



HEARTLAND 2050 REGIONAL PLANNING ADVISORY COMMITTEE (H2050 RPAC)

Heartland 2050 is a community driven initiative pulling in stakeholders from across the region to think big and work towards a common vision for our six county region anchored by the Omaha-Council Bluffs metro area.

View the meeting livestream on the Regional Planning Advisory Committee playlist on MAPA's YouTube page at www.youtube.com/@MAPA2222

MEETING MINUTES

Friday, June 6, 2025 | 10:00 a.m. – 12:00 p.m.

MEMBERS:

In-Person: Keith Station, Chris Gibbons, Kent Holm, Jody Holston, Chris Meeks, Bruce Fountain, Kevin Pflager (alternate for Papillion), Joe Flaxbeard, Manne 'Sunshine' Cook, Chris Shewchuk, Kristine Stokes, Kristi Evans (City of Omaha Public Works), Nate Adams (UNMC), Terry Haack, Brittini Stephens

Virtual: Laura Dietrich, Meghan Engberg, Vicki Quaites-Ferris, Ashley Rae Turner

GUESTS: Michelle Andahl and Kaylie Crews (City of Papillion), Cale Brodersen (City of La Vista)

MAPA STAFF: Michael Helgerson, Carlos Morales, Grant Anderson, Laura Heilman, Saul Lopez, Maggie Weigle, Rachel Goettsch, Court Barber

A. Welcome and Introductions – Keith Station, Committee Chair

B. Approval of Past Meeting Minutes - Keith Station, Committee Chair - **ACTION**

- a. Motion to approve by Chris Gibbons, second by Kristine Stokes; motion passed unanimously.

C. La Vista Active Mobility Plan: Cale Brodersen, City of La Vista

- a. <https://www.cityoflavista.org/2311/Active-Mobility-Plan>
- b. Funded through a Heartland 2050 Mini-Grant
<https://mapacog.org/projects/heartland-2050-mini-grant-program/>
- c. Heavy engagement was done to understand community needs
 - i. Survey results - better crossings, better sidewalks and more trails
 - ii. Stakeholder workshops were very helpful
 - iii. Tables & events, including a Yappy Hour pet-focused event (pet owners are heavy trail users)
 - iv. Youth perspective from Mayor's Youth Leadership Council and other youth/family events
- d. Analyzed other information
 - i. Regional Trail System, bike share stations, sidewalks, etc.
- e. Plan includes:
 - i. Toolkit of Treatments - encourage people to use and share
 - ii. Plan includes multiple proposals; some need additional information
 - iii. Policies and best practices
 - iv. Deep dive into ten concept projects
 - 1. High-priority, ready to implement or very technical projects
 - v. Summary and recommendations

HEARTLAND 2050 GUIDING PRINCIPLES

EQUITY | INCLUSIVITY | EFFICIENCY | LOCAL CONTROL/REGIONAL BENEFIT



- f. Plan sets the city up very well to go after project funding and to include projects in the CIP, or to add projects to requirements for developers (include a bike station or add a sidewalk)
 - g. Next steps:
 - i. 84th Street Streetscape and trail overpass
 - ii. Bikeshare station at City Centre
 - iii. A couple trail and sidewalk gap projects
 - h. Coordination with other municipalities
 - i. Omaha just did their Active Mobility Plan and Papillion is working on theirs; coordinating
 - i. Heartland Connections Regional Bike Ped Plan is a regional bike/ped plan
 - i. Continuing to coordinate with Comp Plan updates across the region
- D. Additional Business
 - 1. **Heartland 2050 Committee Updates** www.heartland2050.org
 - a. **Equity & Engagement:** Ashley Rae Turner
 - i. Evaluating potential committee name change
 - ii. Currently holding joint meetings with Housing & Development Committee
 - iii. Next Tuesday at 3 pm the group is sponsoring a North Omaha legacy tour
 - iv. August meeting will feature Kristine Stokes with the City of Gretna
 - b. **Housing & Development:** Joe Flaxbeard
 - i. Currently meeting jointly with EEC
 - c. **Infrastructure:** Mike McIntosh
 - i. Last meeting was this week; TIF Committee presented a TIF fact book completed by UNO student - MAPA will share with a broader audience
 - ii. Brittini Stephens will be the new committee chair; thank you to outgoing chair Mike McIntosh!
 - iii. Did a recent site tour of the City of Omaha CSO project
 - d. **Natural Resources:** Kent Holm
 - i. Zack Fergus will be the new committee chair
 - ii. Planning to align working groups with local climate action plans
 - iii. Safe battery disposal efforts have led to Nebraska LB36 on Safe Battery Collection which passed and was signed in May 2025; we are leaders in the nation on this
 - 1. How might this impact end users? There will be a call for recycling by the general public; will likely need to drop them at specific locations (working to expand those locations)
 - iv. Solid Waste working group meet next week; currently 155 members with great virtual attendance
 - 2. **MAPA Updates**
 - a. **MAPA FY2026 Budget & Work Program**
 - i. Board approved budget for upcoming fiscal year in May 2025
 - 1. FY2026 is July 1 2025-June 30 2026
 - 2. Priorities are informed by annual survey results and ongoing community engagement efforts

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ii. Community & Economic Development - Grant Anderson

1. Priority areas:

- a. Grant writing
- b. Project management
- c. Planning & Capacity building
- d. Information sharing
- e. Blight & disinvestment
- f. Disaster resilience and planning

2. Potential projects

- a. Currently updating the Comprehensive Economic Development Strategy
- b. Also working to publish and share the Regional Market Value Analysis, as well as determine next steps
- c. Rethinking how best to use MAPA Foundation Revolving Loan Fund
- d. Working on curriculum to increase local government staff training and capacity
 - i. Topics could include grant mgmt, citizen engagement, etc.
 - ii. Intention is being more proactive in serving member needs

iii. Transportation - Carlos Morales

1. Unified Planning Work Program covers MAPA's transportation efforts

2. Upcoming efforts

- a. Completing the Metropolitan Transportation Plan (fall 2025)
- b. Regional Freight Plan
- c. Data updates and sharing (travel demand model, etc.)
- d. Lots of internal efficiency work
 - i. One major piece is utilizing an on-call list of consultants that can be used for upcoming projects instead of individual RFPs (which can take 6-9 months)

b. Metropolitan Transportation Plan

i. www.mapacog.org/projects/lrtp

1. Geography is the MAPA Transportation Management Area (Douglas County, Sarpy County and the urban areas of Pottawattamie County)
2. Federally-required document that is updated every 5 years (due October 2025)
3. Includes forecasted transportation trends and planned transportation projects through 2050
4. Anticipating a public comment period for the draft document in July/August 2025; looking for MAPA Board approval in September

ii. Major features:

1. Changed the name from Long Range Transportation Plan to Metropolitan Transportation Plan, per guidelines
2. New focus on transportation safety
3. Population forecasting and travel demand model
 - a. Growth trends are not as strong as previously projected
 - b. Travel Demand Model will likely be published in September

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c. RPA-18 Long Range Transportation Plan

- i. www.mapacog.org/projects/rpa18-lrtp
 1. Geography is Harrison, Mills, Shelby and the non-urban portion of Pottawattamie County
 2. Federally-required document updated every 5 years (due November 2026)
 3. Anticipating a public comment period for the draft document in August/September 2025
- ii. Shared updated goals with an emphasis on safety, sustainability and multi-modal options

d. Safe Streets and Roads for All

- i. Transportation Management Area: www.mapacog.org/safestreets
 1. Covers Douglas, Sarpy and urban Pottawattamie Counties
 2. The Comprehensive Safety Action Plan is now complete!
 3. Currently working with jurisdictions to formally adopt / approve the plan
- ii. RPA-18 and RPA-13
 1. <https://mapacog.org/projects/ss4a-rpa/>
 2. Coordinating with RPA-13 for this plan
 - a. Working with cities in SW Iowa that were not covered by other Safe Streets awards
 3. Project currently underway; have selected a consultant and will be holding a workshop in June to kick off the public and stakeholder process

3. Community Updates

a. Council Bluffs

- i. State of Iowa approved large annexation of 740 acres to accommodate upcoming industrial developments
- ii. SummerFest this weekend at Tom Hanafan's Rivers Edge Park - please come!
- iii. MidAmerican Adventure Tower and Tree Walk are starting to be built on the north side of Bob Kerry bridge

b. Gretna

- i. Gretna just updated Comp Plan
- ii. RRP's out to update zoning and subdivision regulations
- iii. Next federal fiscal year will hope to start a Parks and Open Space master plan, to include a trails plan

c. Western Douglas County Trails Plan

- i. Was awarded a Heartland 2050 Mini-Grant to update the County Trail Plan; project will be kicking off soon

d. Papillion

- i. About to break ground on first TIF project (reuse of old public works building to 48-unit housing)
- ii. Multijurisdictional grant with Bellevue on housing resilience in the event of a natural disaster
- iii. Papillion Days starting June 10
- iv. Major city park renovation beginning after Papillion days

e. Reignite2Unite Developer's Symposium

- i. Front Porch, Land Bank and Spark
- ii. Second year of the event

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- iii. Good turnout with 280 attendees
- iv. Sparking some partnerships and projects

G. Public Comment

H. Adjourn

Future Meetings & Events:

Heartland 2050 Regional Planning Advisory Committee – August 1, 2025



Heartland 2050 Regional Planning Advisory Committee (RPAC)

June 6, 2025

NEBRASKA OPEN MEETINGS ACT

This meeting of the Metropolitan Area Planning Agency Heartland 2050 Regional Planning Committee will be conducted in compliance with the Nebraska Statutes of the Open Meetings Act.

MAPA staff have a copy of the Open Meetings Act available for your reference.



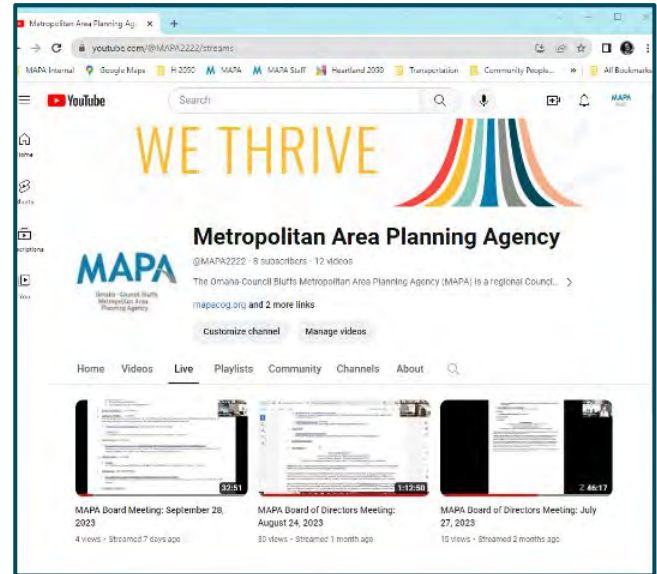
MEETING LIVESTREAM

MAPA is livestreaming public meetings, including RPAC, to YouTube

www.youtube.com/@MAPA2222

Meetings can be watched live online

Find recordings under the 'Live' category
or in a specific playlist



AGENDA

1. Welcome & Introductions
2. Approval of Past Meeting Minutes
3. La Vista Active Mobility Plan
4. Additional Business
 - a. Committee Updates
 - b. MAPA Updates
 - c. Community Updates
5. Public Comment
6. Adjourn



WELCOME & INTRODUCTIONS

Keith Station, Committee Chair

Please add your name and organization to the chat if you are joining virtually



APPROVAL OF MINUTES

April 4, 2025



LA VISTA ACTIVE MOBILITY PLAN

Cale Brodersen, City of La Vista





Active Mobility Plan





What is *Active Mobility*?



**Any method of non-motorized,
human-powered, or electric-
assisted transportation.**



**Getting around by walking,
running, jogging, rolling, biking,
skating, scootering, wheeling, or
any other method without a car!**

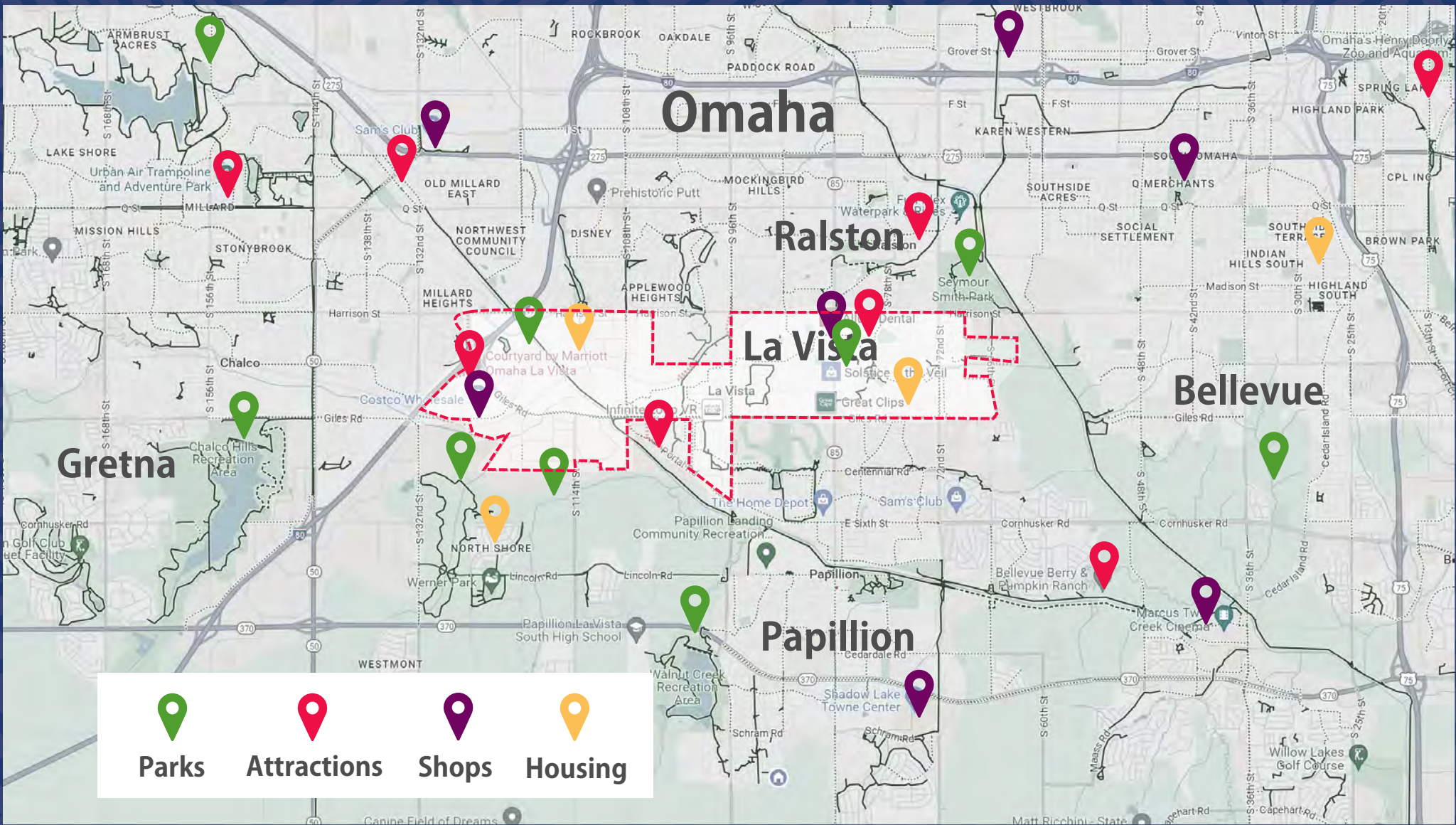


**Active Mobility can be used for:
Fitness, Recreation, Health,
Work, School, or Errands.**



Overall Goal of the Plan:

To improve access and mobility for all users within and through La Vista.



Community Engagement

The development of the Active Mobility Plan (AMP) involved extensive public input to ensure it aligned with community needs and preferences. Initial stakeholder meetings were held in early April 2024, followed by a several-week period for stakeholders to provide feedback on local mobility issues. In April, a public survey was launched, which ran until the first week of June. The survey was advertised through yard signs displaying a QR code that were strategically placed at parks, trailheads, and other active mobility hubs around the city. Additionally, table tents with the QR code were placed at local businesses, dining establishments, and popular gathering spots to increase accessibility.

City staff attended multiple public events to gather direct input. At “Yappy Hour” on April 24 in City Centre, residents enjoyed a car-free street experience, bringing their dogs and engaging with City staff on mobility ideas and concerns. During La Vista Days, the city hosted a booth with a large map where residents marked areas needing improvement. Feedback from the Mayor’s Youth Leadership Council was sought, providing younger residents, especially high school students, a voice in shaping the plan.

After drafting initial proposals over the summer, a public open house was held in late September, along with an online feedback session running through October, to gauge enthusiasm for different projects and gather final suggestions. Insights from the survey and these early public engagements highlighted popular destinations, identified barriers to mobility, and noted features residents valued most. Stakeholder input guided proposal development, while feedback from the open house and online sessions informed project phasing and prioritized initiatives based on community excitement and support.

See the proposals beginning on page 52. Look for the thumbs up to see which proposals citizens were most excited about!





Public Input Survey



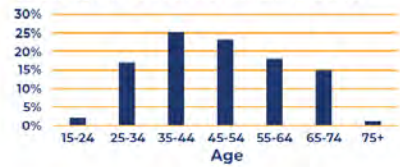
Active Mobility Plan

Public Survey

We heard from nearly **200** respondents during the online survey!

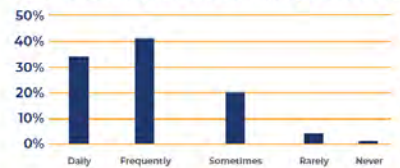
90% of respondents use active mobility for recreation, health, fitness, school, work, or errands

What age are our active mobility users?



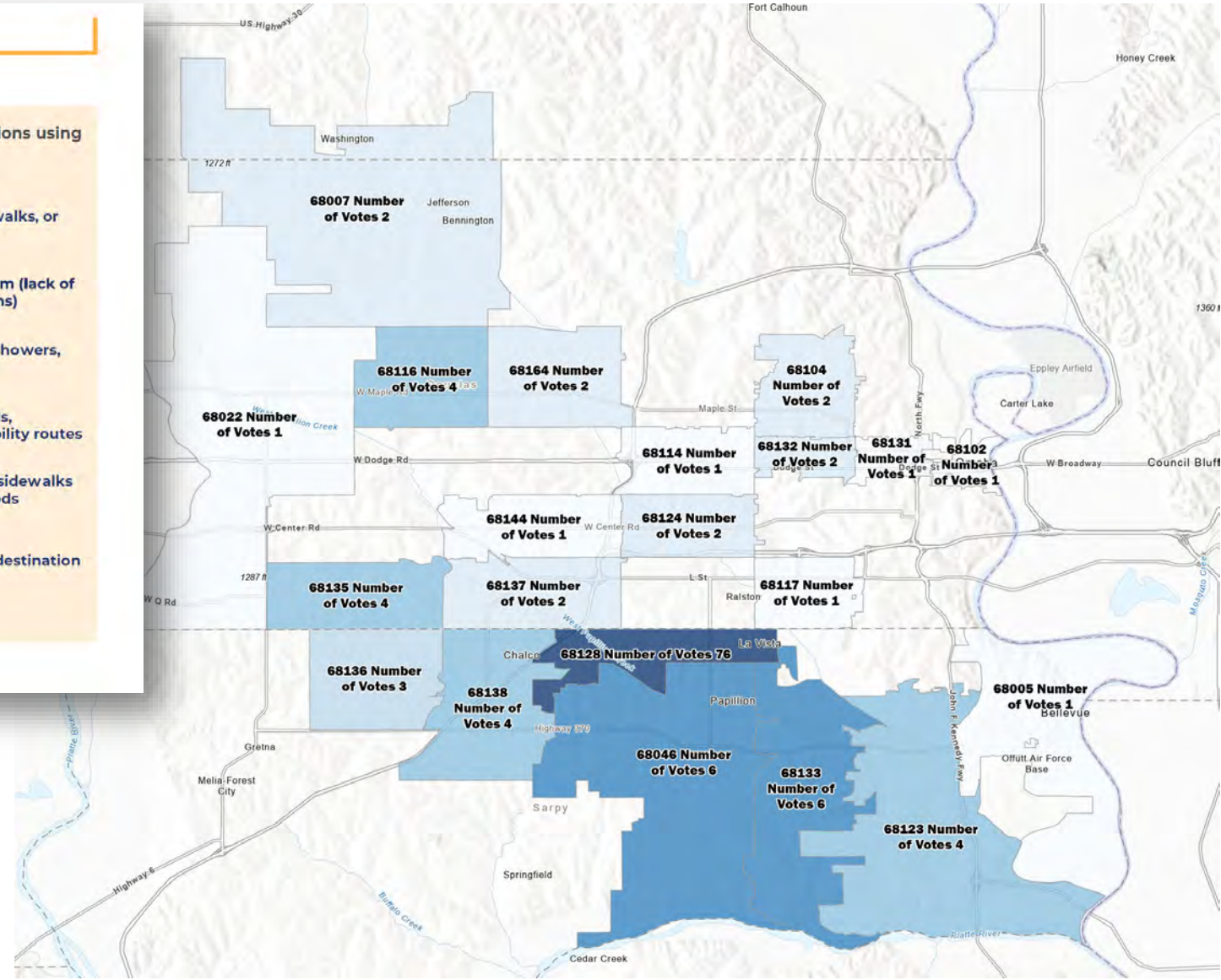
People from all age groups told us they use active mobility.

