



Active Mobility Plan



January 2025



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 initiative designed to enhance transportation options and the overall quality of life for residents and visitors throughout the city. This plan is an important step toward creating a more inclusive, sustainable, and connected La Vista, and we believe it will serve as a model for other cities in the region looking to improve their active transportation infrastructure.

Following the plan will ensure that all members of the community—whether they walk, bike, roll, or use electric-assisted devices— have safe, accessible, and efficient routes to reach work, recreation, shopping, and other key destinations. The focus on placemaking within the plan is an exciting aspect that will not only improve mobility but also enhance the aesthetic appeal of La Vista. Incorporating features like scenic overlooks, walking bridges, and other visually engaging elements will create inviting spaces that encourage residents and visitors to enjoy and connect with the city in new ways.

The AMP's phased approach, starting with quickly implementable projects, demonstrates a clear path forward for the future of active transportation in La Vista. It is evident that this plan has been thoughtfully developed, with consideration for both immediate needs and long-term goals, and is well-positioned to strengthen La Vista's health, well-being, and sustainability.

MAPA fully supports the La Vista Active Mobility Plan and the vision it represents for a more connected, vibrant, and inclusive city. I encourage local leaders and stakeholders to continue this important work, and I look forward to seeing the positive impact this plan will have on La Vista in the years to come.

Sincerely,

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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 Kindig, Mayor

ATTEST:


Rachel D. Carl, CMC
City Clerk

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La Vista Active Mobility Plan 01-07-2025 Docx

25-002	Motion	Second	Aye	Nay	Abstain	Absent
Kindig						
Frederick		✓	✓			
Hale			✓			
Sell			✓			
Quick			✓			
Thomas	✓		✓			
Sheehan						✓
Ronan			✓			
Weturski			✓			

Acknowledgments

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Introduction

Plan Overview

The La Vista Active Mobility Plan is designed to be inclusive and comprehensive, improving active transportation options for all users throughout the city. It focuses on connecting residents and visitors to destinations for work, living, recreation, and shopping via non-motorized modes such as walking, biking, rolling, and electric-assisted technologies like e-bikes and scooters. The plan, informed by public outreach and stakeholder input, prioritizes community health and well-being while also emphasizing accessibility and sustainability.

Through a collaborative process, the plan outlines a phased approach, with a short-term focus on quickly implementable projects, a near-term vision for achieving a cohesive network, and a long-term, aspirational framework for fully developing La Vista's active mobility system. It also highlights the importance of placemaking—enhancing the city's appeal with visually engaging features like scenic overlooks and walking bridges—while providing funding options and strategies for implementing larger projects and closing key gaps in connectivity.



Introduction

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 motor vehicle!

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

Study Purpose

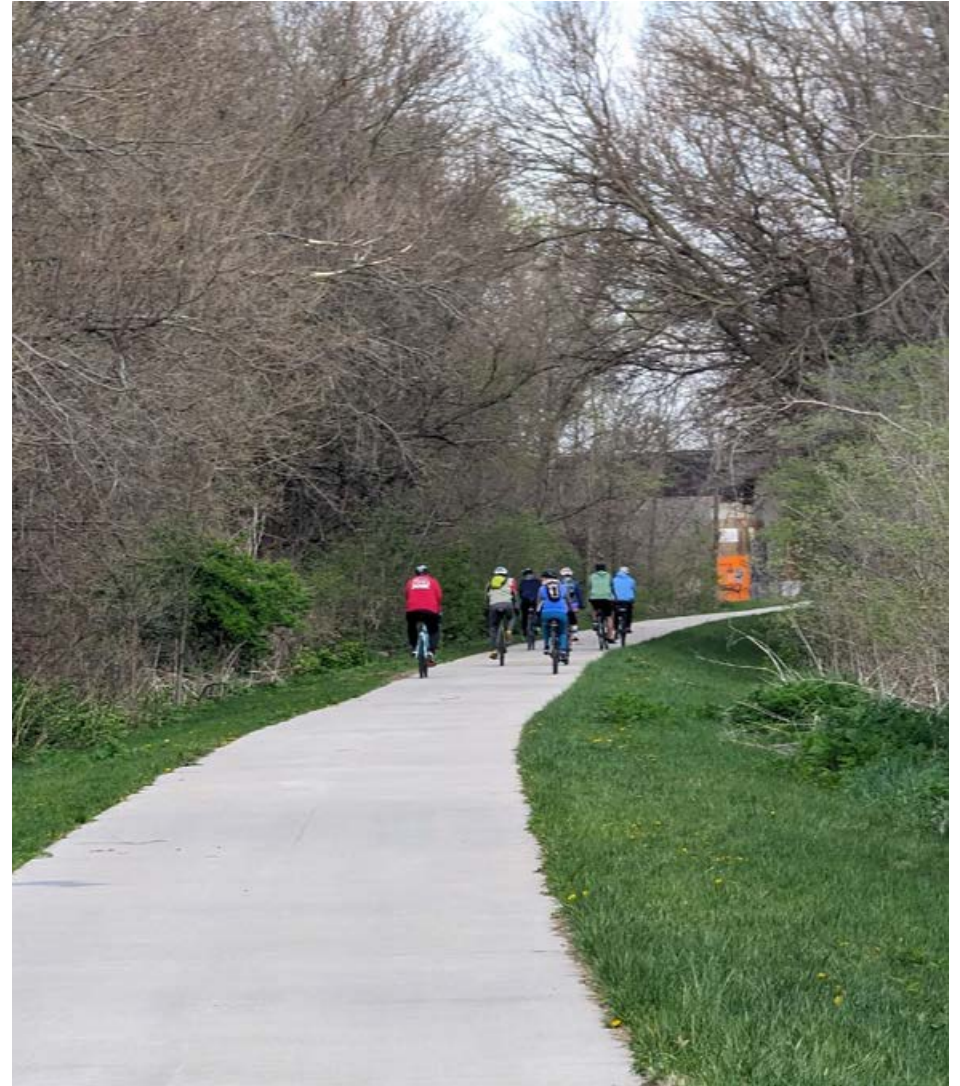
The purpose of this study is to improve access and mobility for all users within and throughout La Vista.

