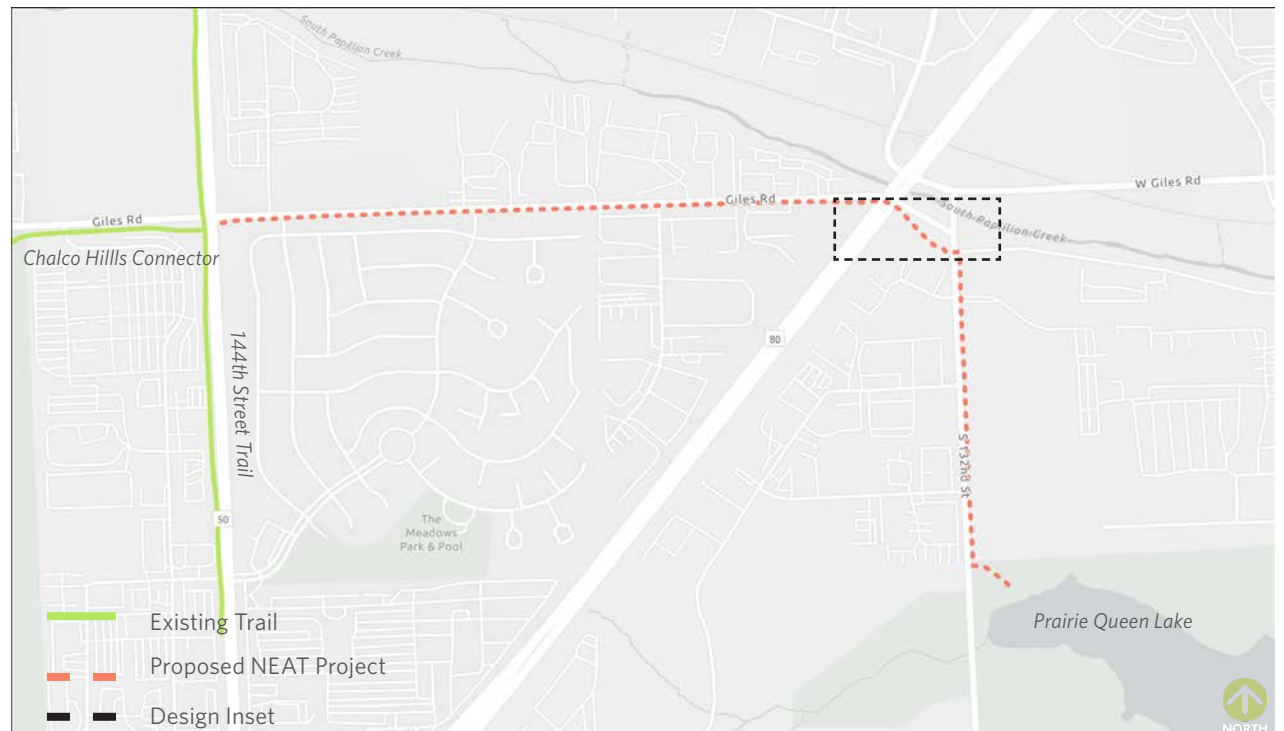
### CHALCO HILLS TO PRAIRIE QUEEN:

- **Description:** This segment connects Chalco Hills Recreation Area and the Meadow Lane Neighborhood to Prairie Queen Recreation Area via Giles Road and 132nd Street.
- **Specifics:**
  - › Primary facilities are sidepaths on the south side of Giles Road and the east side of 132nd Street.
  - › Giles Road path under Interstate 80 would remain on the south side to avoid moving the abutment.
  - › Existing median should be narrowed to allow a full 10 ft trail section and vehicle lanes without moving abutment.
  - › Trail crosses South 132nd Street at the Giles Road intersection.
    - Attention should be paid to signalization and crossing to ensure cyclist are visible to vehicles turning right from eastbound Giles to southbound 132nd Street.
- **Probable Construction Cost:** \$1,465,748.13