How often do you use human-powered active mobility



75% of respondents use active mobility frequently (3 days a week or more).

"Have you encountered any limitations using active mobility?"

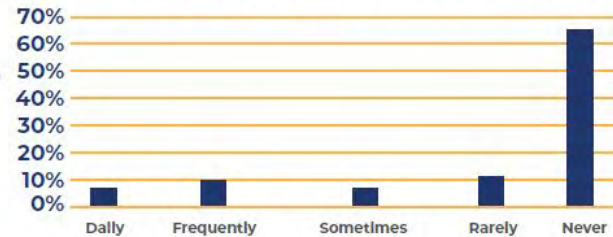


Public Survey

17%

of respondents use electric-assisted active mobility frequently (3 days a week or more).

Do you use electric-assist active mobility?



"What is one priority within La Vista that could be improved to make active mobility easier or safer?"

Improved Crossings

32
Comments

Sidewalks
(repair, create new, clear obstructions)

28
Comments

More Bike Lanes & Trails

16
Comments

Increase Connections

15
Comments

Improve Traffic
10
Comments

Increase Amenities
(shade, seating, water)

5
Comments

Lighting / Safety

3

Improved signage

2

Public Transit

Active Mobility Plan

What is one priority location to improve mobility?

Better pedestrian crossings at key points on the arterials (72nd, 84th, 96th) - shorten the distance people have to cross, assure that countdown timers allow for people of all abilities to cross safely in the allotted time, etc.

Bike trail from west Papio trail to Southport Hudatt that does not require street level crossings (tunnel or underpasses)

West bound Giles to south on 117th, no traffic light control for cyclist. Sweep the shoulder on Giles! "Share the Road" signs on popular streets.

Being able to safely cross 84th street as a pedestrian by City Centre would increase access to the area

72nd and Harrison. Safer intersection for all means of mobility. I have seen several accidents there
Some people don't do a good job of clearing weeds, trees, shrubs from obstructing sidewalks

More lighting on the trails in city center and Central Park. Way too dark to feel safe.

Corner of Giles and 108th could be safer to cross to access Giles trailhead

Val Verde/portal ridge has good trails but lack connections to other trails

Safe way to cross 108th Street near the Fire Station

I mainly walk to Central Park, but I need to sit, so I can continue to walk. I get to the creek and have to turn around and go home. A bench right by the handicap parking on the new entrance would make all the difference. I could double my walk.

Much better sidewalks/bike trail along 84th street

Costco

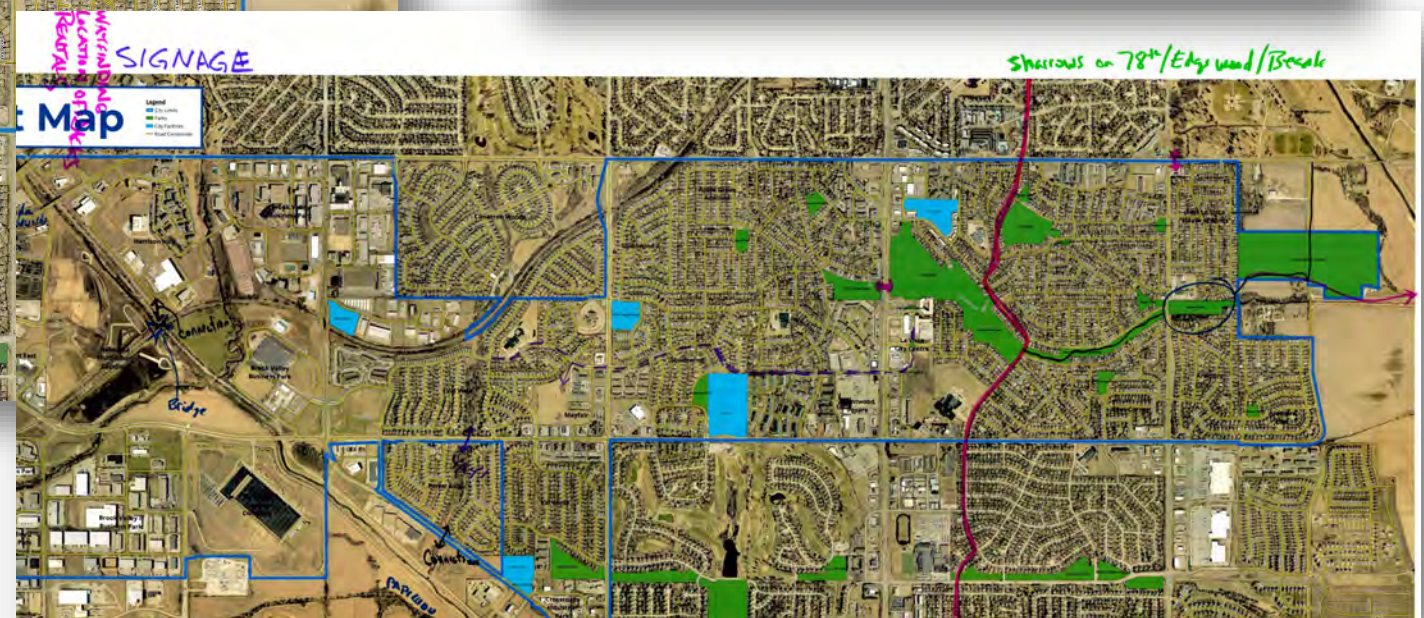
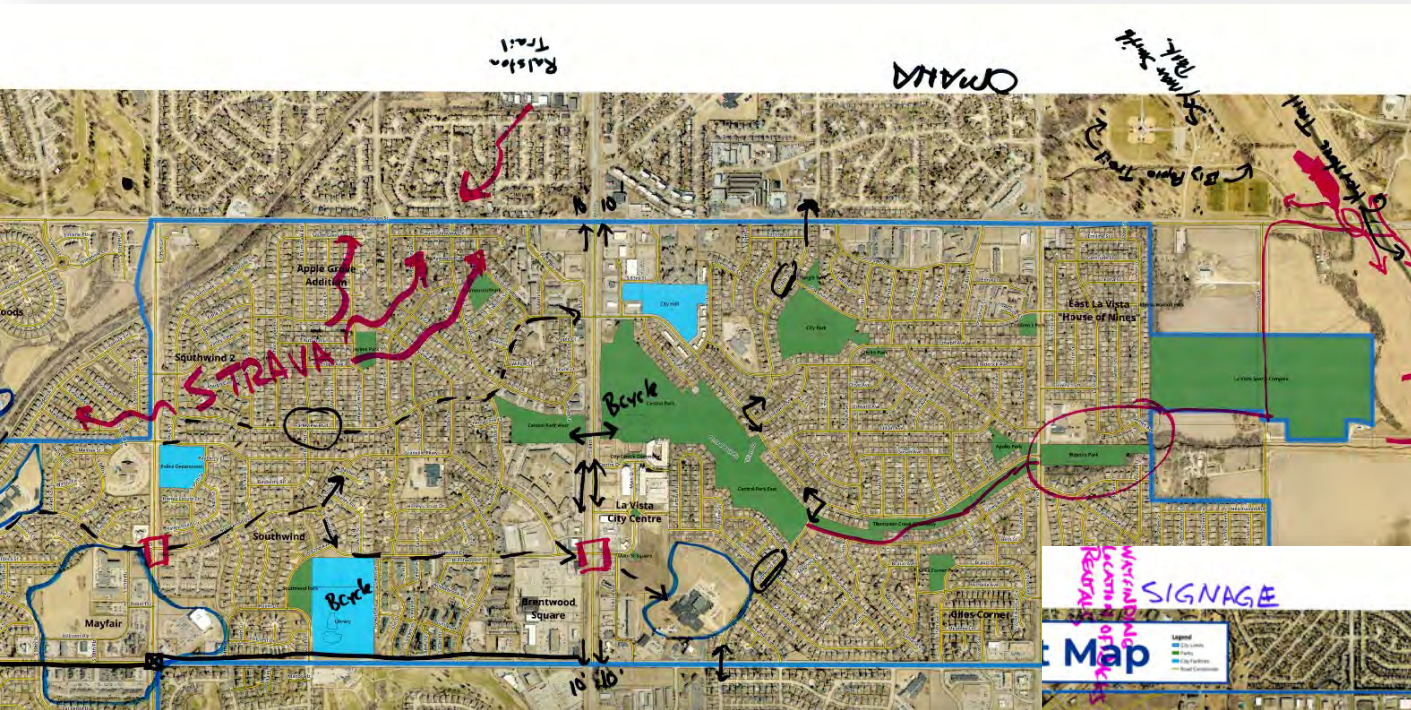
Sidewalk leading from Heartwood Road along 66th Street to LaVista Sports Complex, which would allow access to the Keystone Trail.

paint all the crosswalks

Safer crossing between city hall campus and Central Park

I live in Ardmore and I have to go to the neighborhood behind G Stanley Hall to safely go to the La Vista Sports Complex and Seymour Smith. A sidewalk along 66th street would be helpful.

Active Mobility Plan



Partners

Pathways

People

Promoters

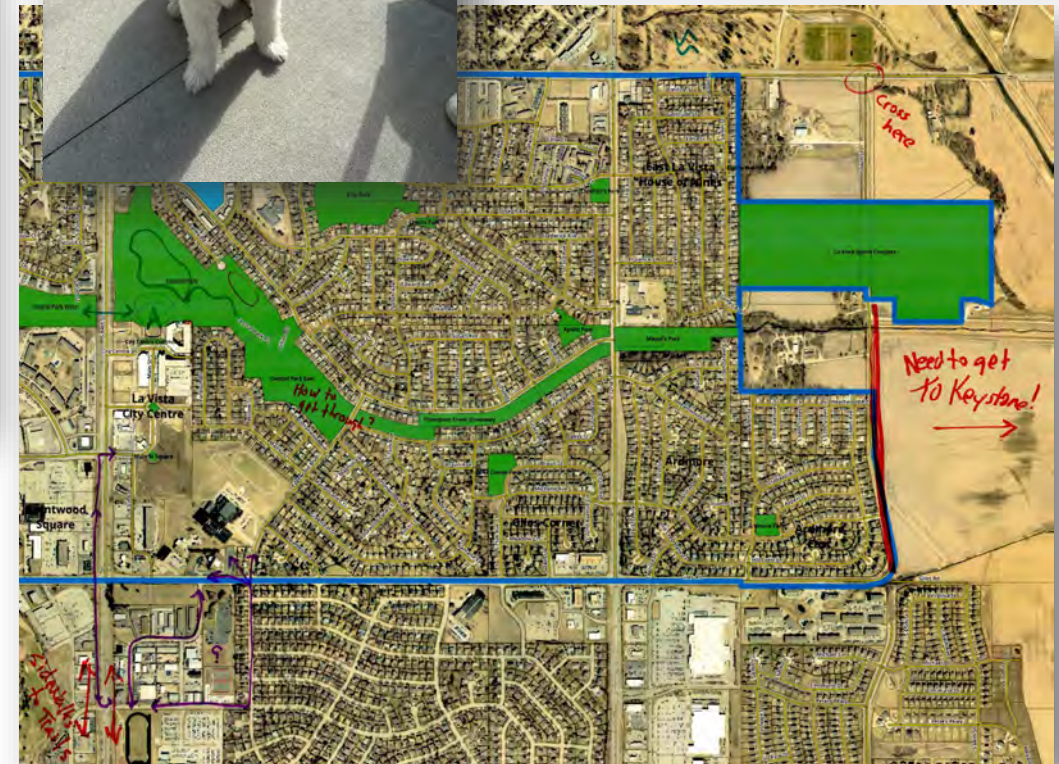
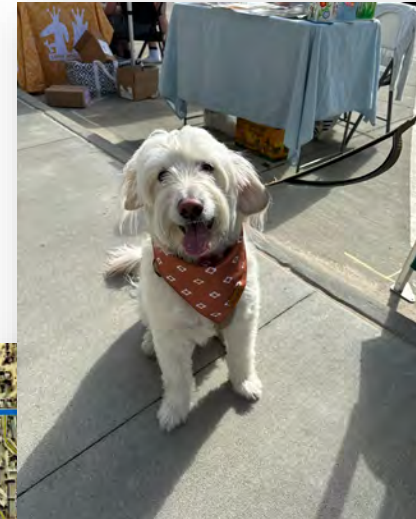
Food Truck Owners
Southport Businesses / Hotels
Metro Community College
Papillion La Vista Comm Schools
Millard Public Schools
Kiewit / Weitz / Streck
La Vista Police & Fire
AOI Construct / Furnish
CHI Health Clinic La Vista
Greenstreet Cycles
Trek Stores
Pint Nine / Kros Strain
Faith Leaders
Oriental Trading Company
Rotellas Bakery
Nine Zero Properties (Astro)
Kayaking the Papio
La Vista / Ralston Bus Service

Papio NRD
Bellevue Bike Club
Heartland Cyclists
Omaha Run Club
THOR - Trails Have Our Respect
IMBA - International
Mountain Bike Association
Bike Commuters
Local Cyclists
Team Angry
BUFF Riders
Team Spokin Out Loud
Medical Mobility Users

La Vista Multi-Sports Complex
Bike Walk Nebraska
Exit 442
Pint-o-Gon Ride
Sarpy County Tourism
Sarpy County Chamber
Sarpy/Cass Health Department
Sarpy County Sheriff's Office
METRO Transit
Nebraska Brewing Company
Lucky Bucket
Elected/Appointed Officials
Mayors Youth Council
Technical Advisory Committee

City of Papillion
City of Ralston
City of Gretna
City of Bellevue
Omaha Parks & Recreation
Omaha Planning Department
Omaha Public Works/Mobility
Heartland Bike Share
Nebraska Trails Foundation
OPPD
MUD
NDOT
MAPA

Active Mobility Plan



Active Mobility Plan

LA VISTA Active Mobility Plan

Stakeholder Engagement Meetings
April 3, 2024
La Vista Community Library / MCC Campus
4-5:30pm & 6-7:30pm

Session Time: 4:40 to 6:13

Group Name: Pioneers
Members: Mark S., Gary F., Bridgette P., Kates, Dennis B., Kristine S., Michelle R., Kevin C., Kenn C.

Discussion:

- 1- West Papio Trail - less connected sections of trail with less connections to other developments - few pedestrian access points; plan w/ NRD to connect to Portal Ridge
- 2- Ralston Trail - needs connection - trail adjacent to Railroad? How to improve wayfinding? Strava connectivity? How to get to Parkview?
- 3- City Park (Big Thompson) - add trail - natural flow
- 4- Edgewood Blvd/78th St - Connect to Ralston trail (up hill) - on street trail? Wayfinding? Interface between Papillion and La Vista - most likely destinations/attractions for traffic (Giles Road)
- 5- Bike share station @ 1st Street Plaza (existing)
- 6- Intersection between Papillion and La Vista - most on traffic (Giles Road)
- 7- How to get kids to middle school (from west end of Giles in La Vista to middle school on east end) - no great way to get through neighborhood
- 8- Major destinations: splash pad, middle school, shopping, elementary school, 442 brewery district, high school, rec. fields (NE multi-sport), Big Papio and Keystone Trails
- 9- Missed opportunity with 126th St
- 10- Big Thompson Greenway planned - how to get across creek to access Keystone Trail
- 11- Gretna area trail being planned - near Wehrspann Lake
- 12- Connectivity to trails and attractions
- 13- Wayfinding signage
- 14- Better sidewalk system - widen to 6'

LA VISTA Active Mobility Plan

Stakeholder Engagement Meetings
April 3, 2024
La Vista Community Library / MCC Campus
4-5:30pm & 6-7:30pm

Session Time: 4-6:30 pm

Group Name: Partners

Members: Mark S., Benny E., Bridgette P., Katie S., Dennis B., Kristine S., Michelle R., Kevin C.

Discussion:

- West Papio Trail: Less connected sections of trail with less connections to other developments- few pedestrian access points; plan with NRD to connect with Portal Ridge
- Ralston Trail: needs connection- trail adjacent to Railroad? How to improve wayfinding? Strava connectivity? How to get to Parkview?
- City Park (Big Thompson): add trail - natural flow
- Edgewood Blvd/78th St: Connect to Ralston trail (up hill)- on street trail? Wayfinding?
- Bike Share Station at 1st St Plaza (existing)- add another near City Center traffic (Giles Road)
- How to get kids to middle school (from west end of Giles in La Vista to middle school on east end)- no great way to get through neighborhood
- Major destinations: splash pad, middle school, shopping, elementary school, 442 brewery district, high school, rec. fields (NE multi-sport), Big Papio and Keystone Trails
- Missed opportunity with 126th St
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- Gretna area trail being planned- near Wehrspann Lake
- Connectivity to trails and attractions
- Wayfinding signage
- Better sidewalk system- widen to 6'



We had our workshop with the Mayor's Youth Leadership Council and here was their main feedback:

- Teens regularly cross 84th Street at Giles and Brentwood, and the crossings are scary. Several members expressed they have almost been hit by vehicles moving at high speeds.
- Students love to walk from both La Vista Middle School and Papillion La Vista High School to various commercial destinations along 84th street (the most popular being the Starbucks in City Centre).
- Some also discussed walking from their homes in the Southwind neighborhood to the various commercial establishments along 84th Street.

Public Survey Summary

Based on the feedback, the public's top priorities for active improvements in La Vista were identified as:

1. Safer Pedestrian Crossings:

There is a strong support for better and more visible crosswalks, pedestrian bridges, and tunnels, especially on major roads like 84th, Giles, and Harrison. People want safer ways to cross busy streets, particularly near schools, parks, and city centers.



2. Expanded and Improved Bike Lanes/Trails:

Many responses mention the need for separated bike lanes and extended trail systems that connect to adjacent cities and popular destinations, like the Papio and Keystone Trails. People want dedicated paths that reduce interactions with vehicle traffic.



3. Sidewalks and Connections:

The public is concerned about gaps in the sidewalk network, particularly along busy streets, like 66th and 84th. There's a desire for sidewalks that are wider and continuous, connecting neighborhoods, parks, and commercial areas more effectively.



4. Traffic Control and Safety Measures:

Speeding and a lack of awareness by drivers were highlighted as major concerns. The community wants traffic calming measures, better signage, and enforcement to make streets safer for cyclists and pedestrians.



Stakeholder Summary

Stakeholders' Primary Goals and Objectives:

1. Enhancing Trail Connectivity:

Prioritize linking key destinations like Southport, City Centre, and CHI MultiSport Complex, along with ensuring smooth connections between trails (West Papio Trail, Ralston Trail, and Keystone Trail).



2. Improving Safety for All Users:

Address safety concerns through better crosswalks, cyclist education, protected lanes, and improved sidewalk infrastructure.



3. Increasing Amenities and Usability:

Encourage active mobility by adding bike racks, water stations, and other amenities along trails. Consider implementing wider sidewalks and continuous wayfinding to enhance the user experience.



4. Community Engagement and Education:

Foster ongoing communication with users and businesses to promote the use of active mobility infrastructure and educate drivers and cyclists on safety measures.



5. Addressing Environmental and Accessibility Needs:

Incorporate natural elements like trees for environmental benefits while ensuring that infrastructure is inclusive and accessible for all.





Existing Conditions and Resources

In developing the La Vista Mobility Plan, a thorough review of numerous existing resources was conducted to guide and inform the planning process. Key documents included the **MAPA Bike/Ped Plan**, the **La Vista Comprehensive Plan**, the **Metro and Papillion Trails Maps**, and the **La Vista Mini Parks Plan**, among others. These resources provided valuable insights into the current state of active transportation infrastructure, land use, and community priorities. By evaluating each document, patterns such as key destinations, areas of high connectivity, and existing trail gaps were identified. These findings helped to clarify where improvements or extensions to trails could be most impactful, and where community needs, such as safe routes to schools or recreational access, were unmet.

The analysis of these plans focused on identifying trends in land use and population growth, evaluating access to existing trails and parks, and highlighting opportunities to enhance mobility for residents and visitors. The **land use maps**, for instance, revealed key destinations like parks and commercial areas that would benefit from improved pedestrian and bicycle access. In addition, the **trails maps** showed opportunities for connecting La Vista's network with neighboring cities to create a more cohesive regional system. By overlaying these patterns, the plan identified not only gaps in infrastructure but also strategic opportunities for new mobility projects, ensuring that La Vista's trail network supports both **local** and **regional goals** for active transportation.

Note: The documents and studies listed on the following pages are not the entire inclusive list of resources and data that was reviewed for this project.