Desired Study Outcomes

Identify one or more key east-west routes internal to La Vista to connect key destinations such as Southport, City Centre, and the La Vista Sports Complex.

Identify several projects that are “easy wins” or projects for “quick implementation” to solve key connectivity issues in high-need areas.

Develop a list of projects that can be further evaluated and developed for the Capital Improvement Program (CIP) to build out a robust, long-term mobility network.



Introduction

Process

The development of the **La Vista Active Mobility Plan** followed a structured process designed to ensure a comprehensive and inclusive approach, engaging both the public and key stakeholders throughout. The first step involved gathering existing data from various sources, including local and regional transportation studies, trail maps, and the city's previous mobility efforts. This foundational research allowed the planning team to understand current conditions, identify gaps in infrastructure, and assess opportunities for improvement. Existing documentation from neighboring cities and regional agencies, such as Omaha and Papillion, was also reviewed to ensure that La Vista's efforts would align with larger regional mobility goals.

With a solid base of research in place, **public engagement** became a crucial next step. An online survey provided residents with an opportunity to voice their opinions on current mobility challenges and future needs. This outreach effort was instrumental in collecting feedback from the community on specific areas where improvements were needed, such as sidewalk gaps, bike lanes, and trail connectivity. Simultaneously, **in-person stakeholder meetings** were held with local businesses, advocacy groups, and neighboring municipalities to ensure that a wide range of perspectives and expertise were incorporated into the planning process. The **Technical Advisory Committee (TAC)**, made up of city officials, planners, and engineers, played a key role in reviewing these inputs and providing technical guidance.

Based on the data and feedback collected, a series of draft proposals were developed, outlining potential projects for improving active mobility in La Vista. These proposals were then presented to the Technical Advisory Committee for further refinement, where the team discussed the feasibility of each project and assigned phases based on priority and impact—**short-term, near-term, and long-term projects** were identified. Following these internal reviews, the draft proposals were presented to the public through an **open house** and an **online forum**, ensuring that residents could weigh in on the final recommendations.

Ten projects, selected by the Technical Advisory Committee, were advanced to a planning level conceptual design, including cost estimates. The draft report was presented to the Planning Commission and City Council for review and feedback.

Finally, the plan was adjusted based on input from these governing bodies, and a final report was prepared for adoption as an official amendment to the **La Vista Comprehensive Plan**. This process ensured that the La Vista Active Mobility Plan was not only grounded in solid data but also responsive to the needs and desires of the community, setting the stage for a more connected and accessible city in the future.