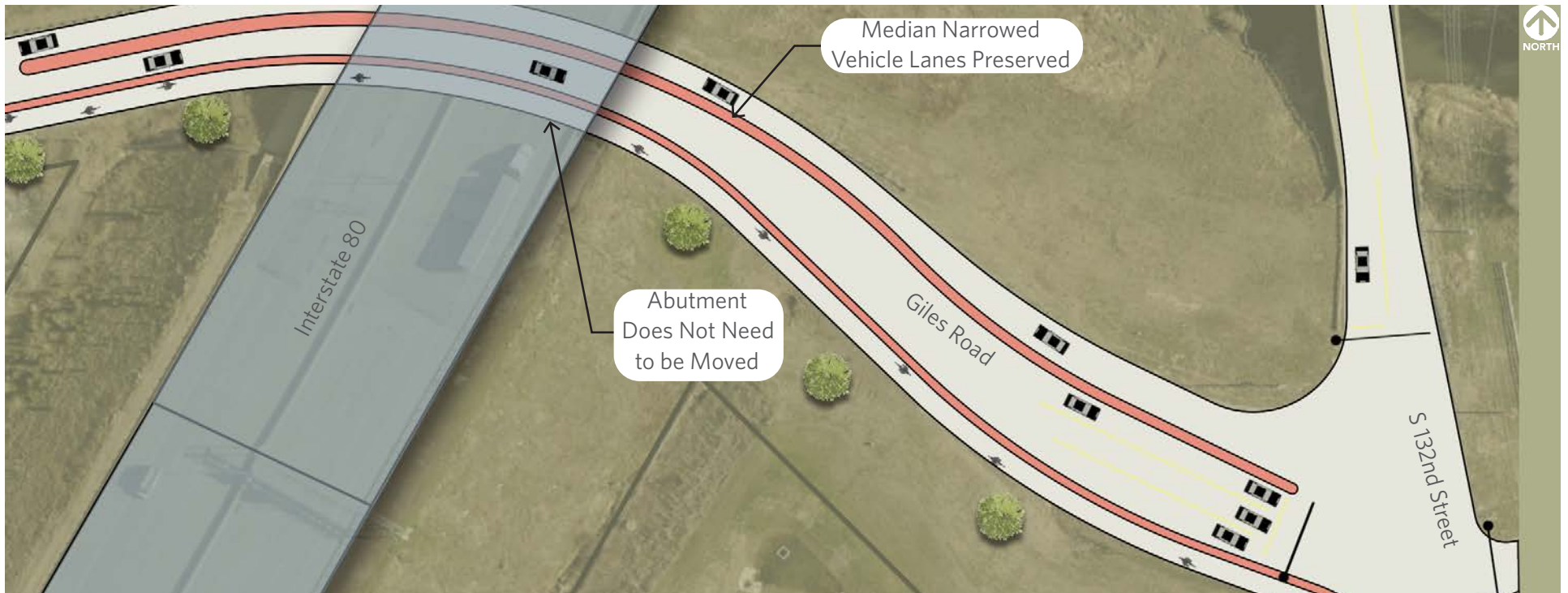
PHOTO 3.7: Bridge Underpass



MAP 3.7: Example of Initial Concept



**DESIGN 3.7:** *Chalco Hills to Prairie Queen Rendering*



## MAPLE VILLAGE

- Description:** This concept connects Tomahawk Hills Park to the Keystone Trail using Tomahawk Boulevard's wide central median between the park and 90th Street. The route continues as a short sidepath segment on the west side of North 90th Street to Boyd Street, crossing at a signalized intersection and continuing as a sidepath along the north side of Boyd to the Little Papio bridge and trail access.

- Specifics:**

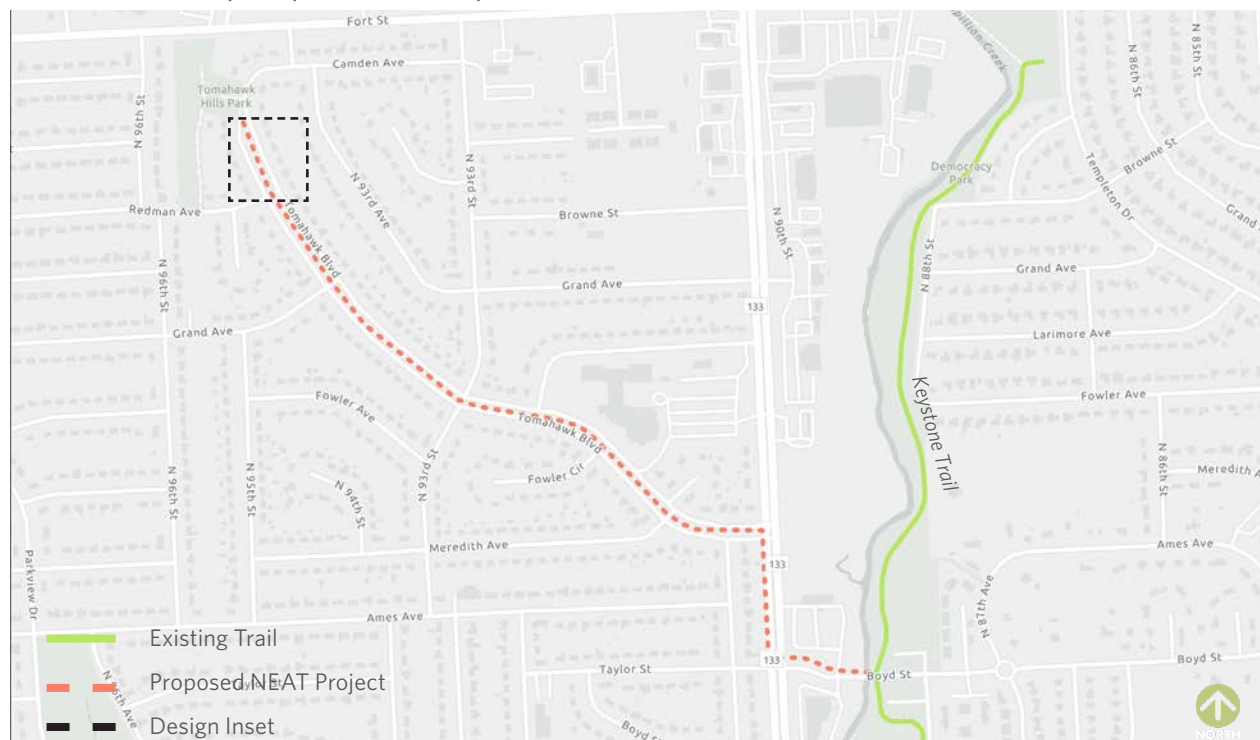
- The trail section within the Tomahawk Boulevard should avoid unnecessary impacts on trees.
  - The trail section within the Tomahawk Boulevard should minimize impact on current stormwater retention system.
  - High visibility crosswalks should be added at the signalized crossing at 90th and Boyd.
  - Walkways along the Boyd Street bridge do not adequately accommodate bicycles. This walk should be signed as a walk bike zone. A future replacement or reconstruction of the bridge should include standard width accommodation for all active user types.
  - Future projects should include access to Milton R. Abrahams Library. This is most readily achieved with construction of a sidepath on the east side of 90th Street, widening the existing four foot sidewalk.
  - Needs approval of the Omaha Parks, Recreation and Public Property Department.