Community Destinations

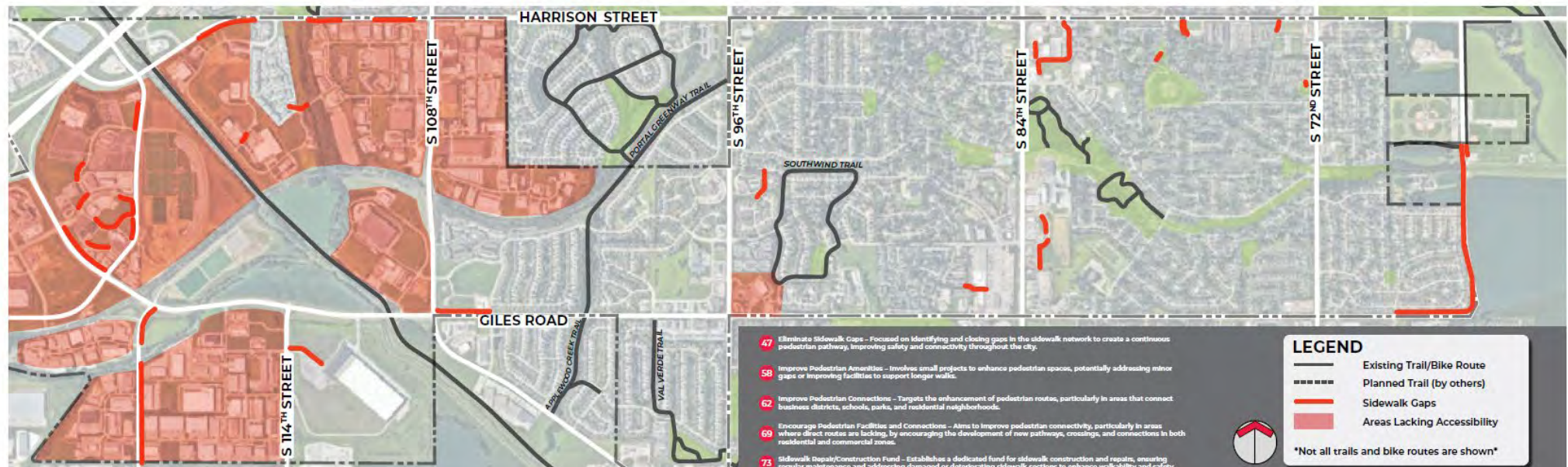
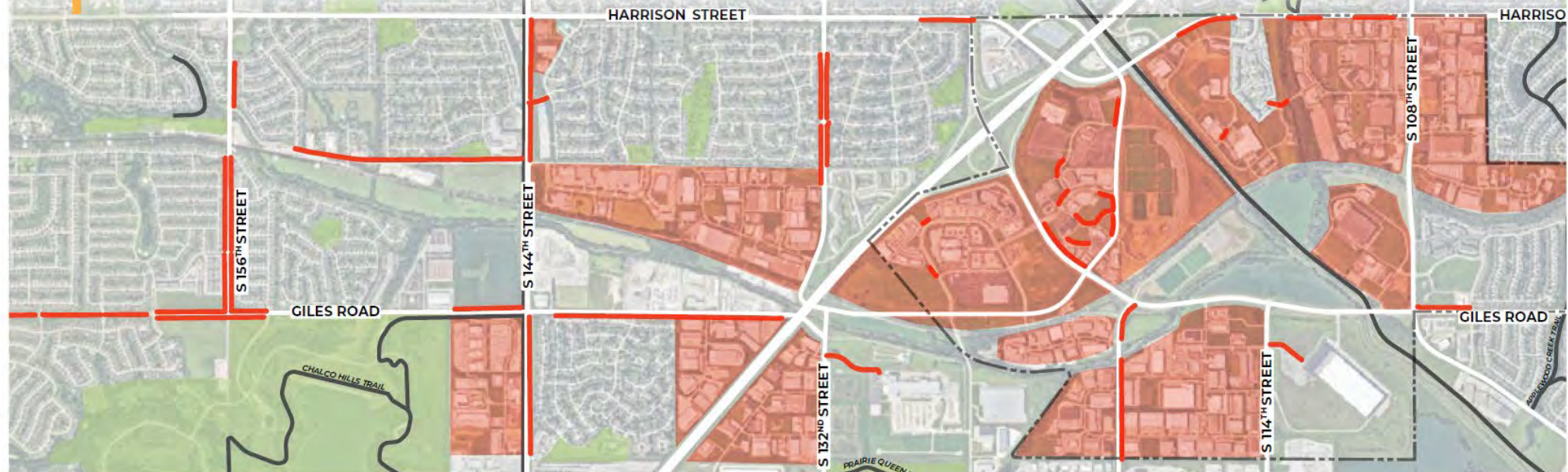
We asked, "where are people going?"



Destination Map



EXISTING SIDEWALK GAPS AND AREAS LACKING ACCESSIBILITY

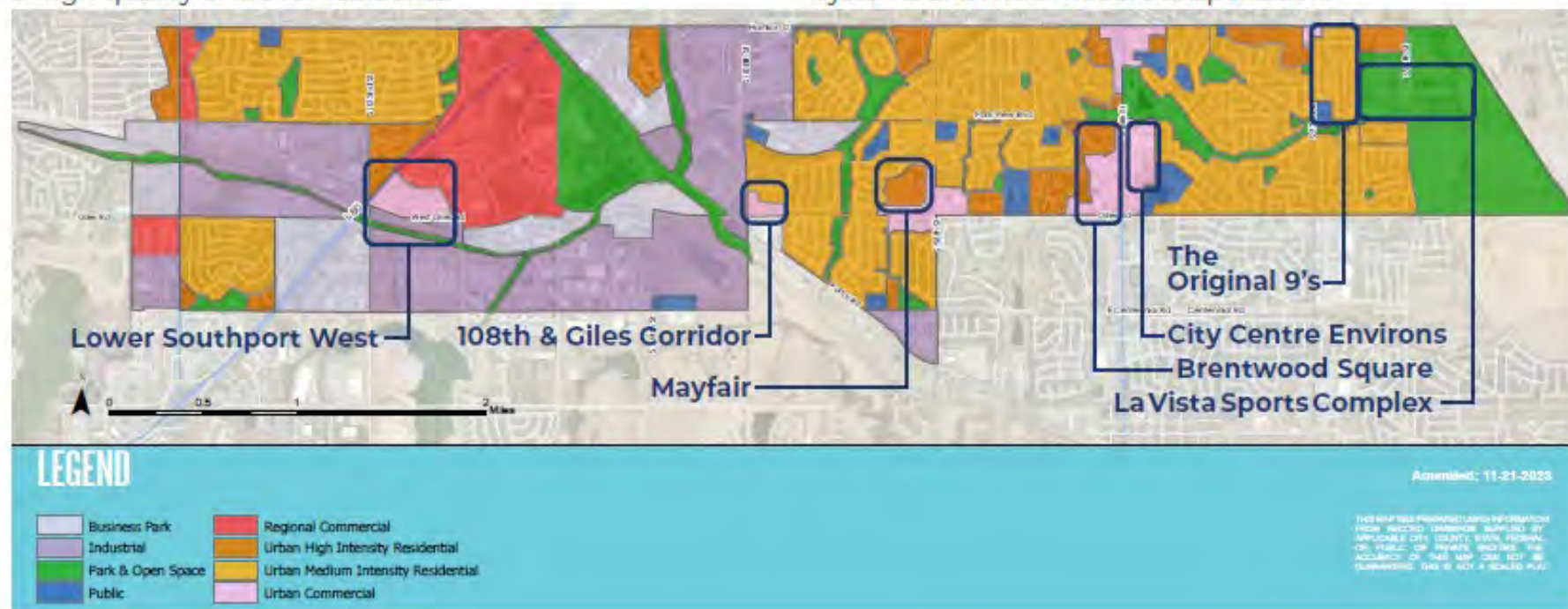


Land Use Analysis

Land Use

The **La Vista Land Use Plan** provides a comprehensive framework for the city's future development, aligning land use with community goals and market realities. It highlights La Vista's rapid evolution from a small subdivision into a thriving city. The plan stresses the importance of maximizing the limited development opportunities within La Vista's boundaries through smart growth and responsible land use. Key takeaways from the plan include addressing housing challenges by promoting innovative development, enhancing commercial corridors, and preserving public spaces like parks and trails to ensure a high quality of life for residents.

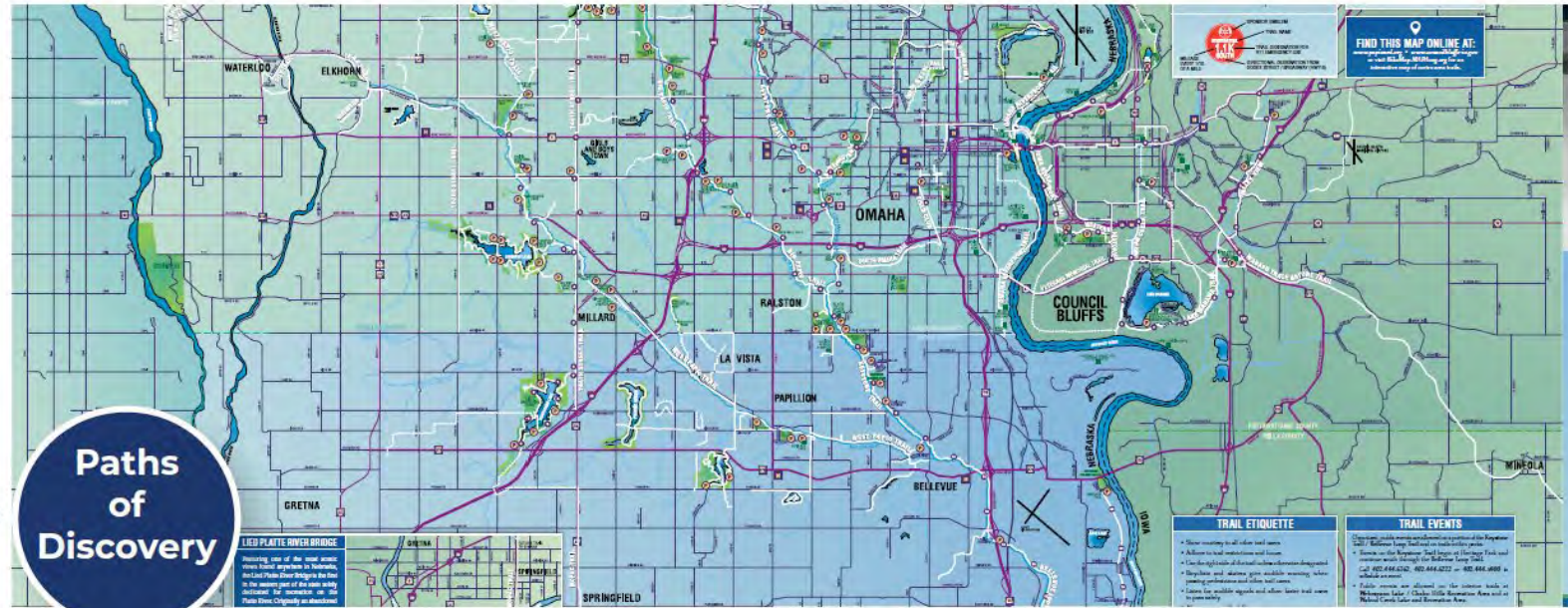
The plan identifies several key opportunity areas crucial to the city's growth, focusing on responsible development and maximizing land use. These areas include **Lower Southport West, Brentwood Square, Mayfair, the 108th & Giles corridor, The Original 9's, the La Vista Sports Complex, and the City Centre Environs**. Each area has been analyzed for its potential to support mixed-use, pedestrian-friendly environments, while ensuring balanced land use and integration of open spaces and trails. Key recommendations for these areas include promoting clear internal circulation, enhancing the pedestrian environment, and linking support services to foster economic vitality. The Plan encourages creating walkable environments, integrating recreational opportunities, and improving connectivity through trail systems and multimodal transportation.



Paths of Discovery Trails Map

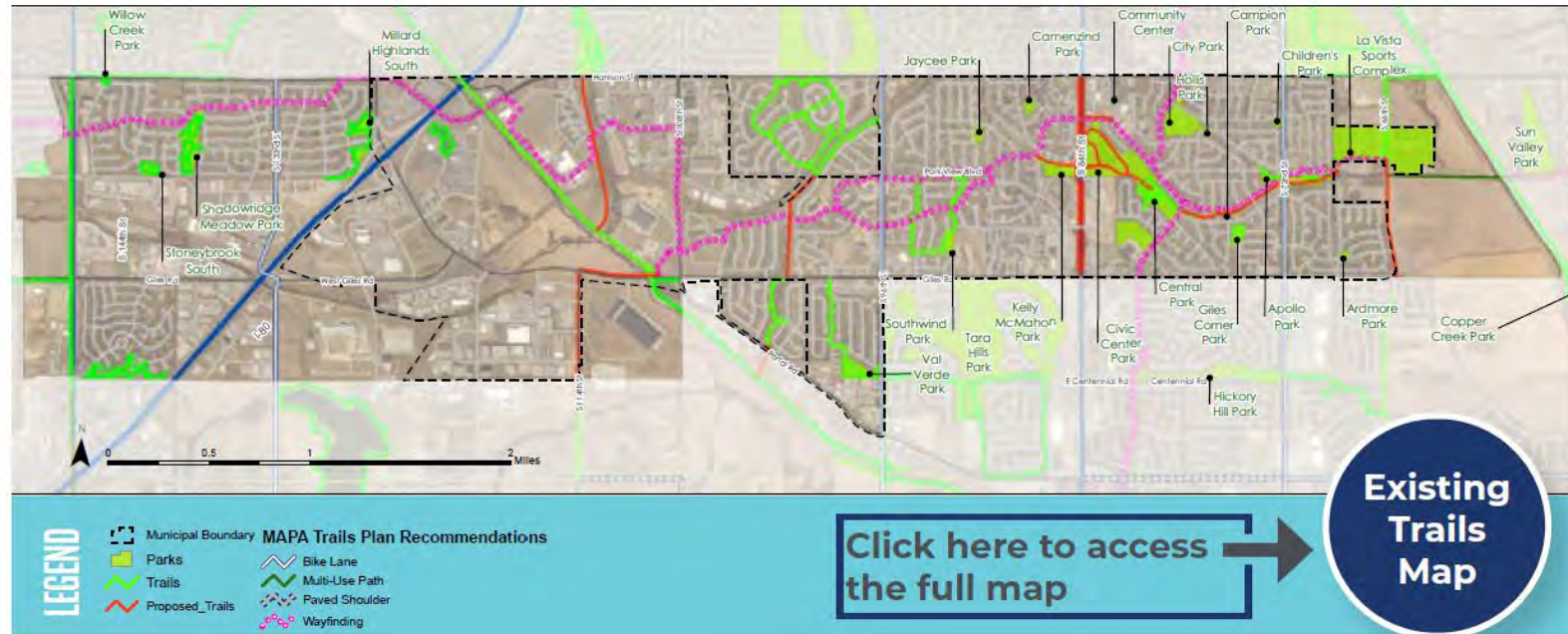
The Paths of Discovery Trails Map illustrates the network of trails that crisscross the Omaha and Council Bluffs metro area. The trail system gives citizens equal access to make trails part of their lives and offers opportunities for biking, hiking, skating, jogging, and other recreational options.

Click here to access
the full map



City of La Vista Trails Map

The La Vista Comprehensive Plan mapped existing trails and illustrated them in the map shown. While most La Vista neighborhoods enjoy a fully connected sidewalk system, La Vista remains largely inaccessible by human-powered transportation with pedestrians being deterred by high volume roads that are intimidating to cross.



Biking and Foot Traffic Heat Map Analysis

Biking and Foot Traffic Heat map Analysis

Online activity applications, such as Strava and RidewithGPS, have become valuable tools for tracking running, cycling, and other recreational activities. These platforms generate detailed heat maps, which visualize where users frequently travel, offering insights into popular routes and underused areas in **La Vista's sidewalk and trail system**.

By analyzing these patterns, we can **identify gaps** in the active mobility network, **prioritize new infrastructure** like bike lanes or pedestrian paths, and **improve connectivity**. Leveraging data from these apps can support a more informed, community-driven approach to expanding La Vista's active transportation system.

After analyzing the heat maps, several recommendations can be made including focusing on gaps between the suburban fringes of La Vista and the emerging urban core of the City, improving connectivity across major corridors like **Harrison, 96th Street, and 84th Street**, expansion of highly used corridors like **Thompson Creek Greenway and Applewood Creek Trail**, making it easier to enter the community and adjacent shopping areas from the **West Papio Trail and Keystone Trail**.

Strava Cycling Heat map



Strava Foot Traffic Heat map

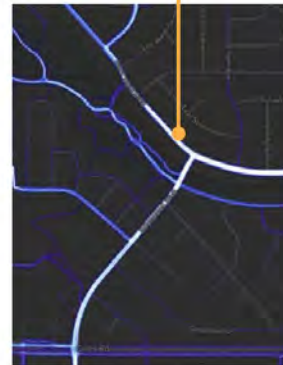


RidewithGPS Global

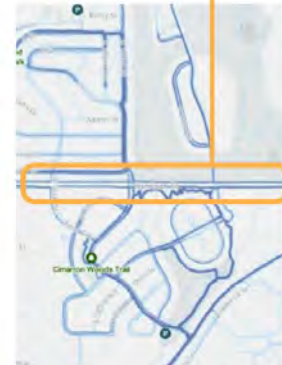


Biking and Foot Traffic Heat Map Analysis

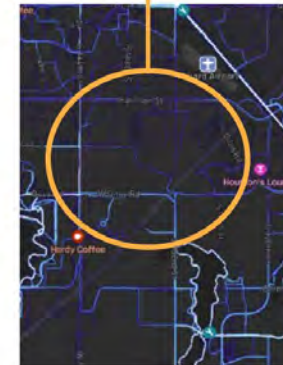
Identified **Edgewood Blvd and 78th** as an existing cycle commuter route that could be improved and made safer.



Identified a pattern of runners and walkers using both sides of **Harrison Street**, implying a need for safer crossings.



Identified a lack of connections and usage of the **southwest portion of La Vista** and recreational opportunities due to a lack of connection to the West Papio Trail and through the **Southport** area and along **Giles Rd.**



Identified a lack of foot traffic crossing **84th** due to the lack of a safe crossing from **Central Park to Central Park West**.



Regional Trail Connections

The MAPA Bicycle and Pedestrian Plan 2015 identified several regional corridors that pass through or incorporate La Vista roadways. These include:

Major Arterial Corridors:

144th, 96th, and 72nd Streets are crucial for connecting north-south routes, which could benefit La Vista's active mobility goals. Enhancing bike and pedestrian infrastructure along these streets, especially in higher-density or commercial areas would foster better active mobility transportation options while integrating La Vista into the larger metropolitan network.

Sarpy North Corridor:

This corridor, as proposed by MAPA followed several interior roadways within La Vista, including Josephine Street and Gertrude Street west of I-80, and Olive Street, Skinner Drive, Brentwood Drive, and Park View Boulevard between I-80 and 72nd Street. Of interest is the inclusion of a connection across the Big Papio Creek to the Keystone Trail, and extension of the corridor into Bellevue through Sun Valley Park.

Keystone Trail

The Keystone Trail, one of the oldest and most iconic trails in the Omaha metro area, offers nearly 30 miles of scenic, continuous pathways. It winds its way across the landscape, connecting neighborhoods, parks, and key community areas from the banks of the Missouri River to Lake Cunningham, while following the Big Papillion Creek. As the backbone of the Omaha area's extensive trail network, the Keystone Trail connects seamlessly with over 120 miles of trails within Omaha alone.

This popular multi-use trail is more than just a path; it's a focal point for the active lifestyle and outdoor culture of the region. It plays a central role in promoting cycling, running, and walking as part of daily life and serves as a key venue for local races, charity walks, and cycling events.

West Papio Trail

The West Papio Trail runs for approximately 15 miles, following the West Papillion Creek, and has been recently expanded through La Vista to improve connectivity between Omaha and neighboring cities like Papillion. With even more expansions currently in development, including a connection through the Millard area, the West Papio Trail is poised to become even more traveled in the near future. These two trails are the highest use trails in the Omaha metro, and both trails feature scenic landscapes, access to parks, and connect with the broader regional trail network, including the Great American Rail-Trail.