Click each map to view a full version

Long-term



Ultimate Network

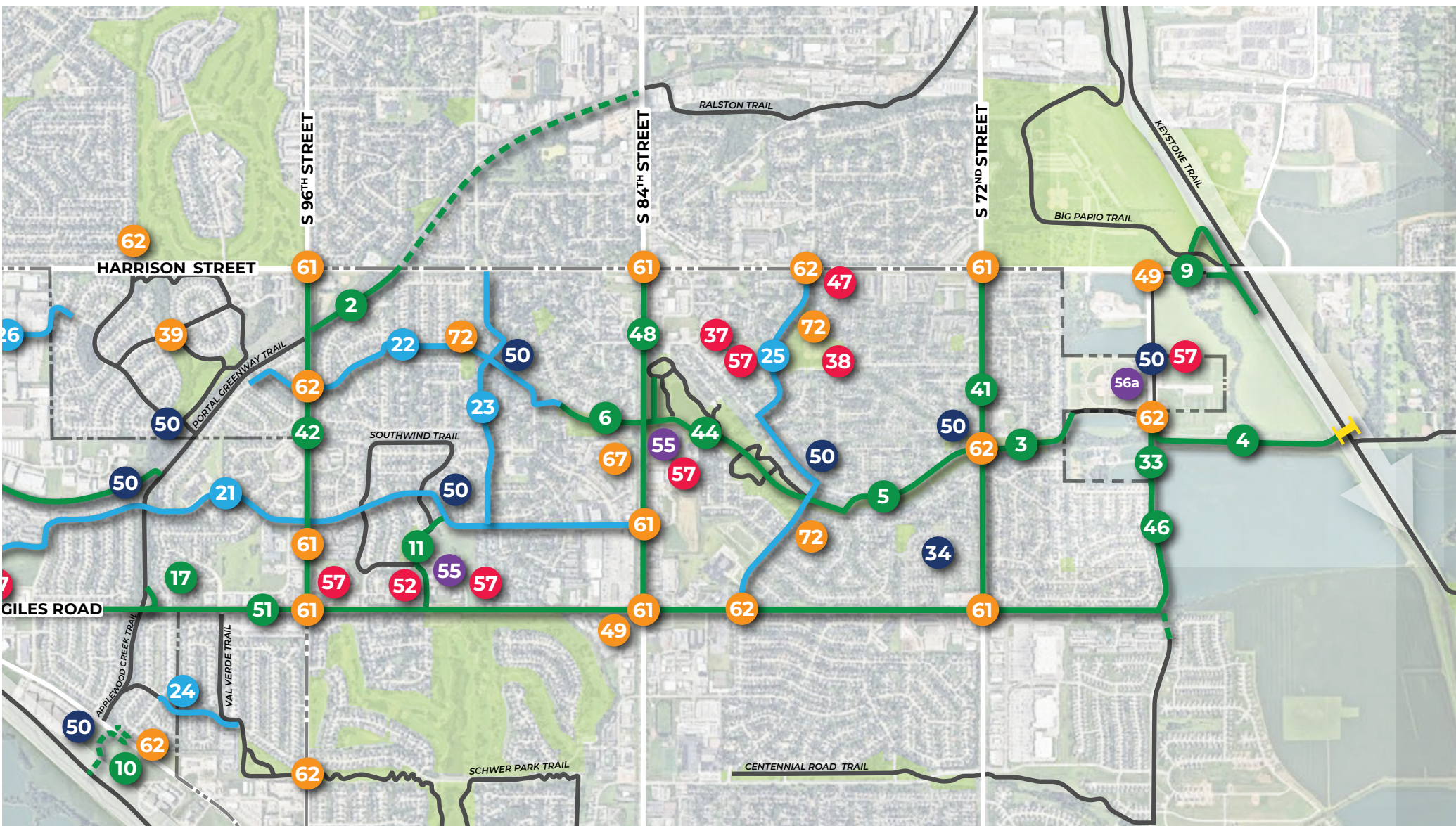
Click to see a full version of the Ultimate Network Plan

See page 52 for a description of each numbered proposal shown on this map

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



Trail / Shared Use Paths



Sidewalk / Streetscape



Safety Improvements



Wayfinding



On Street



Why Improve Mobility?



Improving mobility is a critical component of building a more accessible, inclusive, and vibrant community. As we look to update our infrastructure, it's essential to ensure that mobility improvements cater to everyone, including **vulnerable road users (VRUs)** like pedestrians, cyclists, and workers, while also adhering to ADA accessibility standards and universal design principles. These enhancements, guided by frameworks like **PROWAG (public right-of-way accessibility guidelines)**, ensure that all individuals—regardless of their physical abilities or mode of transport—can safely and comfortably navigate our streets and public spaces.