- Probable Construction Cost:** \$647,023.44

PHOTO 3.8: Bridge Crossing



MAP 3.8: Example of Initial Concept



**DESIGN 3.8:** Tomahawk Boulevard Rendering









4+

**NEXT STEPS**  
PHASE 2



# NEXT STEPS

## PHASE 2

### IMPLEMENT PRIORITY ROUTES

The PMRNRD plans to work with local government agencies to determine if the eight priority routes identified in the NEAT study are ready to move to the construction design stage. The District will base the engineering design stage on the concepts and segment priorities established in Chapter 3. Further community engagement and design study would be done at this time.

### STUDY NEXT ROUND OF ROUTES

The potential to replicated the NEAT Study methodology to revisit the 11 alternative routes that were not advanced during the NEAT I process should be explored. This potential “NEAT II” study could also look at route extensions for the NEAT I study priority routes, along with potential new routes. This section shows some initial “NEAT II” possibilities.



## ASHLAND PARK TRAIL EXTENSION

With a well-designed pedestrian crossing of 60th Street, this extension would increase the number of people with easy access to the Keystone Trail. The trail would extend east using Fay Boulevard's wide central median, continuing to P Street and Ashland Park Elementary School.

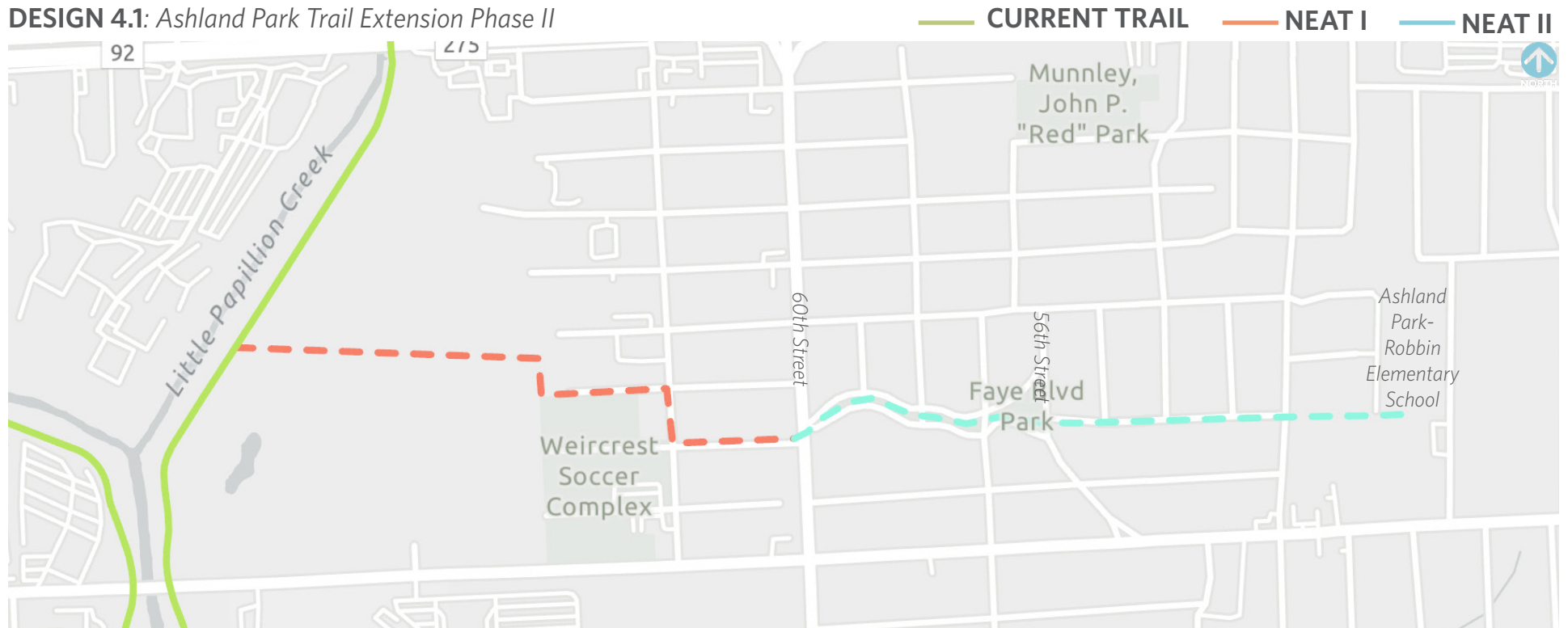
### OPPORTUNITIES

- Increases trail access east of 60th Street.
- Connects to Ashland Park Robbins Elementary School.
- Requires collaboration and approval from Omaha Parks, Recreation, and Public Property Department.
- Easily split into phases.
  - › Phase I: 60th Street to east end of Fay Blvd Park.
  - › Phase II: 56th Street to Ashland Park-Robbins Elementary School.