Heartland Connections Bicycle and Pedestrian Plan Sarpy North Corridor



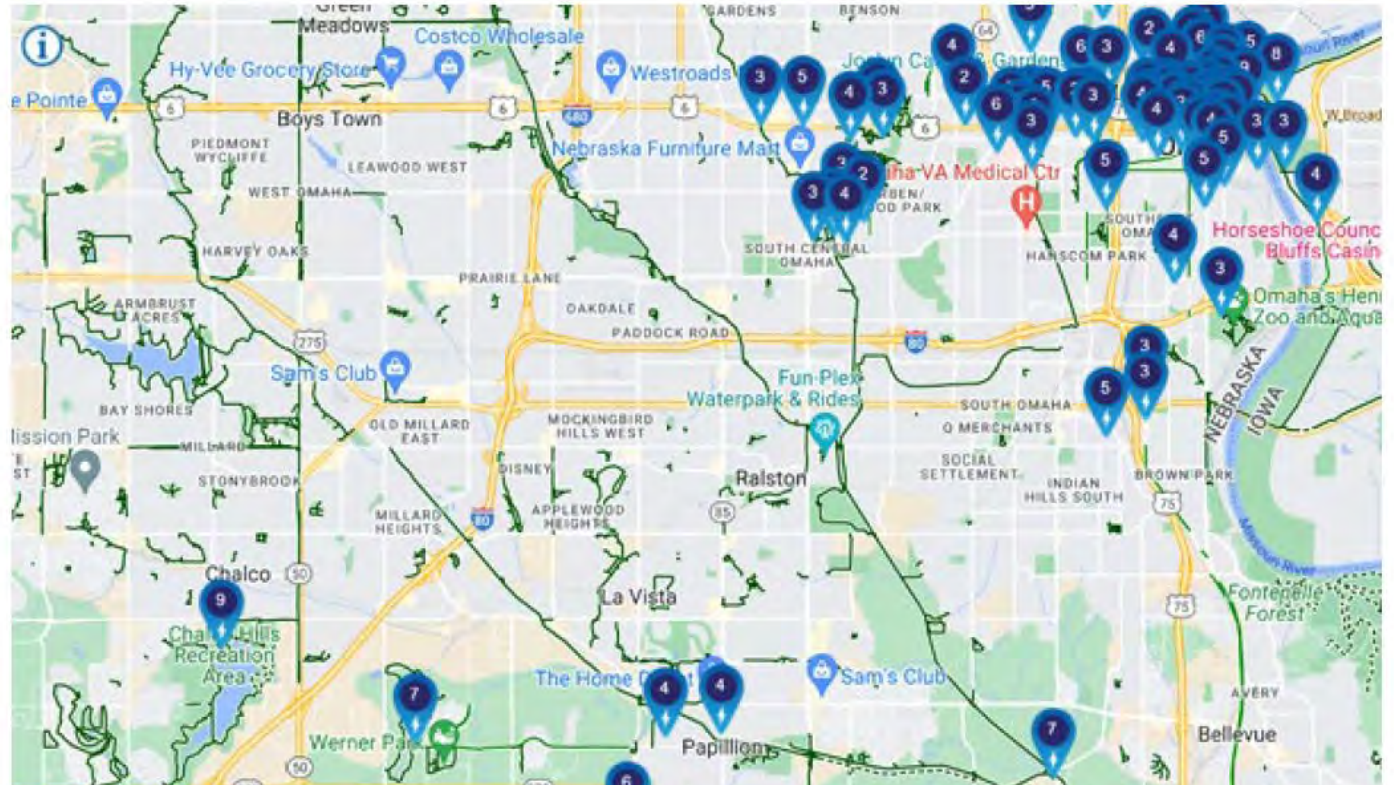
Heartland Bike Share

Geographical Gap Between Omaha and Papillion:

There is a significant gap between the Omaha-based stations and those in Papillion. This gap includes La Vista, which currently lacks stations despite being between these two areas. La Vista is a growing suburban area that could benefit from bike-sharing connectivity, as it's positioned in a key location to connect Papillion and Omaha via trails and roadways.

Potential Connectivity Opportunities:

The **West Papio Trail** and the **Thompson Creek Greenway Trail** could be used as pathways for connecting stations from Omaha to Papillion, via La Vista. These trails are crucial for bike connectivity, and positioning Heartland Bike Share stations at key intersections could improve mobility.



Facility Types

In this plan, **five main Facility Types** are identified to support and enhance Active Transportation within La Vista. Each type addresses a specific aspect of how pedestrians, cyclists, and other users interact with the transportation network, ensuring a balanced approach to **mobility, safety, and accessibility**.

Each facility type plays an essential role in building a comprehensive, user-friendly active mobility network. For more details on how each category is implemented and examples of specific treatments, please refer to the following section.

The examples are available options. Not every facility type will work for every situation, so improvements should be recommended based upon engineering best practices and must meet the appropriate warrants.

Trail / Shared Use Paths

Sidewalks / Streetscape

Safety Improvements / Crossings

Wayfinding

On-Street / Micromobility

The concepts in this report can generally be categorized into five types of projects:

Trails / Shared Use Paths



These projects generally include **trails** or **shared use paths**, that may be independent or adjacent to roadways. They are ideally 10-foot wide, and provide connections between major destinations. Several of these projects include new bridges or other features to connect with the existing trail network.

Sidewalk / Streetscape



These projects generally include improvements to the **pedestrian realm**, or the space between the street and nearby buildings. Projects may include **bike racks, pedestrian amenities, increased safety and awareness, and signage to inform and direct** users of nearby destinations and routes to get there.

Click here to view the Federal Highway Administration's "Proven Safety Countermeasures"

FHWA's
Proven
Safety
Measures

Facility Types

Safety Improvements



Safety and crossing improvement projects focus on creating safer intersections and street crossings for pedestrians and cyclists. These enhancements may include installing **high-visibility crosswalks**, **pedestrian refuge islands**, **flashing beacons**, or **pedestrian hybrid beacons** (HAWK beacons). They may also involve curb extensions or raised crosswalks to reduce crossing distances and enhance pedestrian visibility. These projects aim to increase safety in high-traffic areas and improve accessibility at busy intersections. Examples include installing rapid-flashing beacons at school crosswalks or building raised crossings on key pedestrian corridors to slow vehicle traffic.

Wayfinding



Wayfinding projects generally include signage and visual cues to help pedestrians, cyclists, and other trail users navigate through networks of trails, bike routes, and streets. These signs typically include **directional markers**, **distance information**, **maps**, and **icons** to identify key landmarks or amenities like parks, schools, and commercial areas. Wayfinding not only improves navigation but also promotes usage by making paths more accessible and user-friendly. Examples include trail signs pointing to nearby recreational areas or mileage markers along bike routes to encourage distance-based activities like walking and cycling.

On Street



These projects generally include **on-street bike routes** that are created by **painted markings on the streets**, and include shared lanes for vehicles and cyclists, bike lanes, or a combination of configurations. These routes are lower volume roads, with slower speeds, and may include reduction of on-street parking in some key places to improve visibility and passage for cyclists.

Toolkit of Treatments

Shared-Use Paths

Description:

A wide path (often 8-14 feet) designed for both pedestrians and cyclists, separated from vehicle traffic.

Benefits:

Provides safe, accessible routes for multiple non-motorized users.

Best Locations:

Along arterial or collector roadways, parks, and other regional connections



Image source: www.pedbikemages.org
Adam Coppola Photography

Recreational Trails

Description:

Trails dedicated to non-motorized recreation, often in parks and natural areas.

Benefits:

Promotes physical activity and offers scenic, safe spaces for walking, running, and cycling.

Best Locations:

Parks, nature reserves, and rural areas.



Greenways

Description:

Linear parks or open spaces that include trails for walking, biking, and recreation.

Benefits:

Enhances connectivity between urban and natural areas while promoting environmental conservation.

Best Locations:

Along rivers, streams, and in urban-to-rural corridors.



Pedestrian Refuge Islands

Description:

A raised island in the middle of a road, allowing pedestrians to cross one direction of traffic at a time.

Benefits:

Improves pedestrian safety through reduced pedestrian exposure, especially on multi-lane roads.

Best Locations:

Wide roads and streets with heavy traffic volumes.



Raised Crosswalks

Description:

Pedestrian crossings elevated above the street level, serving as both a crosswalk and speed bump.

Benefits:

Slows traffic and improves pedestrian visibility.

Best Locations:

Residential neighborhoods, school zones, and parks where warrants are met and where setting and grade can overcome drainage challenges.



High-Intensity Activated Crosswalk (HAWK) Beacons

Description:

Beacons designed to stop vehicles and allow pedestrians to cross safely when activated.

Benefits:

Enhances pedestrian safety at mid-block crossings or high-traffic intersections.

Best Locations:

Arterial roads, mid-block crossings, near schools or parks.



Roundabouts (Traffic Circles)

Description:

Circular intersections that slow traffic and reduce conflict points between vehicles, cyclists, and pedestrians.

Benefits:

Enhances safety by reducing crash severity, reducing vehicle speeds, and increasing operational efficiency.

Best Locations:

Urban and suburban intersections with moderate traffic volume.



Speed Humps / Speed Tables

Description:

Vertical deflections on the roadway to slow down vehicle traffic.

Benefits:

Reduces vehicle speeds, improving safety for cyclists and pedestrians.

Best Locations:

Residential streets, school zones, and parks where warrants are met.



Curb Extensions (Bump-Outs)

Description:

Sidewalk extensions into the roadway, reducing crossing distances for pedestrians.

Benefits:

Improves visibility and safety at pedestrian crossings, slows vehicle traffic, and reduces pedestrian exposure.

Best Locations:

Intersections, school zones, commercial areas.



Wayfinding Signage

Description:

Signs, maps, and symbols that guide users through trails, bike paths, and pedestrian routes, providing navigation and key information.

Benefits:

Improves navigation, safety, and accessibility while enhancing the user experience and promoting exploration. It also fosters community identity by linking key destinations like parks, commercial areas, and landmarks.

Best Locations:

Along busy trails, shared-use paths, city centers, and at intersections where routes converge, especially where regional trail networks connect or in areas with high pedestrian and cyclist traffic.



Bike Lanes

Description:

Dedicated lanes on the roadway marked for the exclusive use of cyclists.

Benefits:

Enhances safety and encourages biking as a transportation mode.

Best Locations:

Arterial roads, urban streets, and secondary roads in commercial areas.



Shared Lanes (Sharrow)

Description:

A travel lane shared by vehicles and cyclists, often marked with shared lane symbols.

Benefits:

Provides guidance for drivers and cyclists to share space safely.


Best Locations:

Low-traffic residential streets, areas where dedicated bike lanes are impractical.





Active Mobility Proposals



The **Active Mobility Proposals** section of the La Vista Active Mobility Plan outlines a comprehensive set of infrastructure ideas designed to enhance the city's active transportation network. These proposals are categorized into five distinct facility types: **Wayfinding, Trails/Shared Use Paths, Sidewalks and Streetscapes, On-Street/Micromobility, and Safety/Crossing Improvements**. With over 100 ideas generated through feedback from the public, stakeholders, the technical advisory committee, and the project team, these proposals incorporate a wide range of perspectives. Throughout the summer, the project team conducted site visits by driving, walking, and cycling through various potential routes. This hands-on approach helped identify gaps in the current infrastructure, opportunities for easy wins, and ambitious projects that could transform La Vista into a more connected and active community.

Each proposal was not only categorized by facility type but also assessed by **implementation type**, which ranged from low-cost or paint-only projects to more complex new construction and development-dependent initiatives. The project team worked diligently to prioritize these ideas by creating an initial **phasing plan**. Some projects were ultimately eliminated due to high costs, lack of support, or being beyond the city's capacity to implement, while other ideas were added based on additional input gathered throughout the planning process. In September 2024, these refined proposals were presented to the public, who were asked to identify which projects they found most exciting across the three phases: short-term, near-term, and long-term. **Public feedback** played a critical role in shifting the timing of some proposals to better align with community priorities.

The following section presents each proposal with brief descriptions, highlighting their potential impact on La Vista's mobility network. Additionally, each project was reviewed for alignment with the **City's Comprehensive Plan Goals and Policies**, with more detailed summaries and supporting documentation provided to city officials for further consideration. These proposals represent a thoughtful blend of community input, technical analysis, and strategic planning, laying the groundwork for a more connected and accessible La Vista.

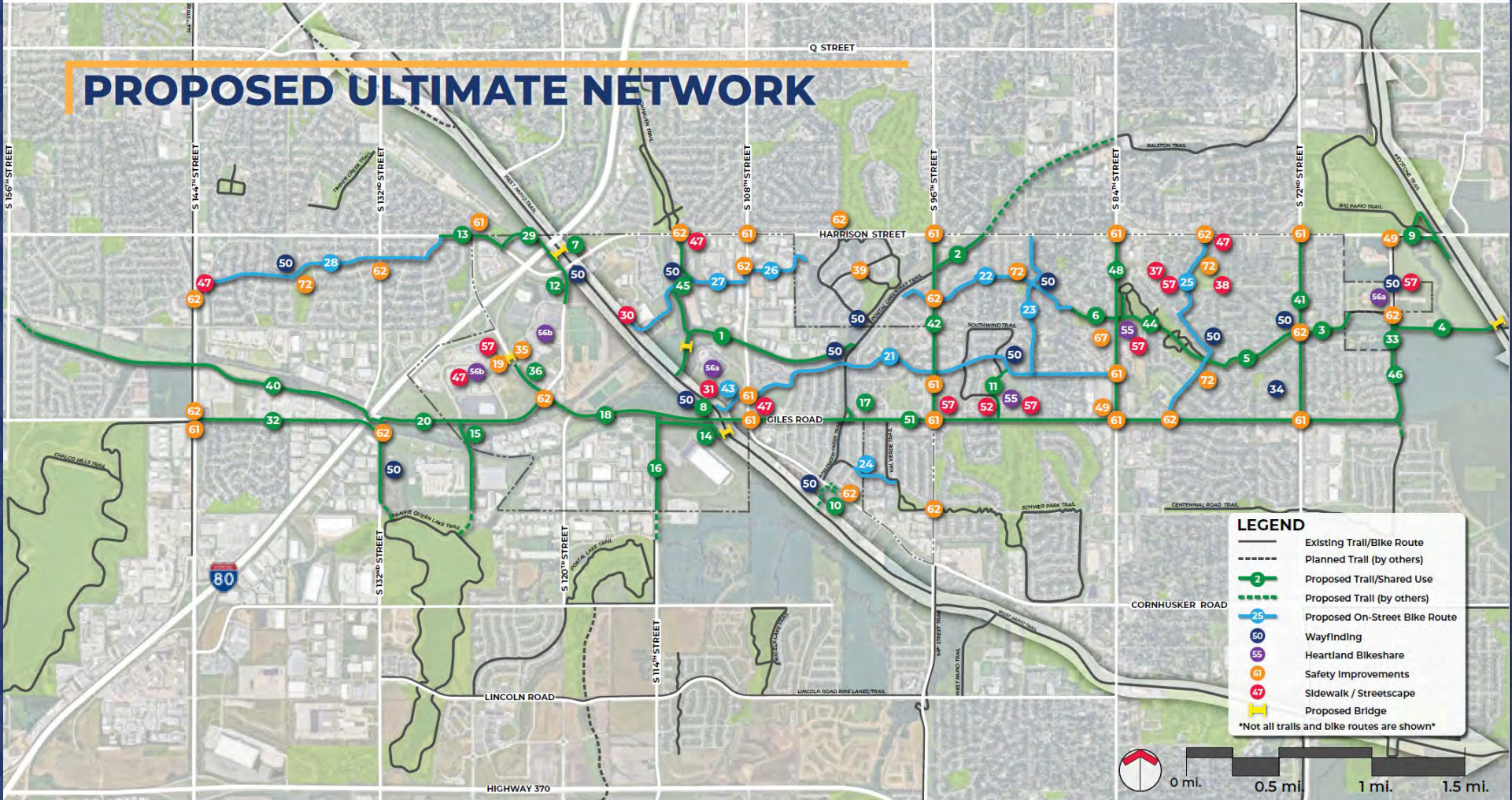


A thumbs up indicates this proposal or policy was popular during public the input process.

**Concept
Project**

Proposals with this symbol were selected by the Technical Advisory Committee for further development as "Concept Projects" and are presented in the following section.

PROPOSED ULTIMATE NETWORK



Other Proposed Policies

- | | | |
|-------------------------------------|--|--|
| 63 Motorist and Cyclist Education | 58 Improve Pedestrian Amenities | 70 Bike Rack Guidance |
| 67 Informational / Advisory Signage | 59 Bike Fix-It Stations | 71 Implement ADA Audit Recommendations |
| 68 Improved Mobility Communications | 60 Wheelchair Seating Spaces | 73 Sidewalk Repair Fund |
| 76 Police Officer Bike Patrols | 64 Review Trail and Sidewalk Widths | 75 Bike Rack Cost Share Program |
| 77 Active Mobility Considerations | 65 Review and Update ADA policies | 79 Improve Pedestrian Amenities in Commercial & Retail Areas |
| 78 Improve Painting for Crossings | 66 Truncated Dome Repairs | 74 Publicize Bike Maps |
| 80 Legislative Advocacy | 69 Encourage Pedestrian Facilities and Connections | |

Wayfinding



Safety Improvements



Trails / Shared Use Paths



On Street



Sidewalk / Streetscape





Active Mobility Proposals

Trails / Share

1 - Applewood Cree

This trail project would existing Portal Greenway

2 - Applewood Cree

This trail project would u Portal Greenway Trail to

3 - Thompson Cree

This trail project would e through Mayor's Park. T

4 - Thompson Cree

This trail project would i Creek to the Keystone T

5 - Thompson Cree

This trail project would e Creek and is currently in

6 - Thompson Cree

This trail project would e new bridge for 84th Str and 87th Street.

7 - West Papio Cree

This trail/bridge would Parkway. Proposal 12 sho connectivity to the exist

Active Mobility Proposals

Active Mobility Proposals

Sidewalks / S

30 - Parking/Trailh

This project would inv Olive Streets, which are connection to the trail,

31 - Expanded park

This project would exp Anderson Avenue. The there are often multiple

37 - Community Co

This project includes e West Elementary, and i elevation changes, and

38 - Triangle Park,

This project includes ev approximately 78th Stre

52 - Southwind Do

This proposal is to add Dog Park from the ne Metropolitan Communi



The 84th Street Corridor is a p

Active Mobility Proposals

On Street Pro

21 - Brentwood Driv

This project would be an Street on the east. It wo a combination of shared would transition to bike

22 - Valley View Driv

Like Proposal 21, this wo Portal Greenway to Cent Street.

23 - Elm Drive/Pine

This on-street bike route and Proposal 22.

24 - On-street bike i

This project would create Trail to the Val Verde Park the Portal Ridge neighb

25 - Bike blvd along

This on-street bike route Ralston through La Vista, network, as well as many West Elementary School,

26 - Gertrude Street

This project would invol along Gertrude Street thr and connecting to Edna A

Active Mobility Proposals

On Street Proposals

27 - Bike route along 118th St, Olive St, and Skinner Drive, from West Papio Trail to 108th St

This project would involve replacing existing sidewalks with or adding a shared use path along Skinner Drive from 108th Street to the west, extending along 110th Street and Olive Street, ending at 118th Street.

28 - On-street bike route from 144th St to Highland Blvd along Josephine and Gertrude St

This project would involve the designation of an on-street bike route along Josephine Street from 144th Street to 132nd Street, and then along Gertrude Street to Highland Boulevard at Harrison Street. This route is currently in the MAPA Bike Map as a low volume street route and could be created simply with sharrows and some wayfinding signage.

43 - West Papio Trail / Brentwood Drive bike route connection

This project would evaluate the best connection from the West Papio Trail trailhead at 109th Street and Harry Anderson Avenue and the Brentwood Drive on-street bike route (Proposal 21).

Heartland Bike Share Station Proposals



55 - Heartland bike share stations near City Centre and at City Library/MCC

Heartland Bike Share stations are primarily located in Omaha, and they tend to be concentrated in central, downtown, and midtown Omaha. Given the growth in La Vista and the potential for active mobility (with trail systems already in place or planned), adding stations in this central area would help close the gap.

56a - Heartland bike share stations at West Papio Trail Trailhead and La Vista Sports Complex

Phase 2 installation of two (2) Heartland Bike Share stations at the West Papio Trail trailhead on Harry Anderson Avenue and at the La Vista Sports Complex on 66th Street.

56b - Heartland bike share stations - Southport West and Southport East

Phase 3 installation of two (2) Heartland Bike Share stations within Southport West and Southport East.