In the sections that follow, we'll dive deeper into how equity and inclusivity drive the design of our infrastructure, considering the needs of all users across all abilities. Additionally, we'll explore how education and encouragement can promote a **culture of safety** and **shared responsibility**. By doing so, we are not only enhancing mobility but also improving the places where we live, work, and play, fostering a more connected and livable community. These efforts align with **placemaking principles**, ensuring that every improvement supports a better quality of life for everyone.

Why Improve Mobility?

Comprehensive Plan Goals & Policies

The City of La Vista developed goals and policies for its Comprehensive Plan through a multi-faceted planning process designed to align with the community’s long-term vision. The goals, including **“Live Long, Work Hard, Shop Local, Move About, Have Fun, And Prosper,”** were created by engaging with stakeholders, residents, and advisory bodies to address mobility, recreation, and quality of life.

The **“Live Long”** goals promote preservation of neighborhoods, maintaining a balance of diverse housing, integrating higher density housing, and preservation of walkability and attractiveness of residential neighborhoods. The **“Work Hard”** goals aim to develop regional economic activity, supporting local businesses and creating a dynamic urban environment. In the same vein, the **“Shop Local”** goals strive to establish La Vista as a regional destination for shopping and tourism, and to establish new public spaces and connections.

The **“Move About”** goals focus on improving transportation networks for all users by expanding trails, improving ADA compliance, and creating a multimodal system that reduces dependency on vehicles. Similarly, the **“Have Fun”** policies prioritize expanding recreational spaces, enhancing trail connectivity, and fostering community engagement through parks and public spaces.

Finally, the **“And Prosper”** goals seek to promote environmental sustainability, stimulate innovative public art, ensure transparent government, provide high-level public services, and to enhance the efficiency of programs, education and community engagement.

These goals are integral to La Vista’s broader vision of becoming a connected, accessible, and vibrant community. By focusing on inclusivity and sustainability, the City aims to foster economic development while enhancing the quality of life for residents and visitors alike.

The overall goals, and the resulting policies, from the City’s Comprehensive Plan were reviewed for those that align with Active Mobility, so that individual mobility proposals could be aligned with the City’s overall vision. The following 25 policies were selected from all the policies that are included in the Comprehensive Plan. **These policies were applied to the proposals in the Active Mobility Plan, to ensure that projects are meeting the goals and objectives of the Comprehensive Plan.**

Number of times each policy was attributed to a proposal

36	Live 4.1
36	Move 2.5
33	Move 1.1
29	Fun 1.2
22	Move 1.2
19	Move 1.4
16	Prosper 4.6
15	Move 1.8
9	Move 1.7
9	Work 3.4
8	Fun 1.3
7	Move 1.6
7	Shop 3.5
6	Live 3.4
6	Live 4.2
6	Shop 1.4
6	Shop 3.3
5	Fun 2.3
5	Fun 2.4
4	Live 3.3
3	Fun 1.1
3	Fun 3.1
3	Move 1.3
2	Fun 3.4
2	Move 2.3

[Click here to see a full list of Goals and Policies](#)



Why Improve Mobility?

ADA Compliance

The Americans with Disabilities Act (ADA), enacted in 1990, is a landmark civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life. Its significance extends to active mobility by ensuring that transportation and public spaces are accessible to everyone, including people with physical or cognitive disabilities.

Cities can take specific actions to ensure ADA compliance by regularly auditing their infrastructure for accessibility barriers, updating facilities to meet modern standards, and including the disabled community in the planning process. A focus on universal design, which benefits all users, can be crucial in this effort.

Steps to reduce barriers include:

- Ensuring sidewalks are smooth and continuous without gaps.
- Installing ramps and tactile warning strips at crossings.
- Increasing the availability of accessible transit options, such as paratransit services.
- Reviewing City facilities and properties for compliance with ADA guidelines

[Click here to view the Access Board website and new PROWAG guidelines](#)



PROWAG

The Public Right-of-Way Accessibility Guidelines (PROWAG) were finalized by the US Access Board, an independent federal agency, and published in 2023, providing comprehensive guidelines to ensure accessibility in pedestrian facilities such as sidewalks, crosswalks, curb ramps, and pedestrian signals. These guidelines are designed to align with the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA), focusing on creating safer and more inclusive environments for people with disabilities in public spaces.

PROWAG address various aspects of accessibility, including:

- Minimum sidewalk widths to ensure proper maneuverability for all users.
- Accessible pedestrian signals (APS), which include both audible and tactile features, ensuring that people with visual and hearing impairments can navigate crosswalks safely.
- Curb ramps and detectable warning surfaces to ensure smooth transitions from sidewalks to streets, especially for wheelchair users.
- Shared-use paths for both pedestrians and cyclists, emphasizing separation from vehicle traffic where possible.