### CONCERNS

- Steep slope P Street between 56th and 52nd Street.
- Many driveways on P Street. Best option might be a 6 ft sidewalk along P Street and bicycle boulevard treatment on the street itself. Trail would extend through school property east of 52nd Street.
- Crossing 60th Street.

**DESIGN 4.1:** Ashland Park Trail Extension Phase II



## MINNE LUSA TRAIL EXTENSION

This concept would extend the Minne Lusa link south to Miller Park. It would provide direct access to the riverfront for Minne Lusa and Miller Park neighborhood residents, and connect Miller Park and Omaha’s historic boulevard network directly to the Riverfront Trail.

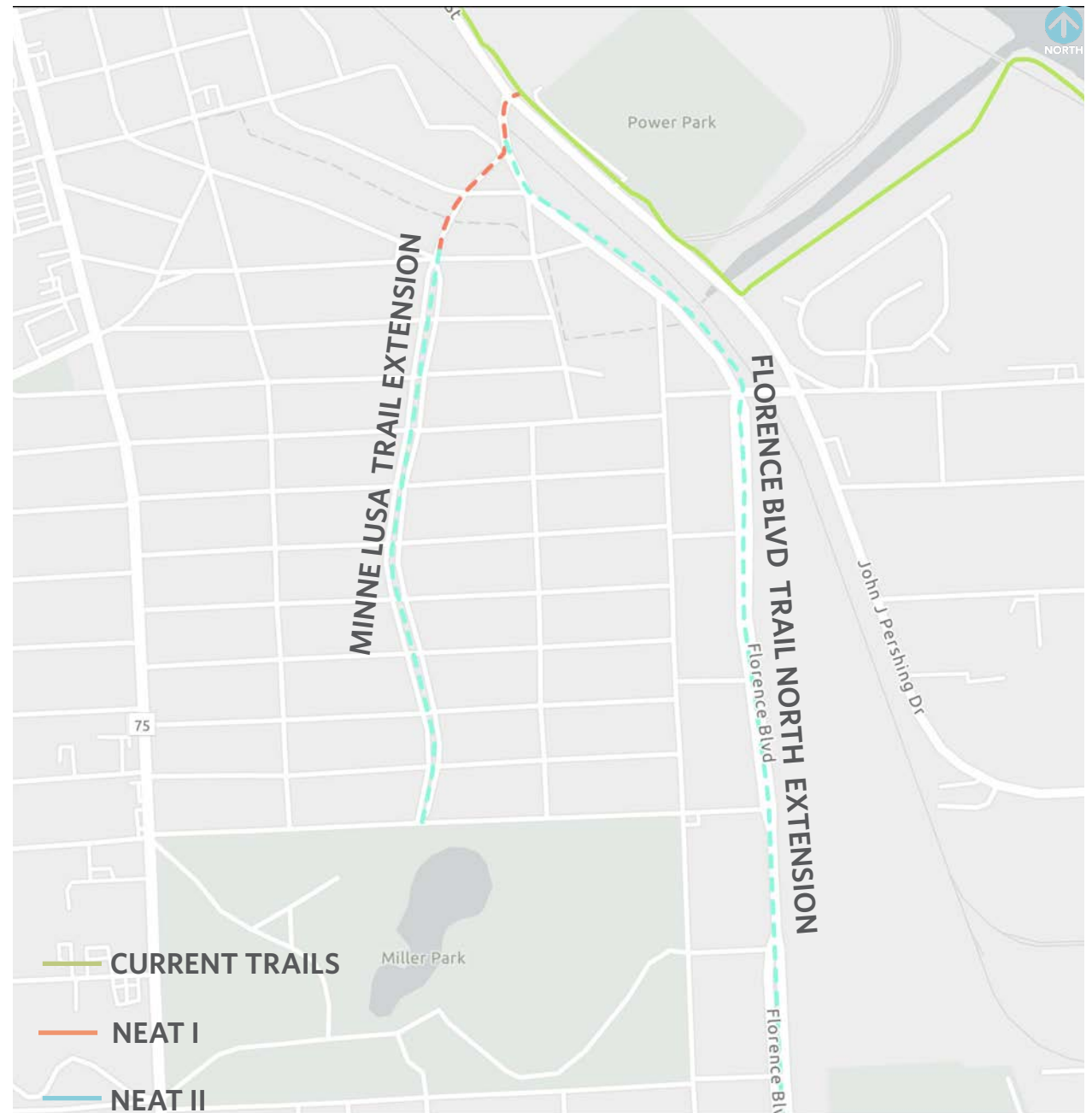
### OPPORTUNITIES

- Connects to Riverfront Trail to Miller Park.
- Extends trail access to Miller Park - Minne Lusa Neighborhood.
- Possible long-term integration into the North Omaha/Belt Line Trail system and Metropolitan Community College’s historic Fort Omaha campus.
- Possible re-envisioning the Minne Lusa median as an iconic neighborhood asset.
- Requires collaboration and approval from Omaha Parks, Recreation, and Public Property Department.

### CONCERNS

- 36-foot wide Minne Lusa Avenue is sufficient to accommodate a trail but requires a sensitive landscape and alignment treatment.
- Driveway crossings with a conventional sidepath alignment.
- Residential street crossings.
- Mature trees that require protection.