PROPOSALS

1 – Applewood Creek Trail/Portal Greenway to West Papio Connection (BNSF Cutoff)

This trail proposal would utilize existing easements and outlots or require minimal ROW to connect the existing Portal Greenway Trail from approximately where it crosses Applewood Creek to the

West Papio
Street, where
tracks to
Trail. This
south trail

Live 3

4 – Thompson Creek Greenway Trail from La Vista Sports Complex (66th Street) to Keystone Trail (with bridge over Big Papio Creek)

This trail
Thompson
provide
from the

Move

16 - 114th Street Trail (west side) from Giles Road to Portal Lake Trail

This proposal would provide connectivity to southwest La Vista and the western Papillion recreational lakes, including Portal Recreation Area, Prairie Queen Recreation Area, as well as trails that are currently under planning or construction that would extend along Schram Creek to the

south, and
trail would
There are
available
connectio

Prospe

27 - Bike route along 118th Street, Olive Street, and Skinner Drive, from West Papio Trail to 108th Street

This proposal would involve replacing existing sidewalks with or adding a shared use path along Skinner Drive from 108th Street to the west, extending along 110th Street and Olive Street, ending at

118th Street
route would
as well as
like Streck
daily exerc

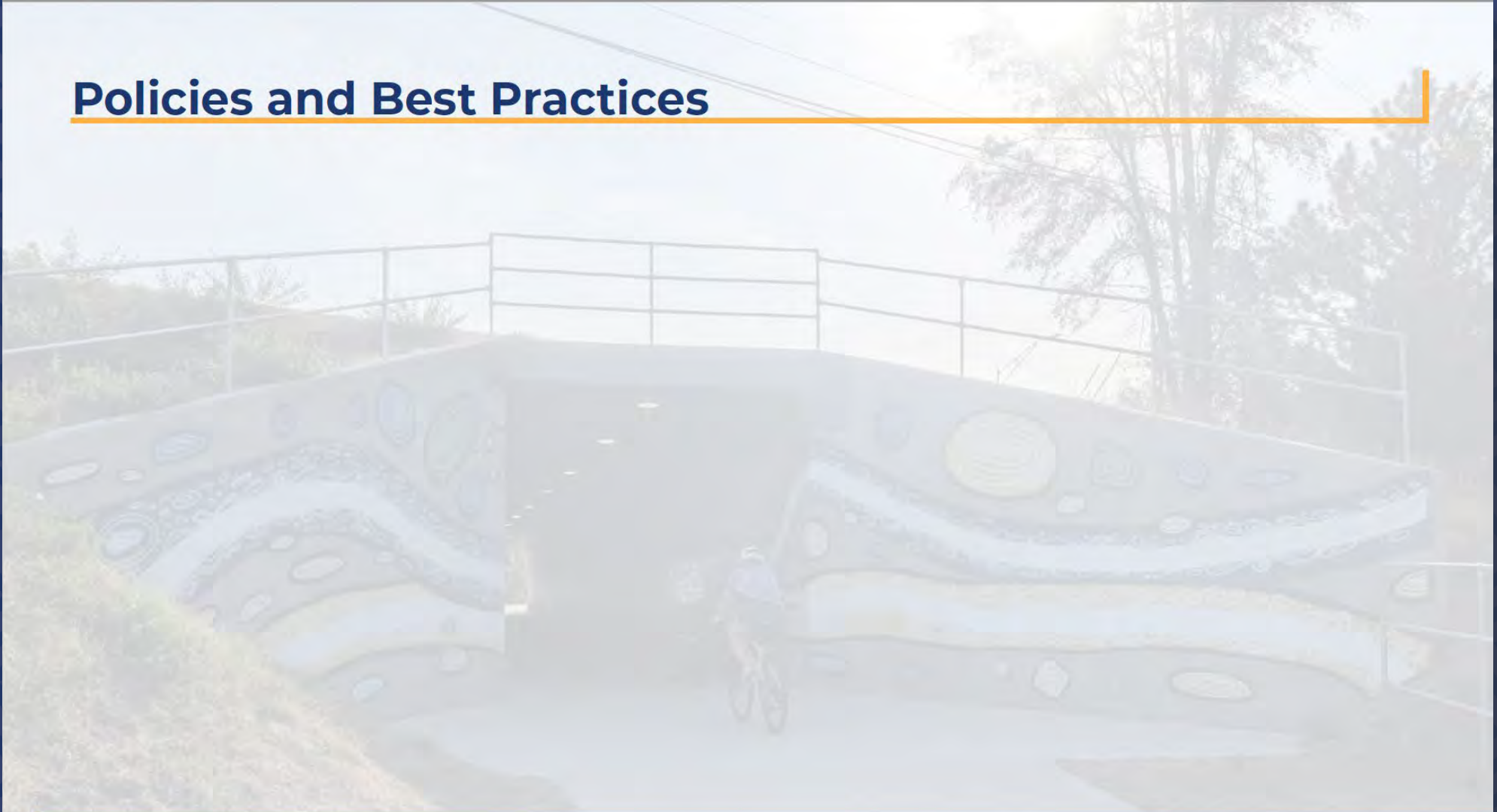
Live 4.

38 - Triangle Park, City Park, Hollis Park connectivity

This proposal includes evaluating the connections between Triangle Park, City Park, and Hollis Park, between approximately 78th Street and Josephine Street, and Terry Drive and 76th Avenue. There is some elevation change in this area, but providing a connection between these facilities would expand their use, and would also provide a connection to the 78th Street Bike Boulevard (Proposal 25) and the other nearby facilities connected by Proposal 37 (Community Center, etc...)

Move 1.4	Move 1.8	Move 2.5	Fun 2.4
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Policies and Best Practices



The proposed policies for the La Vista Active Mobility Plan aim to address several key areas, including **filling sidewalk gaps, improving pedestrian amenities, enhancing safety at crossings**, and **advocating for vulnerable road users**. To implement these policies effectively, a phased approach is recommended, starting with small, incremental steps that can build toward larger, long-term changes. Rather than grouping policies by short-term or long-term implementation, the policies and best practices can be generally grouped into four categories. This balanced approach will allow the City to determine which policies and practices to implement over time to address various challenges and goals to improve mobility.

Policies and Best Practices

1. Prioritize Infrastructure Improvements

Closing sidewalk gaps, repairing pavement, and adding accessible amenities like benches, bike racks, and wayfinding signage are tangible, visible upgrades. Implementing these changes first can demonstrate quick wins and generate community support. Establishing a sidewalk repair fund would also lower costs for neighborhoods, encouraging broader participation in maintaining and expanding sidewalks.



2. Advocate for VRU Protections and ADA Compliance

Policies like reviewing ADA access across the city and enhancing pedestrian crossings with countdown timers, signals, and tactile surfaces are critical for ensuring inclusivity and safety. Regular audits and enforcement of ADA standards will make the city more accessible for all users. Advocacy at the state level for Vulnerable Road Users and legislative changes will also be essential for aligning La Vista's mobility goals with broader state policies.



3. Educate and Inform the Public

Driver, cyclist, and pedestrian education campaigns will help raise awareness about sharing the road and using new facilities safely. This could be accomplished through public workshops, signage, and social media campaigns. Emphasizing motorist-cyclist interactions, proper use of bike lanes, and promoting safe pedestrian crossings can cultivate a culture of safety.



4. Encourage Use of Active Mobility Facilities

To encourage active transportation, initiatives like La Vista-branded bike racks and bike parking cost-share programs at businesses and parks should be prioritized. Promoting these efforts, along with the publication of online bike maps, can make cycling and walking more appealing. Organized community events like "Bike to Work" days or pedestrian-friendly events could further reduce car dependency and improve public health.



1. Prioritize Infrastructure Improvements:

- 47 – Eliminate Sidewalk Gaps
- 49 – Minor Fixes for Mobility Crossings
- 61 – Intersection Improvements
- 62 – Improve Pedestrian Connections
- 66 – Truncated Dome Repairs
- 73 – Sidewalk Repair Fund

2. Advocate for VRU Protections and ADA Compliance:

- 64 – Review Trail and Sidewalk Widths
- 65 – Review and Update ADA Policies
- 71 – Implement ADA Audit Recommendations
- 72 – Safe Park Zones
- 77 – Active Mobility Considerations
- 78 – Painting/Marking of "Ladder" Crossings as per Wayfinding Plan
- 80 – Legislative Advocacy

3. Educate and Inform the Public:

- 63 – Motorist and Cyclist Education
- 67 – Informational / Advisory Signage
- 68 – Improved Mobility Communications
- 74 – Publicize Bike Maps
- 76 – Police Officer Bike Patrols

4. Encourage Use of Active Mobility Facilities:

- 57 – Encourage Citywide Bike Parking
- 58 – Improve Pedestrian Amenities
- 59 – Bike Fix-it Stations
- 60 – Wheelchair Seating Spaces
- 69 – Encourage Pedestrian Facilities and Connections
- 70 – Bike Rack Guidance
- 75 – Bike Rack Cost Share Program
- 79 – Improve Pedestrian Amenities in Commercial Areas

Concept Projects

As part of this plan, the **Technical Advisory Committee** selected **ten (10) proposals** (or combinations of proposals) to develop into **conceptual projects**. These projects were developed with high-level planning cost estimates, conceptual level design plans, and visual renderings to facilitate future development into real projects. These projects are not necessarily the highest priority, least expensive, or most publicly supported projects, rather they are projects that the **TAC** desired to have more information prepared to make better decisions to pursue funding and identify potential red flags or design challenges. As a result of this development process, several projects have been identified as possible projects for short-term implementation, local grant funding applications, or further development. Some will require a longer-term approach, and may require additional study, land acquisition, or federal funding requests. Some of these projects (or portions of them) are already in the **City's Capital Improvement Program**, while others may be considered for addition in the very near future. Others may take longer to develop, and would be considered for the CIP in future years.

GILES ROAD



Concept Project 5 – Giles Road Connection to Applewood Creek Trail

- Derived from Proposal 17
- Supports Comprehensive Plan Policies: Live 4.1; Shop 3.5; Move 1.1; Move 2.5
- Cost Estimate: \$450,000

Concept Project 5 would create a vital connection from the **Applewood Creek Trail** to the **north side of Giles Road**, enhancing accessibility and encouraging active transportation. Preliminary layouts suggest that the trail could maintain a gentle slope of 4-5%, ensuring ease of use for cyclists and pedestrians. The design clears the existing box culvert, with a similar layout as exists on the south side.

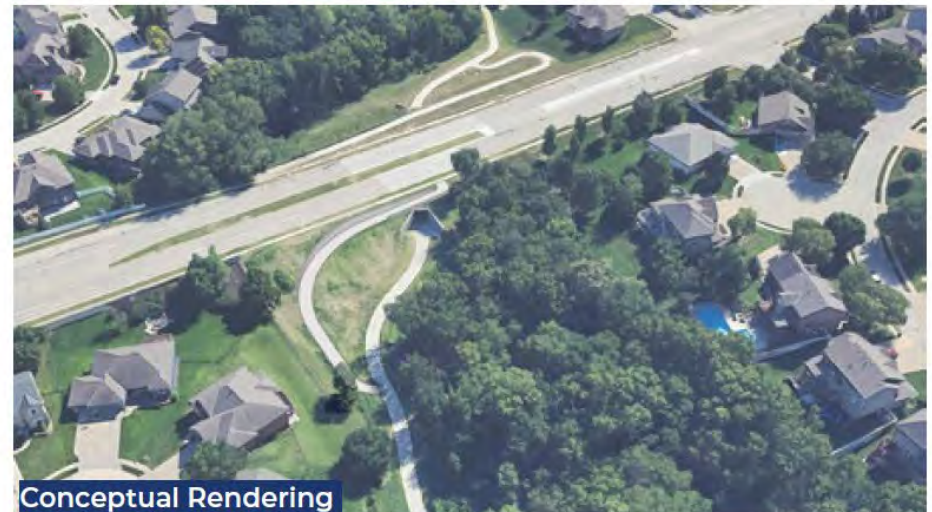
A retaining wall will be necessary, complemented by a railing to ensure user safety. This project is designed to minimize land acquisition impacts, as no additional right-of-way (ROW) is required. To address potential drainage issues, a small culvert may need to be installed.



Legend  Trail



Existing conditions with recently completed Applewood Creek Trail.



Conceptual Rendering

Concept Project 7 - Brentwood Drive, Valley View, Elm Drive to Thompson Creek Trail

Proposals 21, 22 & 23 received high support from the public



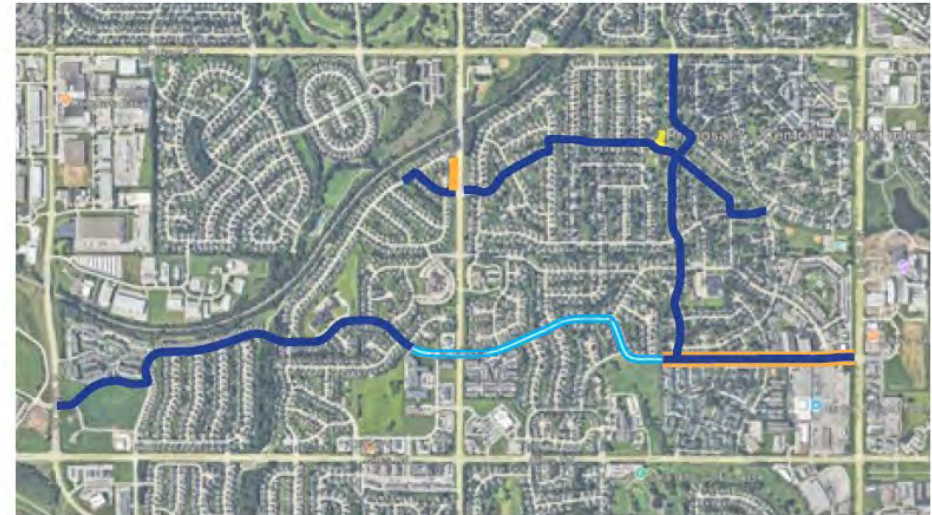
- Derived from Proposals 21, 22 & 23
- Supports Comprehensive Plan Policies: Live 4.1; Move 1.1; Move 1.2; Move 2.5; Fun 1.2
- Cost Estimate: \$245,000

(Cost given for this project assumes painted sharrows only)

Concept Project 7 proposes an east-west on-street bike route along **Brentwood Drive**, extending from 108th Street to 84th Street, forming the “southern spine” of La Vista’s internal bike network. The project would begin with shared bike/vehicle lanes (sharrows) from 108th Street to just west of 96th Street, transitioning to dedicated bike lanes up to 90th Street. Beyond this point, the route could either revert to sharrows or upgrade the existing sidewalks to shared-use paths along both sides of Brentwood Drive, providing a safer, more accessible route to 84th Street.

A second segment would create a bike route along **Valley View Drive**, using sharrows to connect the northern end of the Portal Greenway with Central Park West and the Thompson Creek Greenway Trail network. This would link with a third segment running north-south along **Elm Drive and Pine Drive**, creating interim connectivity to the Ralston Trail. Together, these routes form a “northern spine” for the city’s bike network, offering clear navigation by following easily identifiable streets, minimizing the need for additional wayfinding signage.

Further study is needed to evaluate the costs of these treatments and manage intersections. A small reduction in on-street parking is expected on Brentwood Drive between the roundabout at 92nd Street and 92nd Avenue. An accessory project could connect apartment complexes along Brentwood Drive, such as The Pointe Apartments and Inwood Village to the bike route. A potential future extension includes developing a shared-use path along **92nd Avenue and Robin Drive** (Proposal 11), or through The Pointe Apartments, linking to the **Giles Road Trail** (Proposal 51).



Legend

- Bike Lanes
- Shared Bike Routes
- Shared Use Path



Bike lanes through a roundabout

Concept Project 3 – West Papio Trail Bridge by Harrison Street



- **Derived from Proposals 7 and 12**
- **Supports Comprehensive Plan Policies:** Live 4.1; Move 1.1; Move 1.7; Shop 3.5; Prosper 4.6
- **Cost Estimate:** \$1,630,000

Concept Project 3 proposes a crucial connection between the **West Papio Trail** and **Eastport Parkway** via a 150-foot bridge over **West Papio Creek**. This location was strategically selected to avoid significant utility interference and minimize the need for right-of-way (ROW) acquisition. The project would serve as a keystone for the “northern spine” of La Vista’s internal trail network and the **Sarpy North** corridor, linking the city’s western neighborhoods to the city center and providing a long-anticipated connection between the West Papio Trail and Southport.

Initial discussions with regional trail advocates and planners suggest that this project has major support due to its regional significance. Its strategic importance for regional mobility and the potential for improving access to key destinations highlight its strong appeal for grant funding, making it a high-priority project for La Vista’s active transportation goals.

Legend

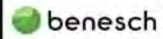
- Bridge
- Shared Use Path



Bridge location looking southwest



Example bridge



Opinion of Probable Construction Cost

10' x 150' Prefab Bridge with Concrete Abutments on Helical Piles

ITEM	QUANTITY	UNITS	UNIT COST
Mobilization	1	LS	\$50,000
150' Contech Prefab Bridge Delivered to Site	1	LS	\$395,000
Prefab Bridge Installation	1	LS	\$150,000
Concrete for Deck	30	CY	\$1,000
Concrete for Abutments	20	CY	\$1,500
Reinforcing Steel for Abutments	3,000	LB	\$1.75
Helical Piles for Abutments	1	LS	\$75,000
TOTAL			

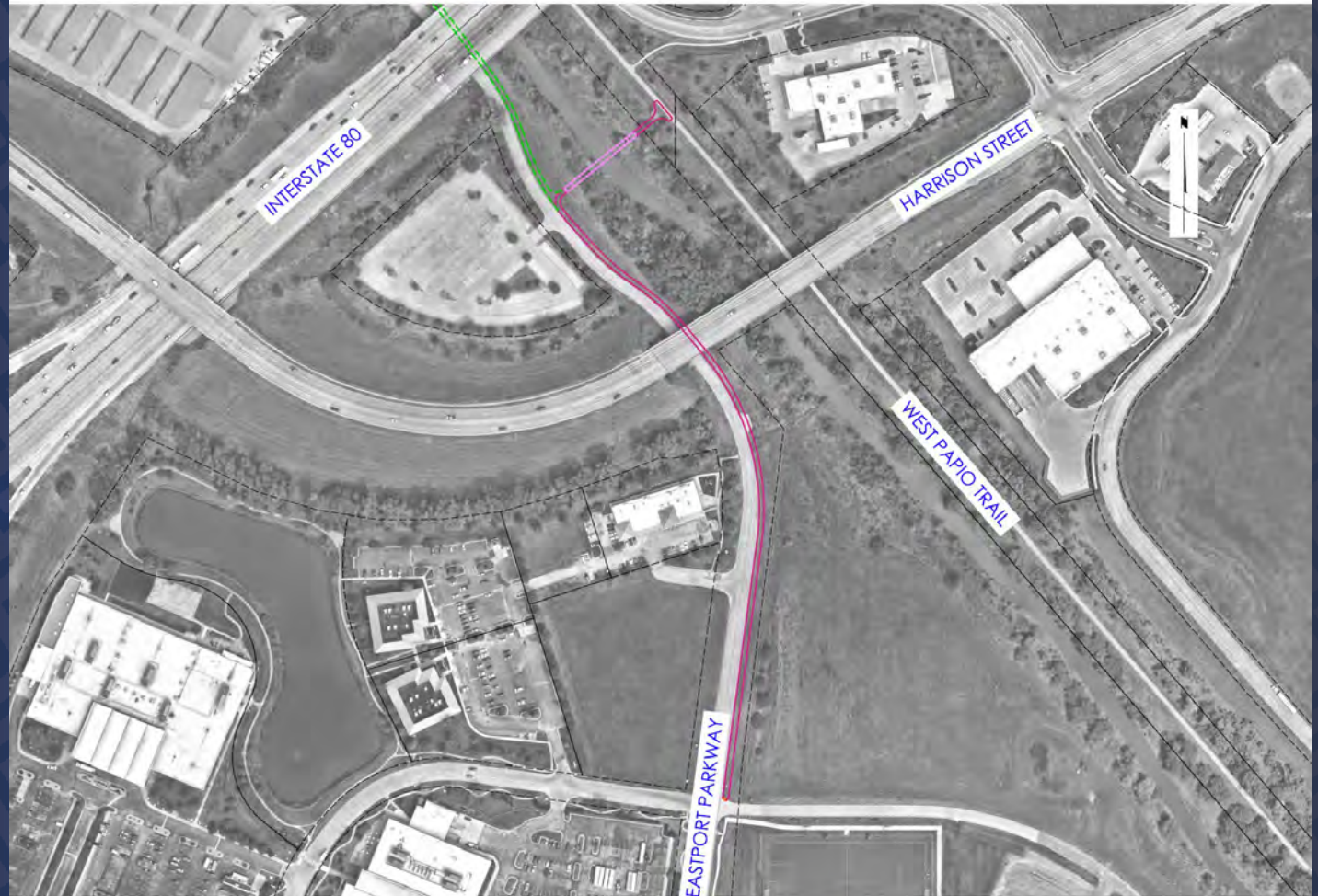
Bridge A

Bridge C

Proposal 3 - Southport/West Papio Trail Connection

Preliminary Estimate

LINE ITEM	STANDARD BID ITEM NUMBER	ITEM DESCRIPTION	BID QUANTITY	UNIT	UNIT PRICE
	102.000	CLEARING AND GRUBBING - GENERAL	1	LS	\$5,000.00
	201.100	EXCAVATION ON-SITE	500	CY	\$17.85
	503.002	CONSTRUCT 6" PCC TRAIL	1828	SY	\$134.00
	504.000	CONSTRUCT PCC CURB RAMP	1	EA	\$2,625.00
	504.100	CONSTRUCT DETECTABLE WARNING PANEL	20	SF	\$36.75
	803.001	INSTALL ROLLED EROSION CONTROL, WITH SEEDING	500	SY	\$5.15
	906.400	PROVIDE TEMPORARY TRAFFIC CONTROL PER STREET SEGMENT	90	BARR-DAY	\$136.50
		CONSTRUCT PREFAB BRIDGE - 150' LENGTH	1	LS	685,000
	1109.000	MOBILIZATION/DEMOBILIZATION	1	LS	\$96,000.00
		PROJECT CONTINGENCY - 30%			
		CEI - 12%			
		DESIGN FEES - 12%			
SUBTOTAL - 2024 COSTS					\$




100 50 0 50 100
GRAPHIC SCALE - FEET



CITY OF LA VISTA
ACTIVE MOBILITY PLAN
PROPOSAL 3



Funding and Partnerships



Funding and **implementing** active mobility projects requires a multi-faceted approach, utilizing a mix of **grants**, **partnerships**, and **regional collaboration**. A variety of national and state-level resources can provide the necessary funding to bring these projects to life. Programs such as the **RAISE Grants** and the **Transportation Alternatives Program** (TAP), administered by the U.S. Department of Transportation, offer substantial federal funding for bicycle and pedestrian infrastructure. Additionally, local resources like the **Nebraska Environmental Trust** and regional entities such as the **Papio-Missouri River NRD** provide support for projects that improve active transportation networks, particularly those that enhance environmental sustainability.