One of the key updates is the requirement for accessible pedestrian signals at all new or altered crosswalks, and the inclusion of audible and vibrotactile walk indicators for push buttons. These guidelines will be enforceable once adopted by the U.S. Department of Justice (DOJ) and U.S. Department of Transportation (DOT) and have already been adopted for federally funded projects as of September 2023. They represent a critical step toward improving accessibility in public infrastructure, ensuring that all users can safely navigate public spaces.

Why Improve Mobility?

Safety and Accessibility

Vulnerable Road Users (VRUs) are defined as pedestrians, cyclists, and others who travel without the protection of a vehicle. These individuals face a higher risk of injury or fatality in traffic incidents. In Nebraska, the focus on VRUs has grown due to their significant representation in serious crashes. Improving infrastructure such as crosswalks, sidewalks, and lighting, along with public education, is key to enhancing safety.

Protecting VRUs is crucial for creating safe and inclusive transportation environments. VRUs, including pedestrians and cyclists, often lack the physical protection vehicles offer, making them more susceptible to severe injuries in traffic incidents. Enhancing their safety can lead to reduced fatalities and promote active mobility, encouraging healthier lifestyles and decreasing reliance on motor vehicles. Investing in infrastructure for VRUs not only enhances safety but also supports community well-being and sustainable urban development.

Designing infrastructure for VRUs requires a multi-faceted approach. Key strategies include:

- 1. Dedicated Bike Lanes and Sidewalks:** Providing separated lanes for cyclists and clear, well-maintained sidewalks enhances safety and encourages usage.
- 2. Improved Crosswalks:** Marked and well-lit crosswalks, along with pedestrian signal systems, can significantly enhance the visibility and safety of crossing streets.
- 3. Traffic Calming Measures:** Implementing roundabouts, and narrowing roads can reduce vehicle speeds in areas with high pedestrian traffic.
- 4. Education and Awareness Campaigns:** Increasing driver awareness about the presence and rights of VRUs through public education campaigns fosters a culture of safety.
- 5. Integrated Transportation Planning:** Ensuring that active transportation routes are part of the broader transportation system promotes connectivity and accessibility.

Click here to learn more about MAPA's Safe Streets and Roads for All (SSFA) program, as well as information about Omaha's Vision Zero Action Plan and NDOT's Strategic Highway Safety Plan



**MAPA's
SSFA
Program**

**Omaha's
Vision Zero**

**NDOT
Strategic
Highway
Safety Plan**

Why Improve Mobility?

Equity and Inclusivity

Designing active mobility projects for equity and inclusion in La Vista is essential for ensuring that all community members have access to safe, efficient transportation options. This focus can address disparities faced by low-income residents, people with disabilities, and other marginalized groups. Accessibility should also be designed for all ages, giving consideration to routes for school children, and access to medical services/facilities for the elderly.

Specific improvements might include:

1. Accessible Infrastructure: Installing curb ramps and tactile paving to aid those with mobility impairments.
2. Safe Crossings: Enhancing crosswalks in lower-income neighborhoods to ensure safe passage for pedestrians.
3. Community Engagement: Involving under-represented populations in planning processes to reflect their needs.
4. Affordable Bike Share Programs: Providing subsidized access to bike-share services for low-income individuals.



[Click here to learn how two people became friends advocating for size inclusive cycling!](#)

**all
bodies
on
bikes**

Why Improve Mobility?

Education and Encouragement

To foster a culture of active transportation in La Vista, it is crucial to increase awareness and educate drivers, cyclists, and pedestrians about the safety and accessibility of these opportunities. Community workshops can serve as engaging platforms to discuss the benefits of biking and walking, while public awareness campaigns can leverage social media and local signage to promote the importance of sharing the road.

Engaging with schools to implement safety programs will help instill the principles of active mobility in young people, creating a generation that values these modes of transport. Partnering with local businesses can further amplify the message and encourage community-wide participation.

Incorporating aspirational principles from inclusive campaigns like “All Bodies on Bikes” is also essential. This initiative emphasizes that cycling should be accessible to everyone, regardless of body type or ability. By promoting inclusivity and representation in cycling, La Vista can ensure that everyone feels welcomed and empowered to use active transportation.

Encouraging residents to choose active transportation can be achieved through incentive programs, enhanced infrastructure, and organized community rides or walks. These strategies not only reduce vehicle usage but also improve public health and strengthen community ties, creating a vibrant environment where everyone can thrive.