## DESIGN 4.2: Minne Lusa Trail Extension Phase II



## FLORENCE BLVD TRAIL NORTH EXTENSION

This concept would extend the Florence Boulevard Trail north from Ellison to Read Street, where it connects to the Minne Lusa connection and the Riverfront Trail. The most likely design solution is taking advantage of the deep setbacks on the east side of the street to upgrade the existing sidewalk to sidepath standards, complemented by directional on-street bike lanes, possibly adjacent to the medians where medians are present. The sidepath and lanes would merge into the NEAT I project south of Ellison Avenue. An alternative solution would be to enter Miller Park from Kansas Avenue and connect to the Minne Lusa extension with a shared use path around the periphery of the park.

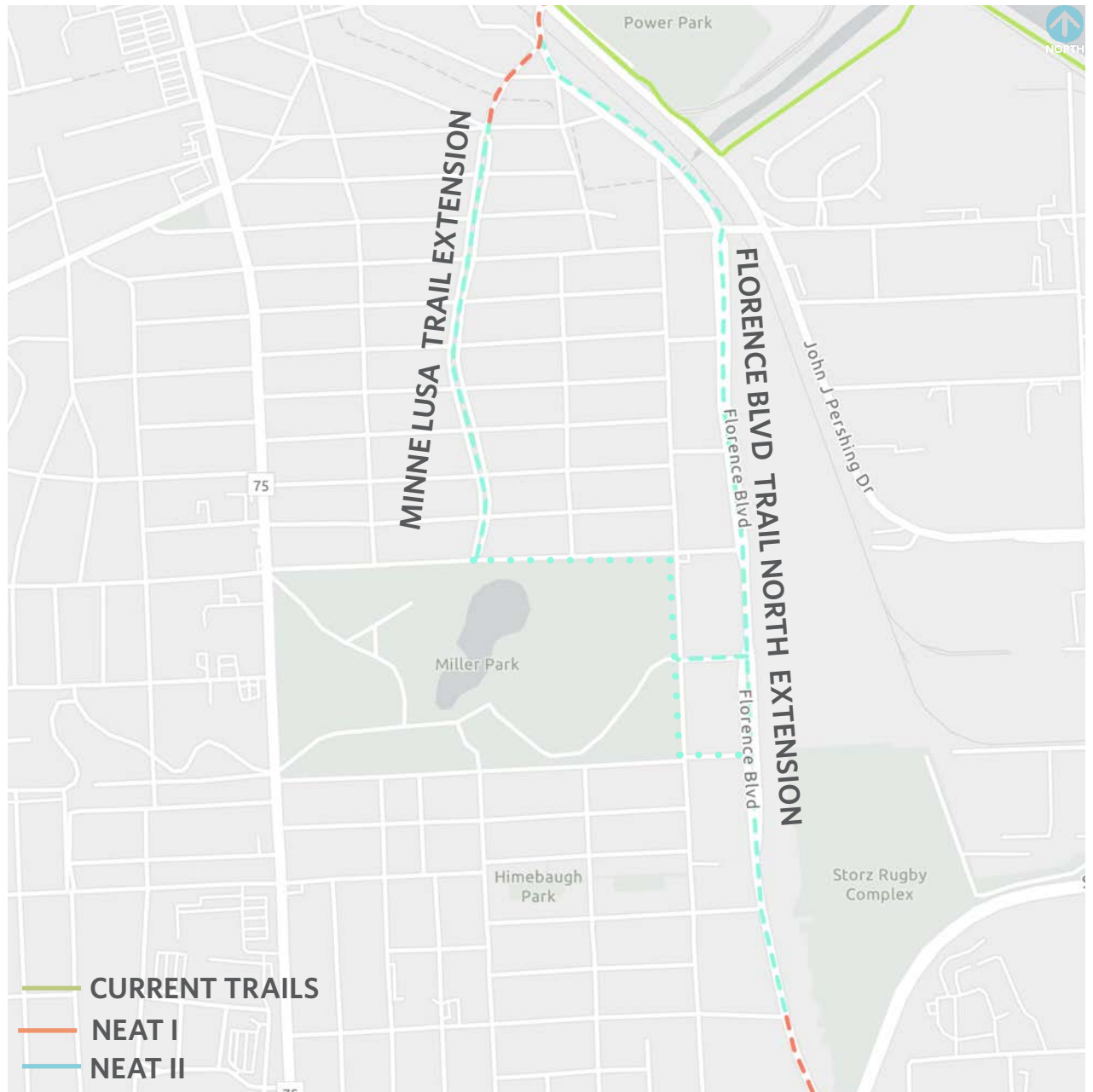
### OPPORTUNITIES

- Connect to Riverfront Trail further into the Miller Park-Minne Lusa Neighborhood and Miller Park.
- Provides additional active access south to Levi Carter Park, Boyd Park, and Carter Lake.
- Requires collaboration and approval from Omaha Parks, Recreation, and Public Property Department.

### CONCERNS

- Residential street and driveway crossings.
- Unusual design problems posed by an intermittent median.
- Gaining support for a sidepath along this "Prettiest Mile" segment.

DESIGN 4.3: Florence Trail North Extension



## FLORENCE BLVD TRAIL SOUTH EXTENSION

Florence Boulevard Trail South Extension would extend NEAT I Florence Boulevard Trail south along an abandoned rail corridor to Boyd Park. Other options include Commercial Avenue and Carter Boulevard. Of these, Carter Boulevard's light traffic and switchback design to negotiate the bluff face may provides a better alternative. Carter Boulevard, continuing east, includes a wide boulevard preserve on its south side that connects directly to Levi Carter Park and a future circumferential trail. A privately owned open green corridor, discussed below, provides a further direct connection to Boyd Park.