National and Federal-Level Funding Resources

[RAISE Grants](#)

[ATIIP \(Advanced Transportation Infrastructure Investment Program\)](#)

[Transportation Alternatives Program \(TAP\) – Federal](#)

[Safe Streets and Roads for All \(SS4A\)](#)

[Bipartisan Infrastructure Law \(BIL\)](#)

[Congestion Mitigation and Air Quality Improvement \(CMAQ\)](#)

[FHWA Recreational Trails Program](#)

[PeopleForBikes Community Grant Program](#)

[America Walks Community Change Grant](#)

Nebraska-Specific Funding Resources

[Nebraska Transportation Alternatives Program \(TAP\)](#)

[Nebraska Environmental Trust Fund](#)

[Nebraska Game and Parks Commission – Recreational Trails Program](#)

[NDOT Highway Safety Office Grants](#)

[Land and Water Conservation Fund \(LWCF\)](#)

[Heartland 2050 Mini Grants](#)

[Nebraska Economic Development – Community Development Block Grants \(CDBG\)](#)

[Nebraska Tourism Commission Grant Programs](#)

Local and Philanthropic Funding Resources

[Nebraska Trails Foundation](#)

[Omaha Community Foundation](#)

[Sherwood Foundation](#)

[Heartland Bike Share Sponsorships and Grants](#)

[Papio-Missouri River NRD Partnerships](#)

Summary & Recommendations

As La Vista moves toward implementing the Active Mobility Plan, the City is poised to transform its transportation network into one that is more accessible, connected, and inclusive for all users. The plan has identified key projects that can be quickly implemented for significant, near-term impacts. These “easy wins” include closing sidewalk gaps, enhancing wayfinding through a unified signage system, and expanding bike racks and bike parking. These initial efforts will establish momentum while laying the groundwork for more comprehensive, long-term improvements.

To fully realize the vision of a well-connected active mobility network, the City should prioritize projects that align with community feedback and target areas with the most immediate need for improved accessibility and safety. A key focus will be making essential connections between existing trails and neighborhoods, adding Heartland Bike Share stations, and ensuring the safety of vulnerable road users (VRUs) through updated crossings and ADA-compliant pathways.

In addition, the City should take proactive steps to increase public awareness and encourage the use of active transportation through educational campaigns, community events, and partnerships with local businesses. This will foster a culture of walking and biking while supporting health and environmental goals. Collaborative efforts with regional partners can help secure funding, enabling larger, more aspirational projects such as underpasses, bridges, and scenic overlooks that will enhance both functionality and aesthetic enjoyment.



Summary & Recommendations

1. Approval and Implementation

- **City Council Approval:** Present the plan to the City Council and obtain approval.
- **Align with Capital Improvements Program:** Ensure the plan aligns with the city's long-term capital improvements program.
- **Coordinate with Regional Agencies:** Coordinate with regional agencies to ensure the plan is consistent with regional goals and standards.

2. Early Construction

- **Implement Quick Wins:** Identify and implement quick wins that can be completed quickly and at a low cost.
- **Enhance Crosswalks:** Enhance crosswalks to improve pedestrian safety.
- **Pilot Small Projects:** Pilot small projects to test the effectiveness of the plan.

3. Funding and Grants

- **Apply for TAP Funds:** Apply for Transportation Alternatives Program (TAP) funds to support the plan.
- **Seek Additional Funding:** Seek additional funding from private and community sources.
- **Establish a Joint Funding Agreement:** Establish a joint funding agreement with the state to support the plan.

Summary & Recommendations

4. Priority Infrastructure Projects

- **Advance Concept Project:** Advance the concept project for the West Papio Trail and South Omaha.
- **Address Key Connections:** Address key connections between the West Papio Trail and South Omaha.
- **Add New Wayfinding Signage:** Add new wayfinding signage to improve navigation and enhance the trail experience.

5. Education and Awareness Initiatives

- **Staff Training:** Provide training for staff on trail use and safety.
- **Active Mobility Awareness:** Implement active mobility awareness campaigns to promote safe cycling practices.
- **Community Events:** Organize community events to promote safe cycling and walking.

6. School and Community Partnerships

- **Bike/Walk Days with Schools:** Implement bike/walk days with schools to promote safe cycling and walking.
- **Safety Education in Schools:** Implement safety education programs in schools to promote safe cycling and walking.
- **Community Organization:** Partner with community organizations to promote trail use and safety.
- **National Recognition:** Seek national recognition for the plan to promote it and attract funding.

Summary & Recommendations

7. Policy and Long-Term Planning

- **Develop a Complete Streets Policy:** Develop a complete streets policy to ensure that all streets are designed to be safe, accessible, and usable by all people.
- **Regular Plan Review:** Review the plan regularly to ensure it remains current and effective.
- **Expand Active Transportation:** Expand active transportation infrastructure to major corridors such as the West Papio Trail and South Omaha.

8. Monitoring and Data Collection

- **Install Counters on Trails:** Install counters on trails to monitor trail use and safety.
- **Survey Residents:** Survey residents to gather feedback on the plan and its implementation.
- **Evaluate Pilot Projects:** Evaluate pilot projects to determine their effectiveness and make improvements.

9. Regional Coordination

- **Engage with Neighboring Communities:** Engage with neighboring communities to coordinate efforts and share resources.
- **Work with Papio NE:** Work with Papio NE to coordinate efforts and share resources.
- **Promote Regional Network:** Promote the regional network of trails and active transportation infrastructure.

Summary & Recommendations

10. Additional Recommendations Specifically Aligned with the MAPA and Omaha area SS4A and Vision Zero Initiatives

- **Integrate SS4A and Vision Zero Safety Goals in Local Plans:** Update La Vista's policies to reflect the Omaha Vision Zero's goal of eliminating serious injuries and fatalities, emphasizing protection for vulnerable road users like pedestrians and cyclists.
- **Support Infrastructure Projects for High-Safety Standards:** For projects in the Active Mobility Plan, prioritize those that align with the Safe System approach, such as protected intersections, reduced vehicle speeds near crosswalks, and robust ADA-compliant crossings.
- **Establish Data-Sharing Protocols:** Coordinate with MAPA and adjacent cities to share data on crash reports, near misses, and pedestrian usage to better identify high-risk areas in La Vista and inform targeted safety improvements.
- **Secure Funding for Safety Enhancements:** Collaborate with MAPA to apply for Implementation Grants under SS4A, focusing on projects identified in La Vista's plan that support regional safety objectives, especially in high-pedestrian areas and school zones.
- **Pilot Safety Demonstration Projects:** Implement short-term pilot projects, such as quick-build protected lanes or high visibility crosswalks, to test and demonstrate the impact of SS4A-aligned treatments, with potential future expansion across the city.
- **Regional Collaboration for Vision Zero Education:** Partner with MAPA, Omaha, and surrounding communities to develop consistent education and awareness programs targeting drivers, cyclists, and pedestrians, reinforcing safe behaviors across jurisdictions. An example of this would be Papillion's "Drive Like Neighbors" campaign.
- **Enhance School Zone Safety Programs:** Work with Papillion La Vista Community Schools on Vision Zero education and implement school zone improvements, including traffic calming measures, enhanced crossings, and signage to protect young pedestrians.



December 11, 2025

La Vista City Council
8116 Park View Boulevard
La Vista, NE 68128

RE: The La Vista Active Mobility Plan

Dear members of the council,

The La Vista Active Mobility Plan (AMP) is a forward-thinking transportation options and the overall quality of life for the city. This plan is an important step toward creating a model for La Vista, and we believe it will serve as a model for other cities' active transportation infrastructure.

Following the plan will ensure that all members of the community have safe, accessible, recreation, shopping, and other key destinations. The most exciting aspect that will not only improve mobility but also enhance the quality of life in La Vista. Incorporating features like scenic overlooks, walkways, and other elements will create inviting spaces that encourage residents to use the city in new ways.

The AMP's phased approach, starting with quickly implementing a path forward for the future of active transportation in La Vista, has been thoughtfully developed, with consideration for both the city and its residents to strengthen La Vista's health, well-being, and quality of life.

MAPA fully supports the La Vista Active Mobility Plan as a connected, vibrant, and inclusive city. I encourage local residents to support this important work, and I look forward to seeing the positive impact of the plan in the years to come.

Sincerely,

Michael Helgerson, Executive Director

2222 Cuming Street P 402.444.6866 www.mapa.org
Omaha, NE 68102-4328 F 402.242.0949



RESOLUTION NO. 25-002

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF LA VISTA, NEBRASKA TO ADOPT THE LA VISTA ACTIVE MOBILITY PLAN.

WHEREAS, the City of La Vista is committed to improving the quality of life for its residents by fostering a safe and healthy community; and

WHEREAS, the La Vista Active Mobility Plan has been developed in collaboration with community stakeholders, residents, partnering local agencies, and transportation experts to outline a comprehensive strategy for enhancing active transportation infrastructure and accessibility within the City; and

WHEREAS, on December 18, 2025 the Park and Recreation Advisory Board reviewed the La Vista Active Mobility Plan and voted to recommend approval and adoption to the City Council; and

WHEREAS, on December 5, 2025 the Planning Commission held a public hearing on the La Vista Active Mobility Plan and recommended adoption of the plan and incorporation of the plan into the Comprehensive Development Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Council of La Vista, Nebraska, do hereby adopt the La Vista Active Mobility Plan.

PASSED AND APPROVED THIS 7TH DAY OF JANUARY 2025.

CITY OF LA VISTA

Douglas Kipridig, Mayor

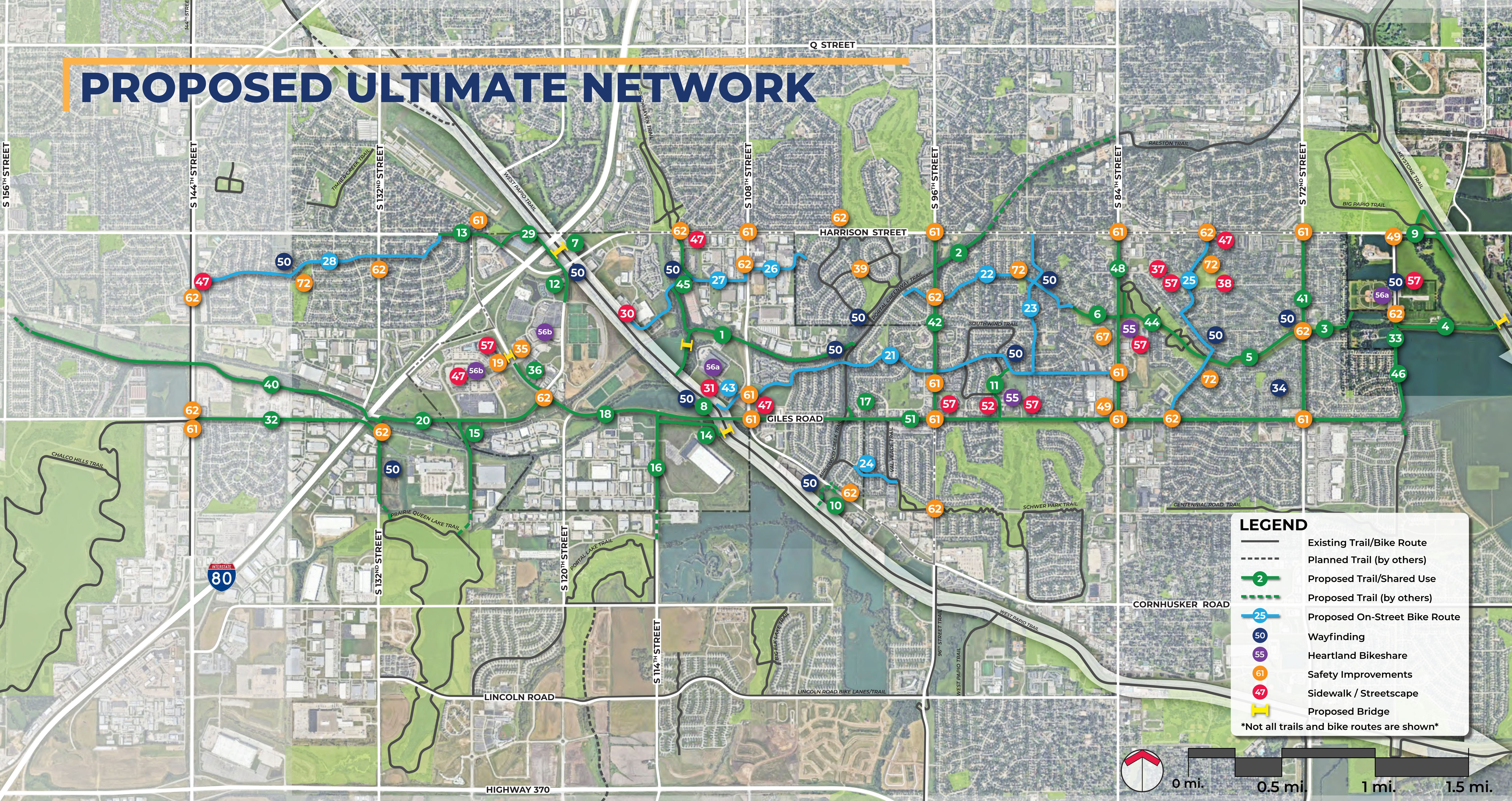
ATTEST:

Rachel D. Carl, CMC
City Clerk

MAPA/City Clerk's FINAL RESOLUTION NO. 25-002 Approval of the La Vista Active Mobility Plan 01-07-2025 Doc

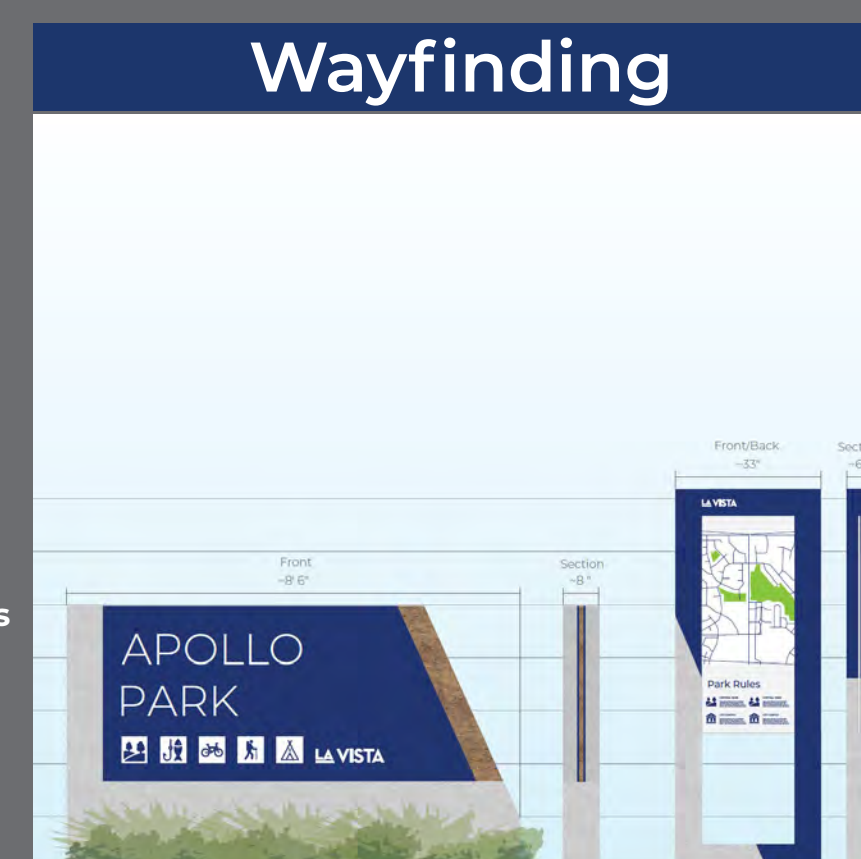
15-002	Motion	Second	Ayes	Nays	Present	Absent
Kirby						
Frederick		X	X			
Fife			X			
Bell			X			
Davis			X			
Thomas	X		X			
Johnson						X
Bonan			X			
Venuto			X			

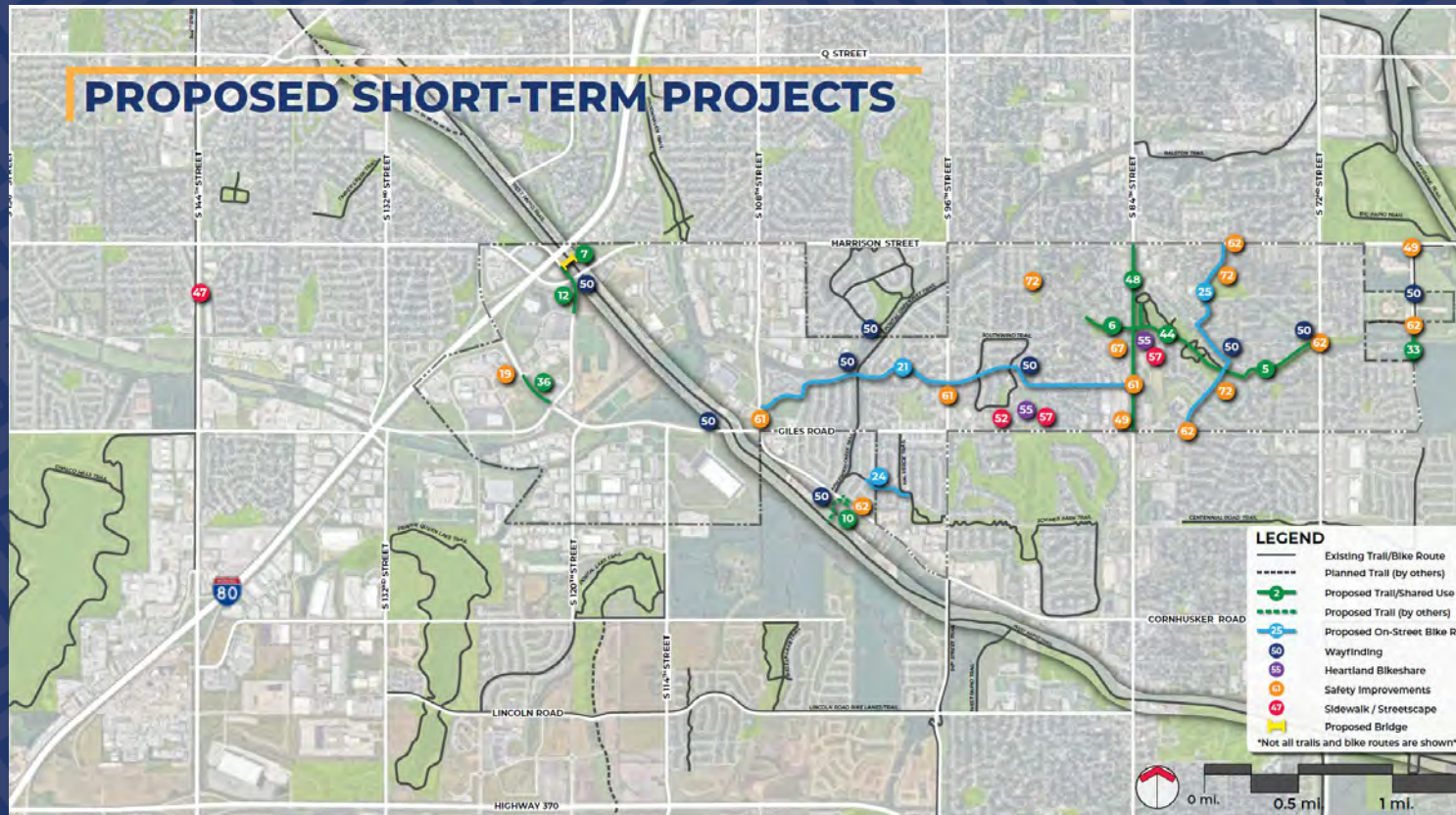
PROPOSED ULTIMATE NETWORK



Other Proposed Policies

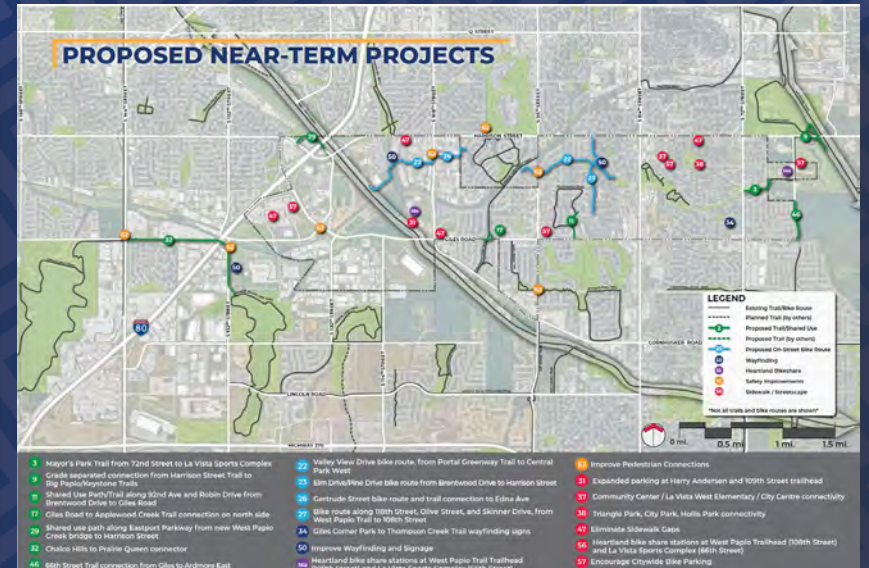
- | | | |
|-------------------------------------|--|--|
| 63 Motorist and Cyclist Education | 58 Improve Pedestrian Amenities | 70 Bike Rack Guidance |
| 67 Informational / Advisory Signage | 59 Bike Fix-it Stations | 71 Implement ADA Audit Recommendations |
| 68 Improved Mobility Communications | 60 Wheelchair Seating Spaces | 73 Sidewalk Repair Fund |
| 76 Police Officer Bike Patrols | 64 Review Trail and Sidewalk Widths | 75 Bike Rack Cost Share Program |
| 77 Active Mobility Considerations | 65 Review and Update ADA policies | 79 Improve Pedestrian Amenities in Commercial & Retail Areas |
| 78 Improve Painting for Crossings | 66 Truncated Dome Repairs | 74 Publicize Bike Maps |
| 80 Legislative Advocacy | 69 Encourage Pedestrian Facilities and Connections | |