Best Practices for Increasing Awareness and Education:

1. **Community Workshops:** Host events to educate people about the benefits and safety of active transportation.
2. **Public Awareness Campaigns:** Use social media, local media, and signage to highlight the importance of sharing the road.
3. **School Programs:** Implement programs that teach children about pedestrian and cyclist safety, fostering a culture of active mobility from a young age.
4. **Engagement with Local Businesses:** Collaborate with businesses to promote biking and walking initiatives.

Best Practices for Encouraging Active Transportation:

1. **Incentive Programs:** Offer discounts or rewards for residents who use active transportation modes.
2. **Enhanced Infrastructure:** Develop more bike lanes, pedestrian paths, and transit connections to facilitate easier access.
3. **Organized Community Rides/Walks:** Create events that encourage families to explore their neighborhoods actively.

Why Improve Mobility?

Intrinsic Value and Placemaking

Improving active mobility is essential for **fostering a community's well-being**, offering numerous intrinsic benefits that go beyond practical transportation. One of the primary benefits is **aesthetic enjoyment**. Incorporating visually appealing features, such as walking bridges, scenic overlooks, and underpasses, enhances the experience for pedestrians and cyclists. These spaces not only encourage more physical activity but also serve as areas where people can relax, take photos, and connect with their surroundings. In La Vista, the potential to create more scenic points along trails is particularly relevant, as the community already enjoys embracing its unique landscape.

Active mobility infrastructure also **stimulates tourism**. Visitors are drawn to towns with inviting public spaces, trail systems, and landmarks that **encourage exploration**. Investing in such features increases the town's appeal to tourists looking for outdoor recreation and Instagram-worthy spots. Scenic walking and biking routes, in particular, can become destinations themselves, attracting outdoor enthusiasts and offering them a deeper connection with the area.

Environmental sustainability is another vital reason for promoting active mobility. Walking and cycling reduce reliance on motor vehicles, helping to lower emissions and improve air quality. As communities grow more environmentally conscious, accessible trails and pedestrian-friendly spaces become even more important. La Vista has the opportunity to expand its trail system in ways that promote greener transportation, all while protecting the natural environment.

Additionally, enhancing active mobility spaces contributes to **placemaking**, a concept that involves designing public spaces to foster human connection and a sense of belonging. By creating spaces that people want to spend time in—whether it's a trail with beautiful views or a small park where people can gather—communities can **nurture social interactions** and **improve mental well-being**. These spaces become not only functional but places where memories are made and a sense of community thrives.

By continuing to enhance La Vista's public areas with thoughtful design, the city will not only improve connectivity but also foster a deeper connection between people, place, and the natural beauty that surrounds them.



Why Improve Mobility?

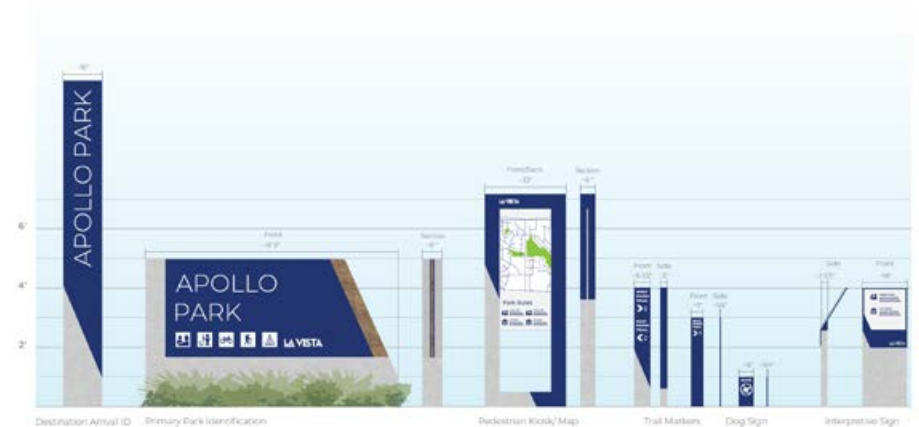
Wayfinding and Navigation

The City of La Vista has already completed a **Wayfinding Framework Plan** to create a consistent and unified vision for its signage system. This plan outlines the design and placement of entrance monuments, place signage, directional signage, and other wayfinding elements. By incorporating the city's branding, the plan aims to **enhance community identity** and **improve navigation** for both residents and visitors. The implementation strategy focuses on strategically placing signs at key points such as city entrances, parks, and major destinations. The framework also includes a sustainable approach to materials, ensuring long-term durability and easy maintenance.