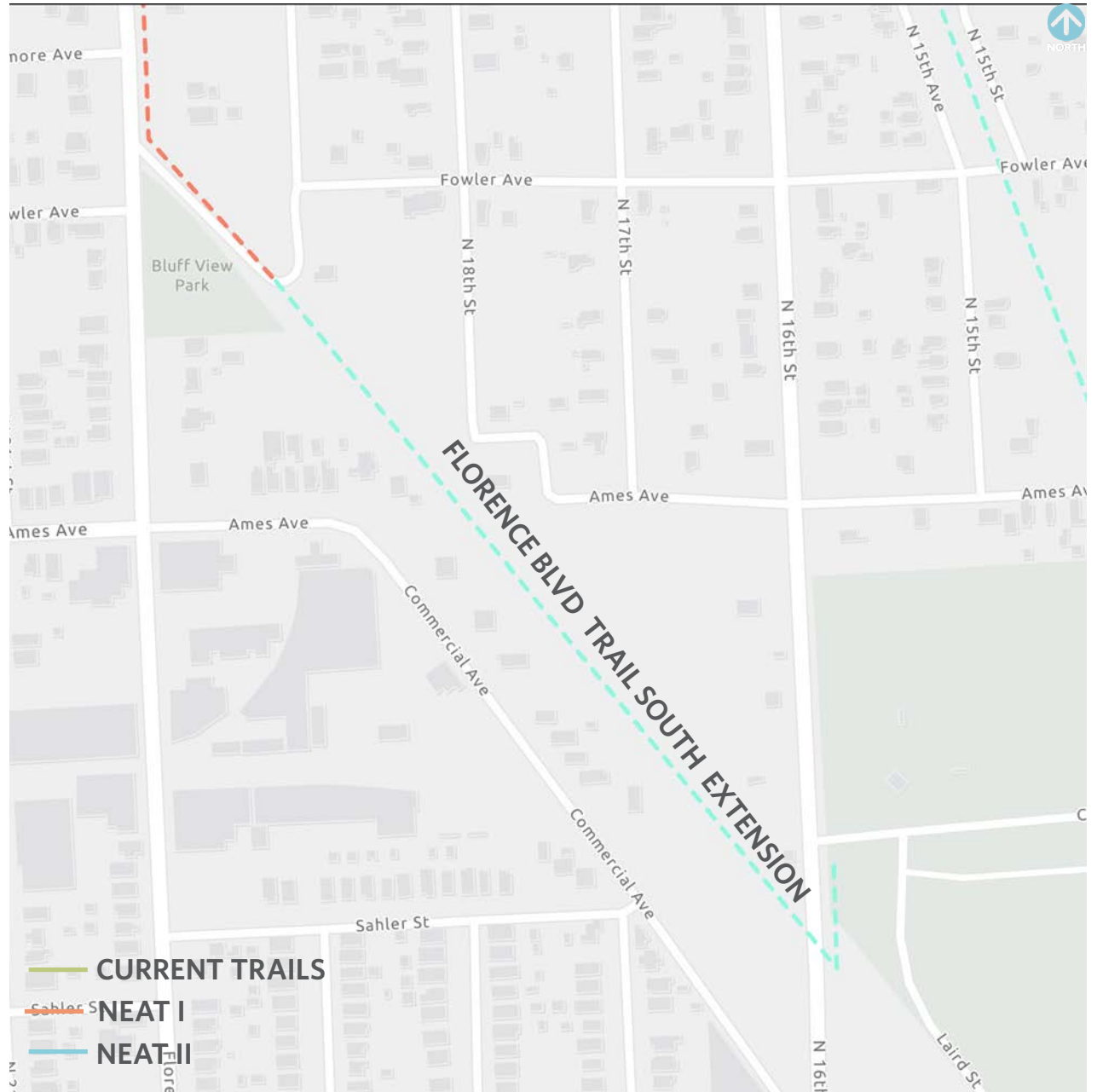
### OPPORTUNITIES

- Connects Boyd Parks to the Levi Carter Sherman and Miller Park-Minne Lusa Neighborhoods.
- Reuse of an obscure abandoned railroad right of way
- Attractive links below the bluff to Levi Carter and Boyd Parks
- Requires collaboration and approval from Omaha Parks, Recreation, and Public Property Department.

### CONCERNS

- Visibility and ownership status of the railroad corridor
- Steep slopes created by the bluff on the edge of the Missouri River floodplain

DESIGN 4.4: Florence Trail South Extension Phase II



## Neighborhood Expanded Access to Trails

### BOYD PARK TRAIL EXTENSION

The trail would use an abandoned railroad corridor to move from Boyd Park to Browne Street or Carter Boulevard or Carter Boulevard.

#### OPPORTUNITIES

- Extends trail access from Boyd Park into the Sherman Neighborhood and Levi Carter Park.
- Potential for trail oriented development.
- Requires collaboration and approval from Omaha Parks, Recreation, and Public Property Department.