- 5 Thompson Creek Trail from Central Park to 72nd Street
- 6 Central Park to Central Park West Trail extension from City Centre to Valley View Drive
- 7 Bridge over West Papio Creek from trail to Southport
- 10 Portal Road crossing and West Papio Trail connection
- 12 Shared use path along Eastport Parkway from new West Papio Creek bridge
- 33 66th Street Trail connection to Ardmore East
- 36 Giles Road Trail from Southport Parkway to Eastport Parkway
- 44 Central Park Interior trail improvements
- 48 84th Street Trail (along both sides) from Giles to Harrison
- 21 Brentwood Drive bike route, 84th to 108th
- 24 On-street bike route on West Centennial Road, Applewood Creek Trail to Val Verde
- 25 Bike boulevard along Edgewood Boulevard, Parkview Boulevard, and 78th Street, Giles to Harrison
- 50 Improve Wayfinding and Signage
- 55 Heartland bike share stations
- 19 Giles Road / Southport Parkway at-grade crosswalk improvements

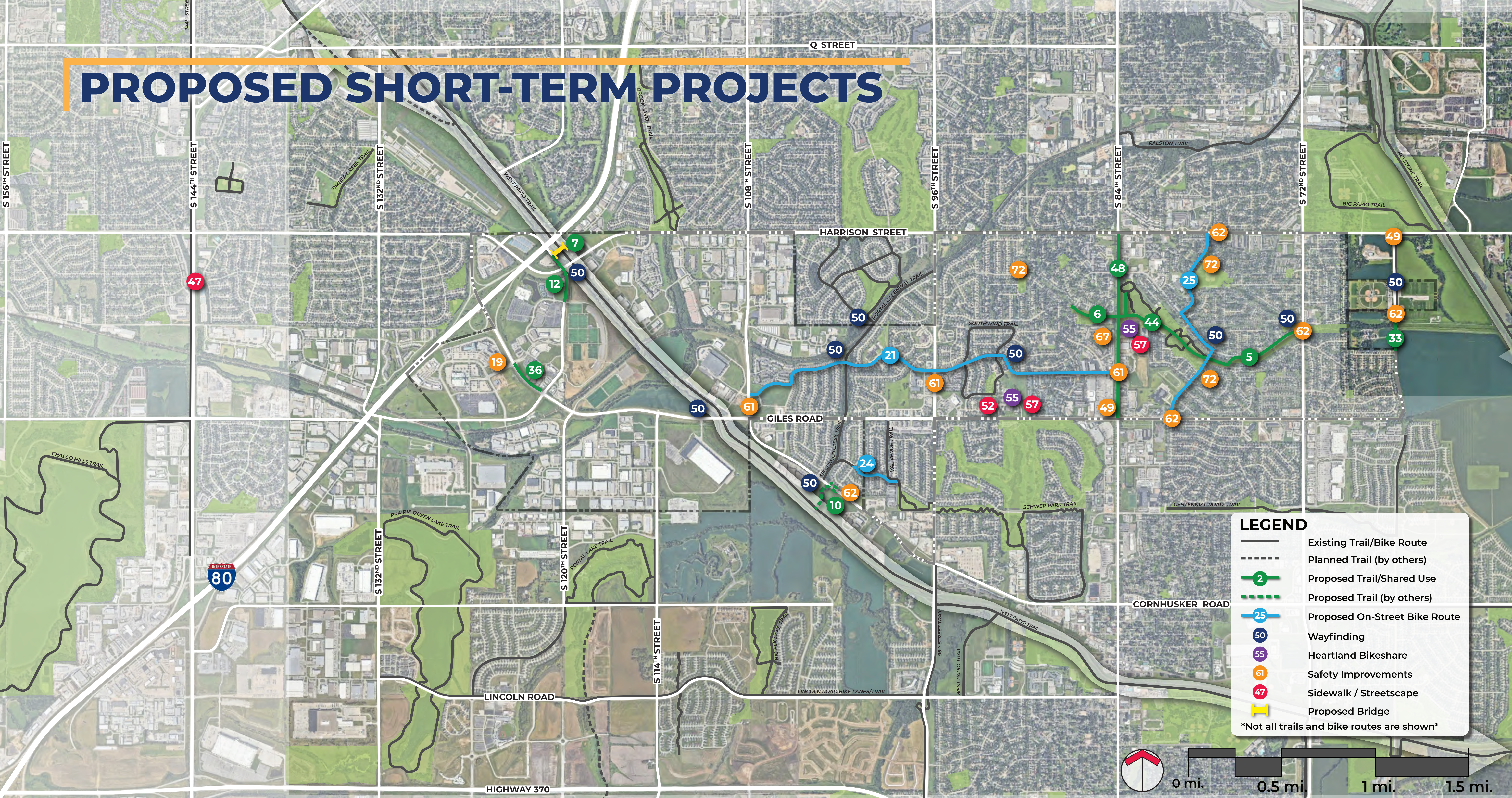
- 49 Improve Painting for Crossings
- 61 Intersection Improvements
- 62 Improve Pedestrian Connections
- 67 Informational / Advisory Signage
- 72 Safe Park Zones
- 47 Eliminate Sidewalk Gaps
- 52 Southwind Dog Park Accessibility
- 57 Encourage Citywide Bike Parking



What are the Next Steps?

Heartland Bike Share
TAP application
Thompson Creek
LB 23
84th Street

PROPOSED SHORT-TERM PROJECTS



LEGEND

- Existing Trail/Bike Route
- Planned Trail (by others)
- Proposed Trail/Shared Use
- Proposed Trail (by others)
- Proposed On-Street Bike Route
- Wayfinding
- Heartland Bikeshare
- Safety Improvements
- Sidewalk / Streetscape
- Proposed Bridge

Not all trails and bike routes are shown

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- 57 Encourage Citywide Bike Parking



Active Mobility Plan



COMMITTEE UPDATES

Equity & Engagement - Ashley Rae Turner

Housing & Development - Joe Flaxbeard

Infrastructure - Mike McIntosh

Natural Resources - Kent Holm



MAPA UPDATES

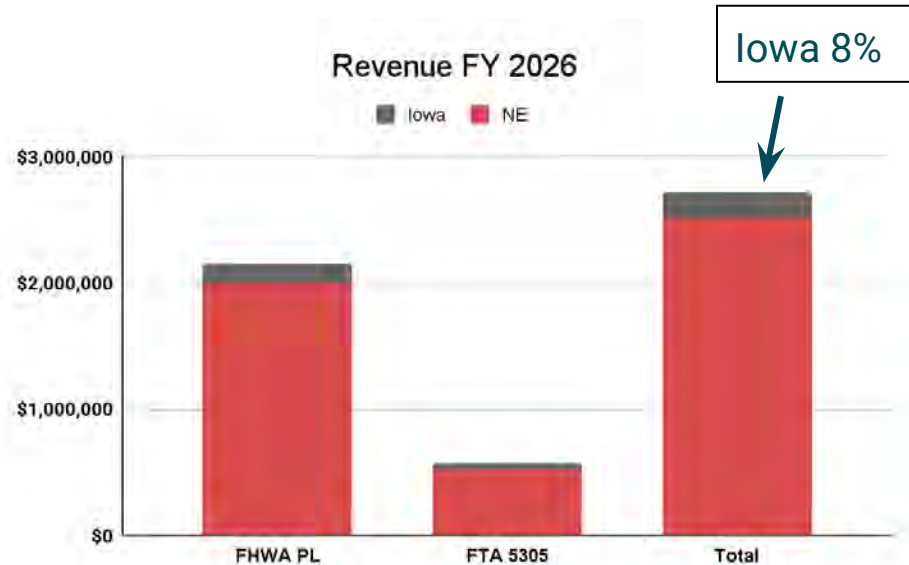


Final FY 2026 Unified Planning Work Program (UPWP)



FY 2026 Unified Planning Work Program (UPWP)

- MAPA's budget for federally-supported transportation planning activities
- Serves as the basis for receiving annual appropriation of Metropolitan Planning (PL) and FTA 5305(d) Funding
- FINAL UPWP is due to state and federal partners by June 1 of each year



FY2026 UPWP Budget Overview

Regional Transportation Planning

2050 Metropolitan Transportation Plan Adoption

Complete Street Transportation Studies

Develop a Regional Freight Plan

Strengthening MAPA's Mission with a Focus on Excellence
in Administering projects

Further Advancement on Safety

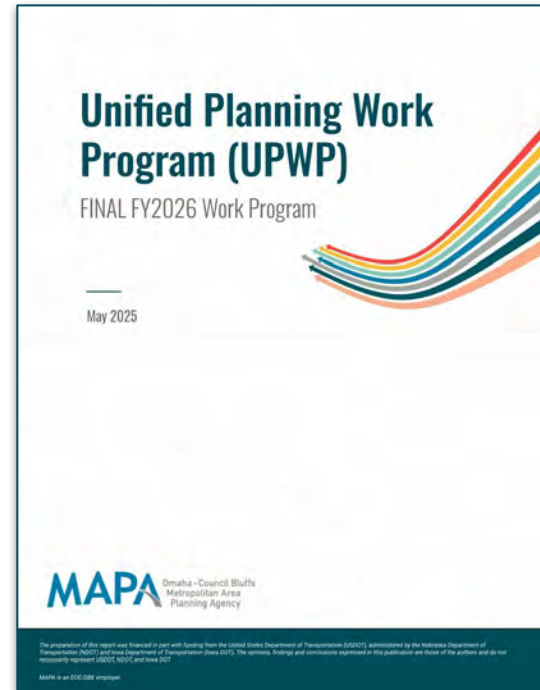
Leadership in Data Resources

Travel Demand Model Update

Coordination and development of data automation

Drone Photography

Support for GIS Departments throughout Region



FY2026 UPWP Budget Overview

\$4.2 Million in Total Federal Funding

\$2.4 Million in New Funding for FY2026

\$1.8 Million in Carryover Funding

\$1.2 million in Matching Funds

\$367,912 In-Kind Match

\$184,422 Match from Partners

\$280,955 MAPA Cash Match

\$324,410 NIROC Aerial Photography

Direct Labor	\$922,749
Fringe/PADD	\$549,590
Indirect Costs	\$724,980
Direct Non-Labor	\$476,300
Contracts/Sub-recipients	\$2,680,344
Total UPWP Budget	\$5,353,962



METROPOLITAN TRANSPORTATION PLANNING





2050 Metropolitan Transportation Plan (MTP)

Background

- Federally required to be updated every 5 years
- Planning horizon of 20 years: 2050
 - Adoption year + 5 yr effective period + horizon
 - MTP due Fall October 2025
- Update Transportation Demand Model for the region
- Includes performance metrics
- Package of projects and fiscal constraint





2050 MTP Update

- New name! MTP instead of LRTP
- Utilizing current and recent plans by MAPA and others
- Updating the Model base year from 2015 to 2022
- Collecting information about future regionally significant transportation projects



Safety First

- Linking the MTP to the Comprehensive Safety Action Plan
- Chapters updated to include stronger safety tie-in
- Project recommendations from the CSAP will be included

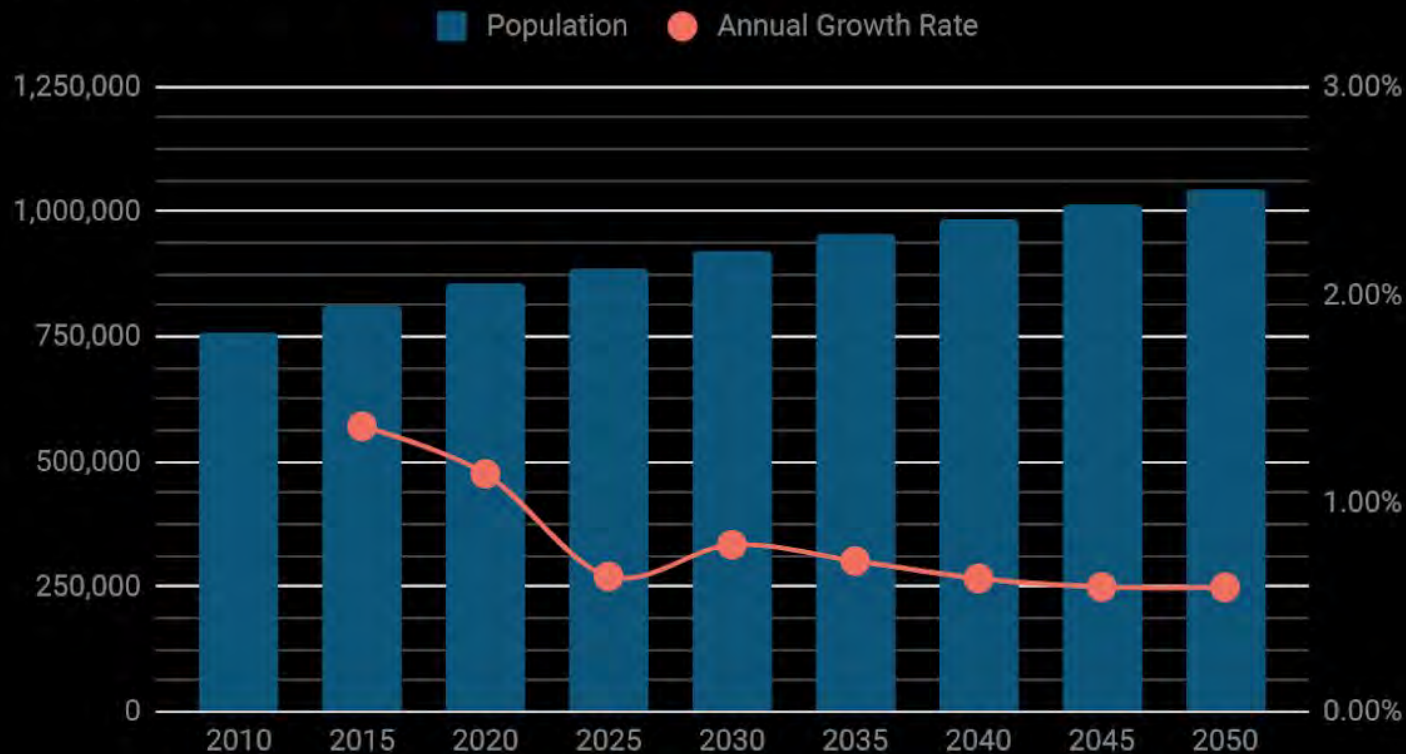


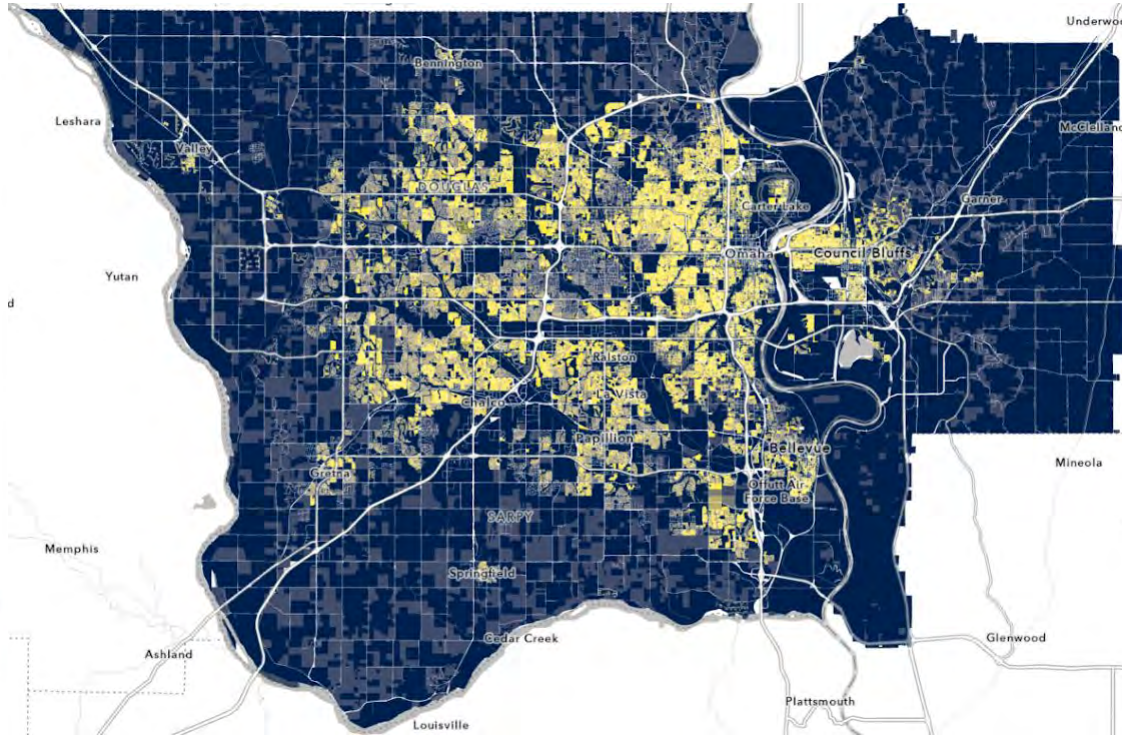
Key Work

- Update to the Travel Demand Model to a base year 2022
 - Demographic data/demographic projections
 - Parcel based land use (housing, non-housing), and future land use projections
 - Mapping the existing roadways, and projected projects
- Using all this to help model the needs, gaps, or policy inputs for transportation system