The City of La Vista's Wayfinding Framework Plan establishes a cohesive vision for signage throughout the city. The plan includes examples such as entrance monuments at key city gateways, directional signage along main corridors like **84th Street**, and place signage at destinations like **Central Park** and the **La Vista Sports Complex**. These signs incorporate consistent design themes that reflect the city's identity and improve navigation.

For active mobility, this plan is particularly beneficial as it enhances trail navigation for pedestrians and cyclists by providing clear, easy-to-read directional signs and maps. Key locations, such as trailheads on the **West Papio Trail**, will have signage that directs users to parks, schools, and other community amenities. This not only improves safety and convenience but also encourages more people to use walking and cycling routes by making the city's network more accessible.

The installation plan prioritizes high-traffic areas and locations critical for wayfinding, ensuring that signage is placed at optimal points to guide both local residents and visitors as they explore 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 Opportunities

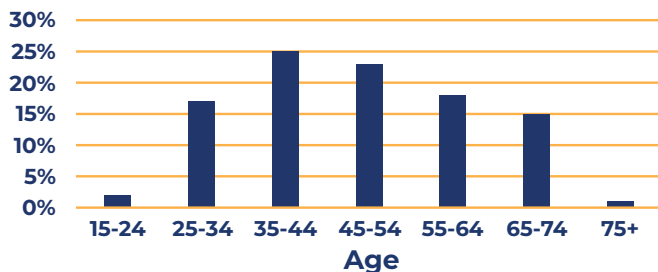


Public Survey

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

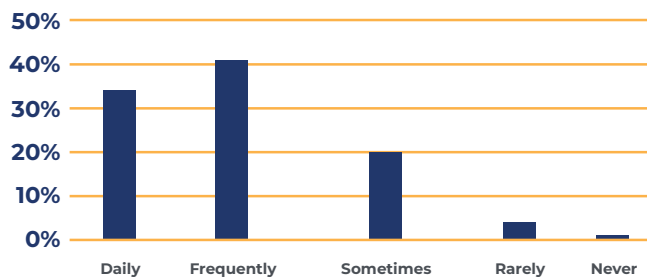
90% of respondents use active mobility for recreation, health, fitness, school, work, or errands

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?”



Can't easily access trails, sidewalks, or other active mobility routes



Difficulty navigating the system (lack of wayfinding, lack of connections)



Lack of 'end of trip' facilities (showers, lockers, bike racks, parking)



Poor physical condition of trails, sidewalks, or other active mobility routes



I do not feel safe using trails / sidewalks or other active mobility methods



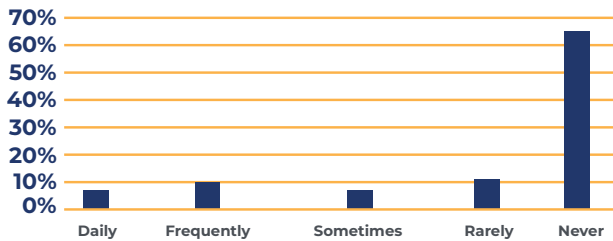
It takes too long to get to my destination

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?”



Public Survey Summary

Based on the feedback, the public's top priorities for active mobility 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 Meetings - Who Was Involved?

Stakeholders were initially categorized into one of four groups: **Partners** (neighboring cities, regional agencies), **Promoters** (community groups, tourism, event planners, health professionals), **People** (stakeholders that represent other people, including business owners and schools), and **Pathways** (stakeholders interested in the physical infrastructure to get from place to place).

In a two phase meeting format, stakeholders were invited to share stories and discuss topics relevant to their primary group, and then to explore other groups to learn about their issues. Groups reported their findings to the everyone at the end of the meetings.



Partners:

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

People:

Food Truck Owners
Southport Businesses / Hotels
Metro Community College
Papillion La Vista Comm Schools
Millard Public Schools
Kiewit / Weitz / Streck
La Vista Police & Papillion 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

Promoters:

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

Pathways:

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

Stakeholder Meetings

Key themes and Patterns:

1. Connectivity:

- **Trails:** Several groups highlighted the need for improved connections between trails, including the West Papio Trail, Ralston Trail, Keystone Trail, and others. The idea of linking major destinations like the Southport area, City Centre, Nebraska Multi-Sport Complex, and schools was a common focus.
- **Neighborhood Links:** There's a strong desire to better connect neighborhoods with major attractions and trails. This includes gaps in sidewalk connectivity and challenges in crossing major roads like 84th and Giles.
- **Wayfinding and Signage:** Many participants emphasized the need for better signage for trail routes, directions, emergency response, and educational purposes.