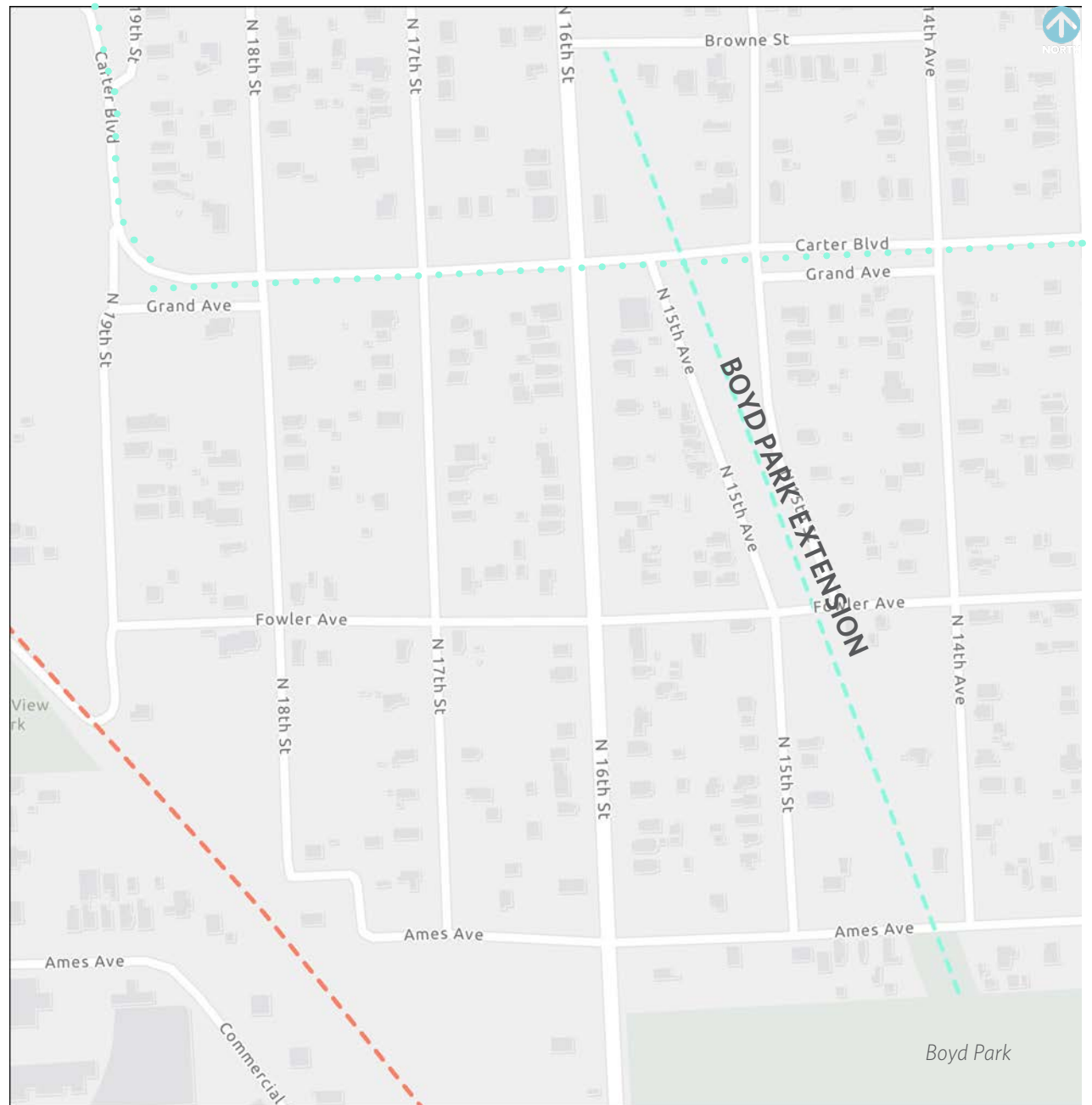
#### CONCERNS

- Land is privately owned but probably available for purchase.
- May require interagency and/or public/private partnerships.



- CURRENT TRAILS
- NEAT I
- NEAT II

### DESIGN 4.5: Trail Oriented Development Opportunity





## MEADOW CREEK

The Meadow Creek concept would use an open greenway strip paralleling Meadow Drive between 96th and 90th Streets, continuing south to Western and crossing 90th either with traffic signals or using a 1960s vintage pedestrian bridge. Further extension could extend east along Hamilton and/or Seward Street to the Little Papio Creek. This serves the Underwood Hills Early Learning Center along with an assisted living facility and multiple apartments. However, its full potential to provide access to trails would be realized with an attainable crossing over the Little Papio from Hamilton or Seward, providing direct access to the Keystone Trail and the Hillside Little League baseball complex. This access concept should be part of long-term capital planning processes of trail building agencies and dramatically increases routine access to the trail from densely populated neighborhoods between the Little Papio and I-680.

### OPPORTUNITIES

- Connects to Underwood Hills Early Learning Center and multi-family development.

- Requires collaboration and approval from Omaha Parks, Recreation, and Public Property Department.
- Possibility to dramatically increase access to the Keystone Trail from the west.
- Avoids very difficult grades out of the Little Papio valley.
- Potential development into self-contained phases.
  - › Phase I: 96th to 90th.
  - › Phase II: 90th to the Little Papio.
  - › Future Phase: Little Papio Creek to Seward Street near 84th Avenue.