Transportation Management Area



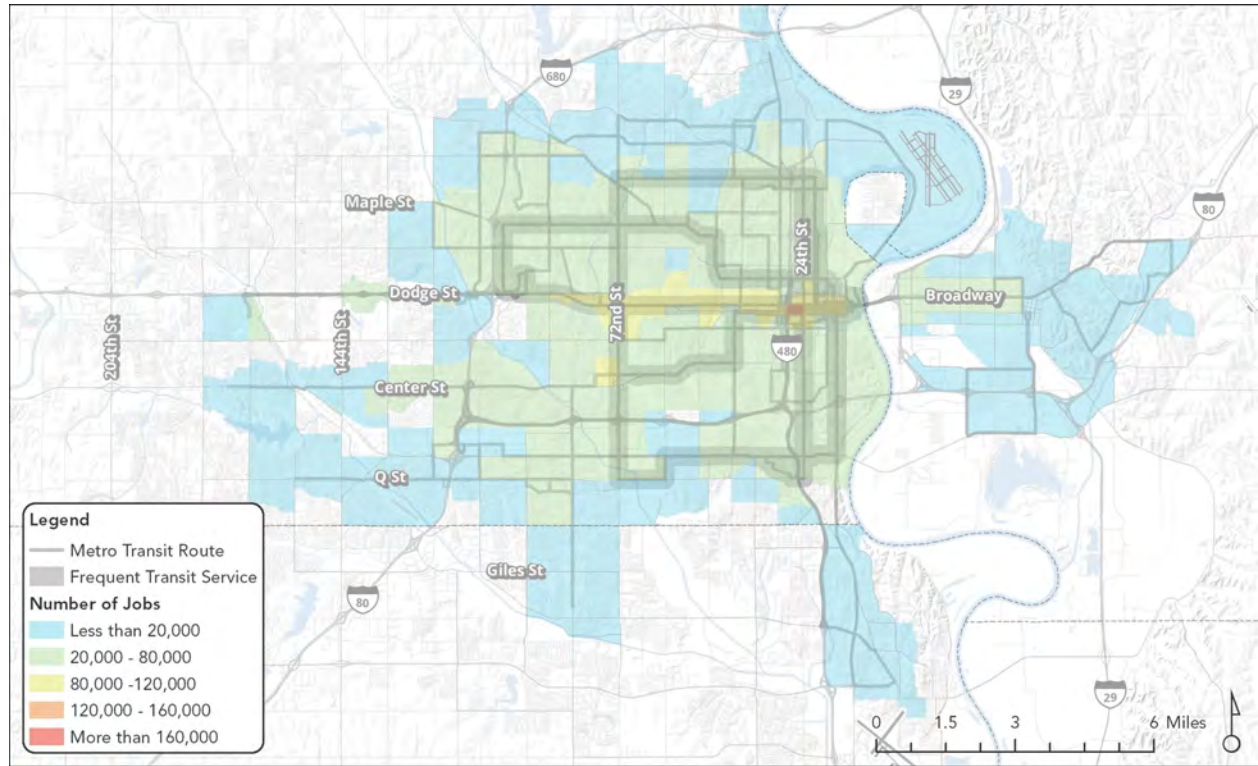


- Updates to the travel demand model include reassessing existing and projected land use
- MAPA is currently working through land use information provided by local jurisdictions



ACCESS TO OPPORTUNITY

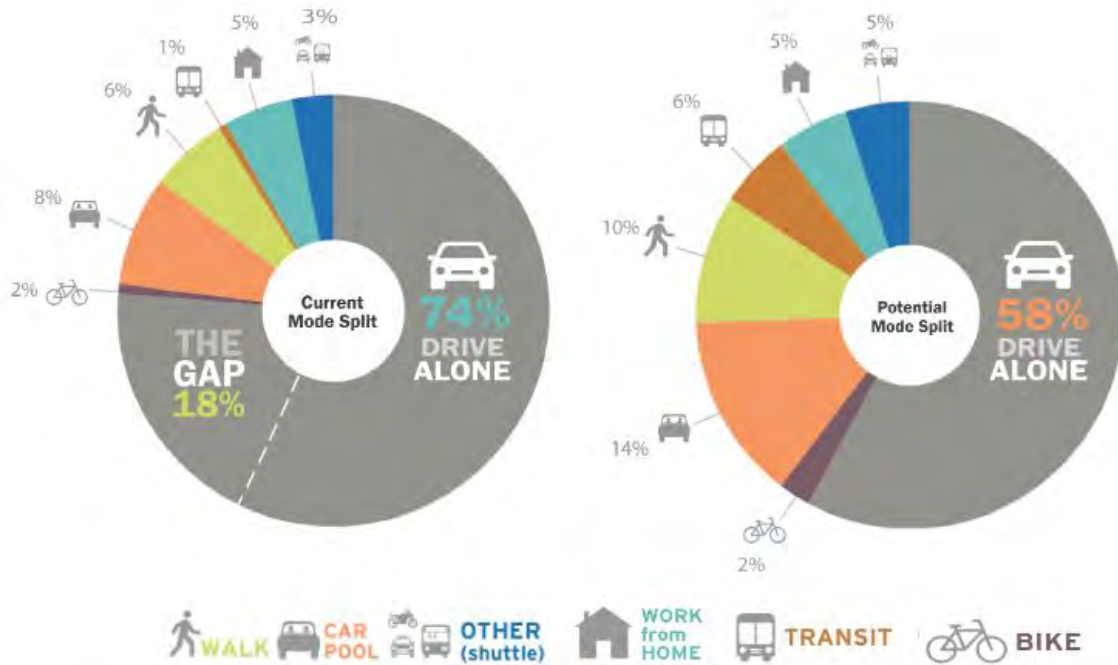
- A regional transportation network that enables everyone to access jobs, healthcare, food, and recreation
- As the region grows, how do we maintain and enhance opportunities?



Chapter 2 - Access to Opportunity

ATTRACTING AND RETAINING TALENT

- Different land use decisions must be made to support placemaking
- Latent demand exists for alternative transportation options

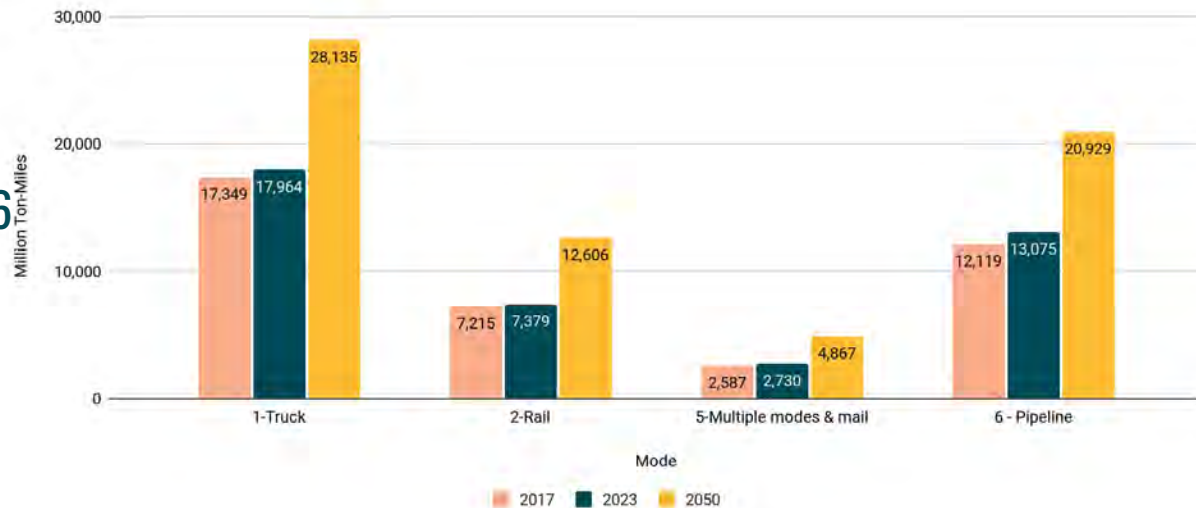


Chapter 3 - Attracting and Retaining Talent

ECONOMIC GROWTH THROUGHOUT THE REGION

- MAPA will begin a regional freight study in 2025/2026
- How do we safely and efficiently move freight as well as people?

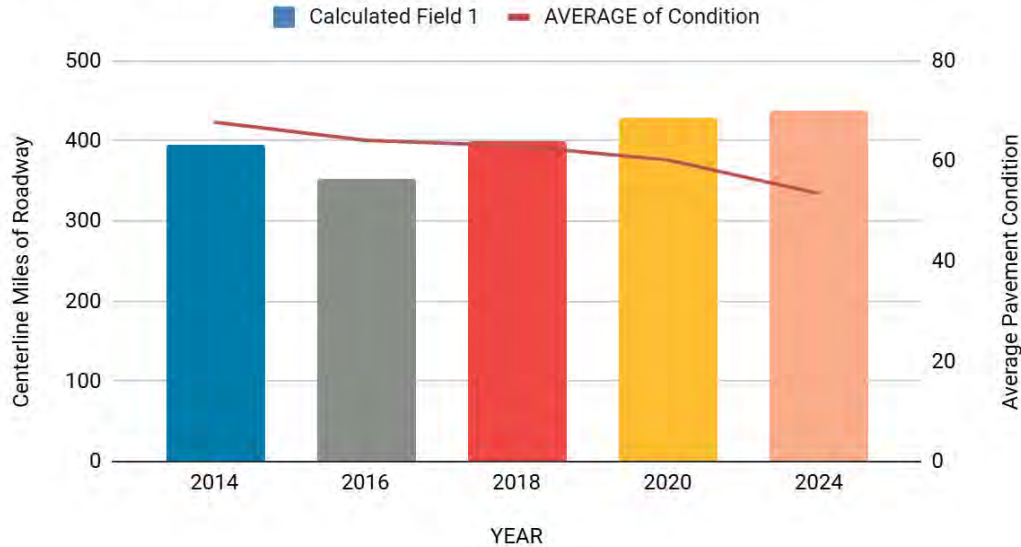
Predicted Change in Freight Flow by Mode



Chapter 4 - Economic Growth Throughout the Region

STEWARDSHIP OF THE TRANSPORTATION SYSTEM

MPO-24 Pavement Condition



- Evaluation of existing conditions
- Long term costs of operations and maintenance

Chapter 5 - Stewardship of the Transportation System

Revenue Estimation

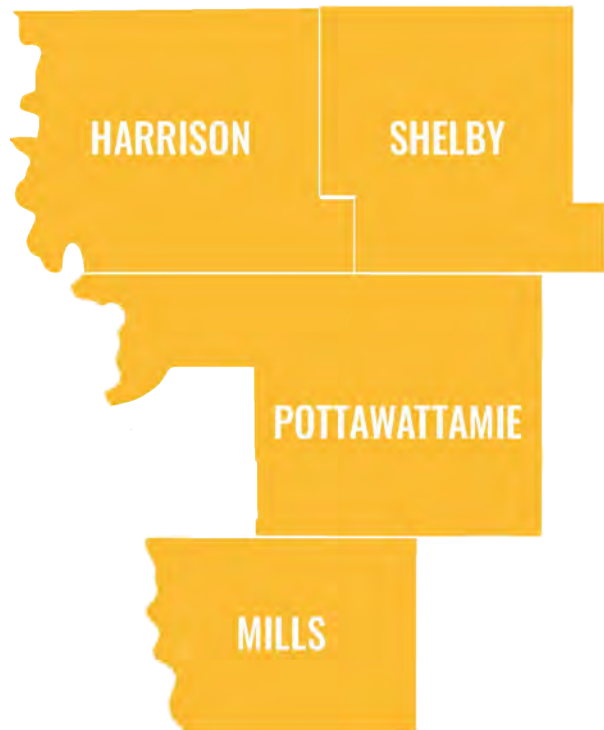
- Still in development
- Based on local budgets, historic federal funding, and state spending in the region
- Current LRTP estimates about \$8 billion in revenue available for new projects from 2021 through 2050; we do not expect the updated MTP to deviate much from this



Projects

- Collected regionally significant projects from:
 - Plans & studies completed between 2020 and 2025,
 - The existing LRTP, and
 - Conversations with local entities about long-range plans.
- Current estimated impact: \$6 - \$10 Billion





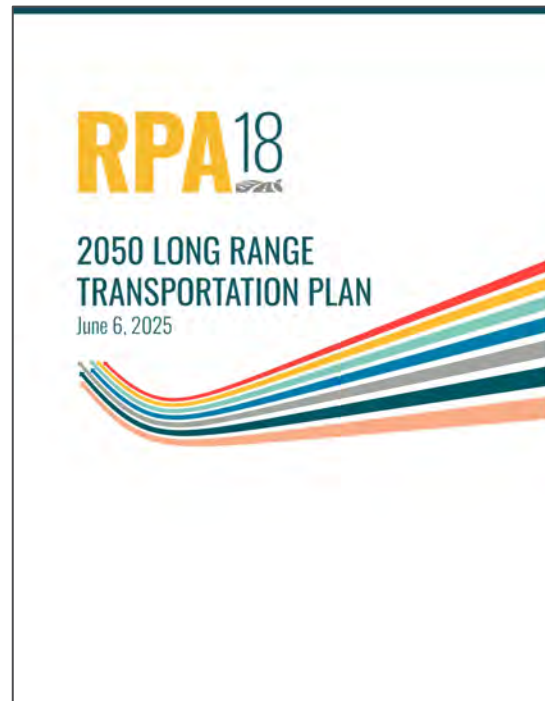
REGIONAL PLANNING AFFILIATION (RPA) 18 **LONG RANGE TRANSPORTATION PLAN**

RPA-18 2050 Long Range Transportation Plan (LRTP)

- Iowa DOT requirement for Regional Planning Affiliations (RPAs)
 - MAPA administers RPA-18
 - Covers Harrison, Mills, Pottawattamie, and Shelby Counties
- Updated every five years with a 20 year planning horizon - 2050
 - Existing status and future needs of transportation system
 - Evaluate demographic, economic, passenger, and freight forecasts to understand how anticipated growth/decline will interact with expected land use to impact the demands on the transportation system
- Next update due November 17, 2025

Long Range Transportation Plan

- Outlines current status and future needs of region's transportation system
- Helps direct planning efforts & programming investments for the region
- Examines any shifts in travel patterns or funding priorities
- Prioritizes stakeholder involvement and public input *to help formulate and prioritize goals*



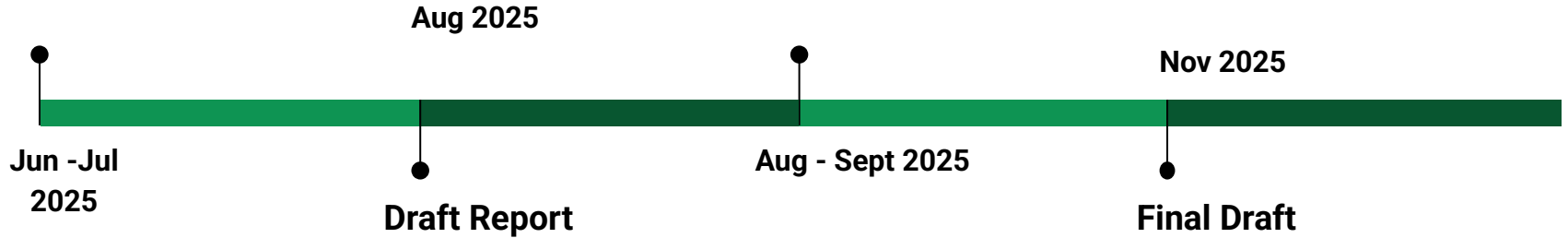
2045 LRTP Goals	Updated Goals for 2050 LRTP
Safety: Invest in enhancing safety of transportation system	Safety & Security: Increase the safety and security of the transportation system for motorized and non motorized users
Transportation Options: Invest in enhancing safety of transportation system	Transportation Options: Enhance accessibility, mobility, and connectivity between modes & choices available to residents in the region
Preservation: Maintain existing assets	Preservation & Resilience: Maintenance, reliability, ability to recover from natural disasters, e.g., flooding
Economic: Invest in enhancing safety of transportation system	Economic Vitality: Transportation facilities that promote economic development & enhance travel and tourism
Environment: Invest in enhancing safety of transportation system	Land Use and Growth & Sustainability: Consistency between transportation improvements and planned growth & economic development patterns, energy conservation
Land Use and Growth: Support coordinated, compact development	



RPA-18 2050 Long Range Transportation Plan

Plan Updates

Open for Public Comment



Public Engagement

<https://mapacog.org/projects/rpa-18/>

rpa@mapacog.org

(402) 444-6866, ext. 3225

SAFE STREETS & ROADS FOR ALL

- Comprehensive Safety Action Plan is now available!
 - Safety Countermeasures Toolbox
 - Priority Projects and Recommendations
 - Community Profiles (Appendix E)
- MAPA is working with jurisdictions to apply for implementation funding



SCAN ME

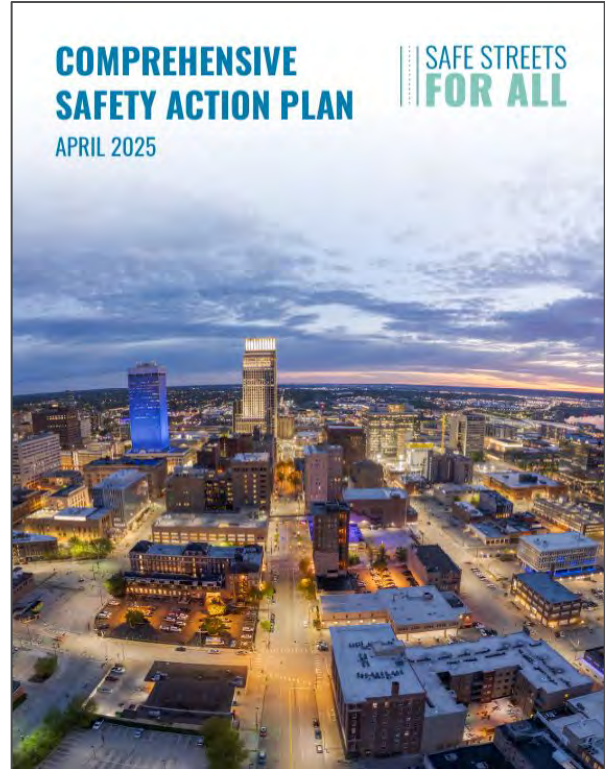


www.mapacog.org/projects/ss4a

COMPREHENSIVE SAFETY ACTION PLAN

APRIL 2025

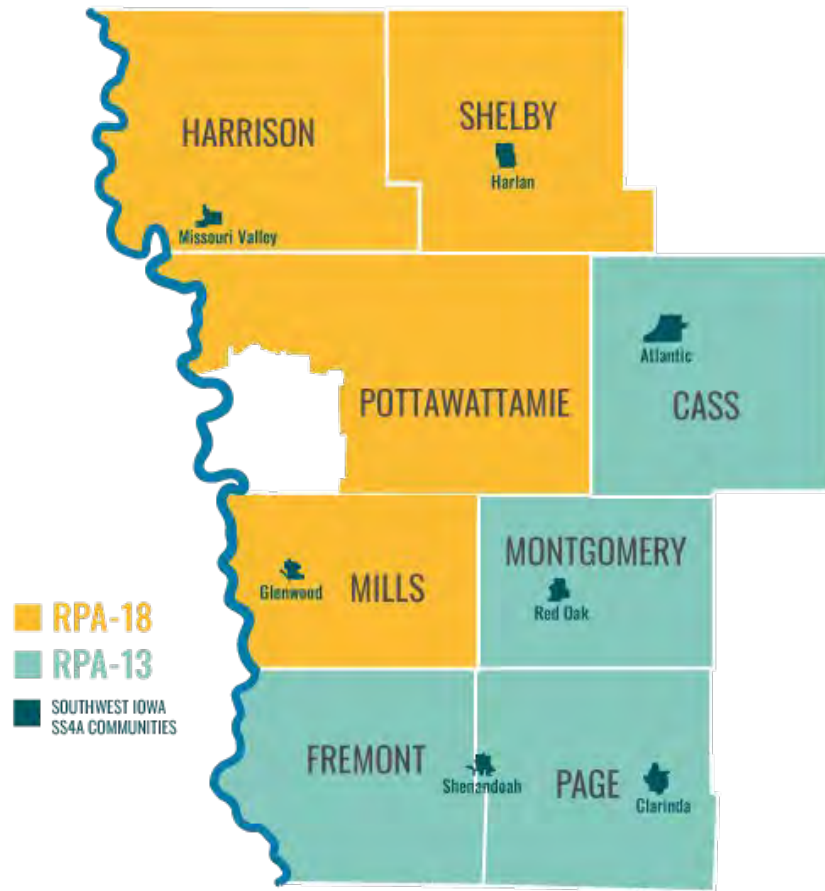
SAFE STREETS
FOR ALL



SAFE STREETS FOR ALL

--- RPA-13&18 ---

- Project currently underway to create a Comprehensive Safety Action Plan
- Planning for a draft plan and comment period in August/September 2025
- Final plan due to Iowa DOT by November 2025



COUNCIL OF OFFICIALS

Connecting mayors and community leaders in the MAPA region.

FEATURED SPEAKER



DAVID ROTH, Chief Executive Officer
OMAHA AIRPORT AUTHORITY



VENUES AT THE GRANARY

5555 Granary Plaza, Suite 101, Ralston, NE 68127



WEDNESDAY
JUNE 18TH, 2025



LUNCHEON



Register now! tinyurl.com/C00June2025

OUR TEAM NOW HIRING!

- Transportation Planner

www.mapacog.org/about/join-our-team/



EXECUTIVE DIRECTOR



ADMINISTRATION & HUMAN
RESOURCES



FINANCE



COMMUNICATIONS & OUTREACH



COMMUNITY & ECONOMIC
DEVELOPMENT



TRANSPORTATION & DATA

JOIN OUR TEAM

COMMUNITY UPDATES



PUBLIC COMMENT



UPCOMING EVENTS

Council of Officials Quarterly Meeting

June 18, 2025

RPAC Meeting

August 1, 2025