### CONCERNS

- Driveways along Hamilton Street.
- Crossing 90th and 85th Street. Existing 90th Street pedestrian overpass does not meet ADA standards.
- Requires a direct crossing of the Little Papio to fully realize enhanced access to trails.

DESIGN 4.6: Meadow Creek



## SPRING LAKE

Spring Lake Trail would improve South Omaha's connection to the 13th Street and Veterans Memorial Trails. It would also connect Spring Lake Park to the riverfront and ultimately to Downtown with the eventual extension of the riverfront levee trail north of its current functional end at Hickory Street. A short 650 foot link, closing a gap northwest of 13th Street was part of original 18 candidate study, but was removed from the NEAT I list because of its apparent ease of implementation along City right of way. However, removal of a traffic signal from the 13th and Spring Lake Drive intersection because of insufficient warrants lengthens the required connection and somewhat complicates the design. As a result, the Spring Lake link will require further detailed study in a NEAT II process.

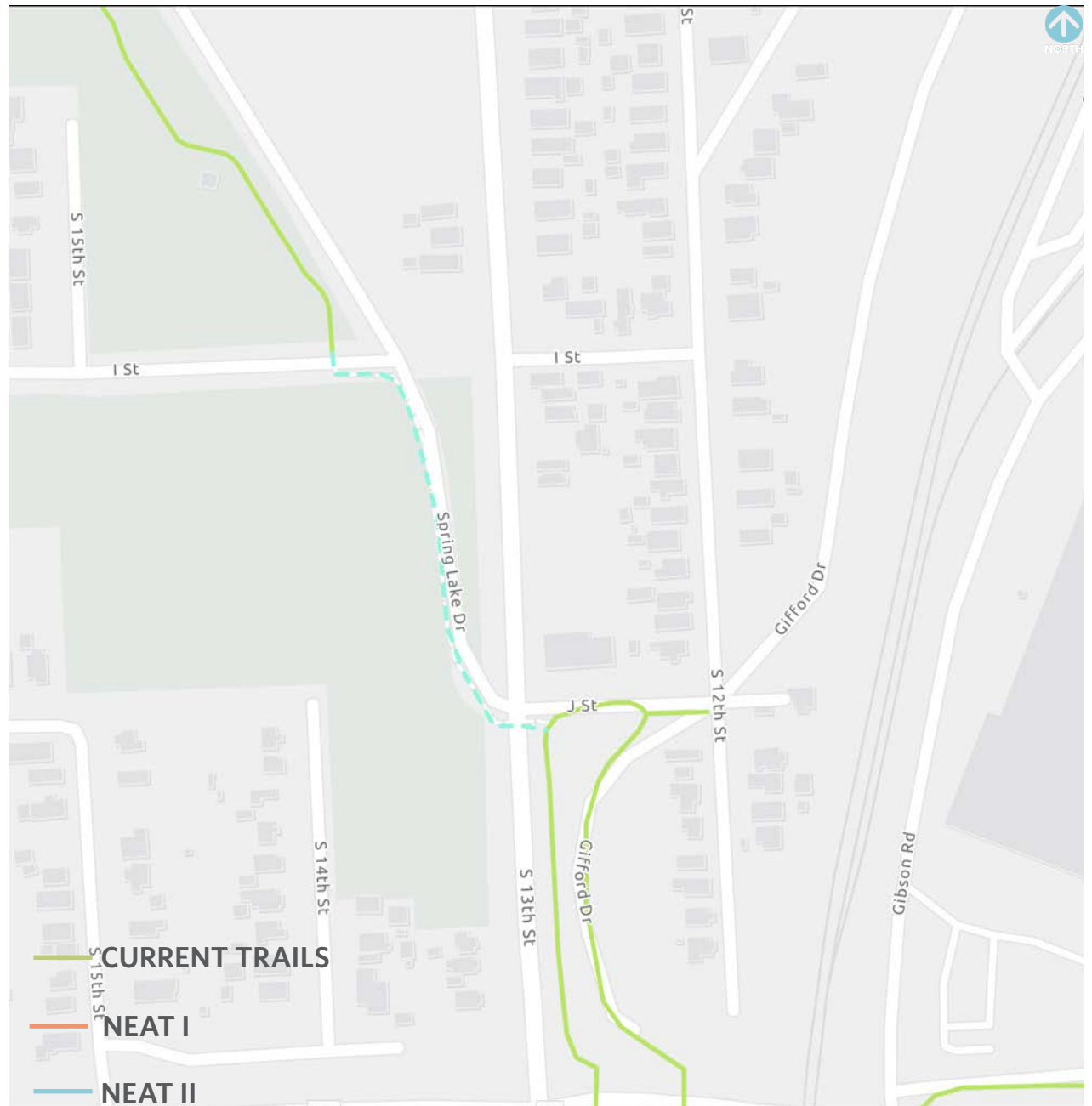
### OPPORTUNITIES

- Utilizes city owned right of way.
- Essentially flat grades.
- Requires collaboration and approval from Omaha Parks, Recreation, and Public Property Department.

### CONCERNS

- 13th Street crossing at Spring Lake/J provided direct access to the bridge. Displacement of that crossing complicates access and requires users to cross at Missouri Avenue.

DESIGN 4.7: Spring Lake



### **OVERALL GOAL**

NEAT seeks to continue studying and creating stronger access to trails via small trail extensions. By building these extensions which link to neighborhoods, it create a stronger more extensive trail and active transportation network in the Omaha Metro Area.