2. Safety Concerns:

- **Crosswalks and Sidewalks:** Stakeholders consistently mentioned inadequate crosswalks, narrow or damaged sidewalks, and the need for safer pedestrian and cyclist infrastructure, particularly on 84th and Giles Roads.
- **Cyclist Safety:** The desire for safer crossings, traffic calming measures, and better cyclist-driver education (e.g., sharing the road, hand signals) was noted. There was also interest in protected bike lanes and increased signage for both cyclists and drivers.

3. Infrastructure Improvements:

- **Bike and Pedestrian Amenities:** Suggestions included installing more bike racks, fix-it stations, water stations, and restrooms along trails to improve functionality and encourage more active mobility.
- **Sidewalk and Trail Widening:** Some groups recommended widening sidewalks to 6 feet or more to better accommodate pedestrian and bike traffic.

4. Engagement and Education:

- **Resident and Business Engagement:** Stakeholders suggested involving local businesses more, potentially through surveys, and increasing education for users on cyclist safety and trail usage.
- **Programming:** There was an interest in better communication of upcoming construction projects and detours, along with regular community engagement events.

5. Environmental and Aesthetic Considerations

- **Trees and Shade:** Participants stressed the importance of planting trees along trails to provide shade, serve as windbreaks, and increase the usability of trails, especially for pedestrians.
- **ADA and Accessibility:** Accessibility for individuals with disabilities was highlighted, with suggestions to ensure trails and crossings are ADA-compliant, including installing power stations and providing wheelchair space along trails.

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).



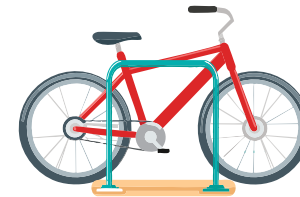
2. Improving Safety for All Users:

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.



Resources Reviewed

City of La Vista Parks & Recreation Master Plan (2003)

The Parks & Recreation Master Plan emphasizes enhancing recreational opportunities for all residents, including the development of new parks, trails, and community spaces. This plan aims to improve accessibility and connectivity among existing parks and the broader community, which aligns with goals for the Active Mobility Plan.

City of La Vista Mini Parks Plan (2011)

The Mini Parks Plan identifies smaller, localized parks that serve neighborhoods, enhancing the overall accessibility of green spaces. The focus on these parks supports walking and biking activities, contributing to a more interconnected city where residents can easily access recreational areas.

City of La Vista Comprehensive Plan (2022)

The Comprehensive Plan provides a framework for La Vista's vision and goals for the future. It highlights the importance of community engagement, sustainable development, and improving infrastructure to support walking, biking, and ADA access. This foundational vision underscores the city's commitment to fostering a livable and connected environment.

MAPA Regional Bicycle and Pedestrian Plan (2015)

The MAPA Regional Bicycle and Pedestrian Plan, part of the Heartland Connections initiative, addressed cycling and pedestrian needs for the Omaha-Council Bluffs metropolitan area. This plan outlines a network of 28 identified corridors designed to improve local and regional connectivity, promoting safety, comfort, and accessibility for all users. It prioritizes creating a system of bikeways, walkways, and pedestrian-friendly streets, focusing on addressing the gaps in the east-west connections, especially in Douglas and Sarpy Counties. The plan builds upon local successes, such as the Papio Creek trail system, while tackling the challenges posed by limited pedestrian and bicycle infrastructure in certain areas.

City of La Vista Vision 84 Plan (2010) and Corridor 84 Streetscape Plan (2018)

Building upon the Vision 84 plan, the Corridor 84 Streetscape Plan aims to revitalize 84th Street, between Giles and Harrison, historically known as the "Golden Mile," transforming it from a mere transportation route into a vibrant community hub. Key features of the plan include improved pedestrian amenities such as benches, landscaping, signage, wayfinding, and enhanced lighting. The streetscape project focuses on creating a distinct identity for La Vista, promoting social interaction, health, and well-being, and ensuring the corridor meets the needs of pedestrians and cyclists.

Resources Reviewed

City of La Vista Americans with Disabilities Act Self Evaluation Facility Report (2022)

The La Vista ADA Self-Evaluation Facility Report: Volume 2 focuses on parks and recreation facilities across the city, evaluating compliance with ADA accessibility standards. The report provides a detailed analysis of deficiencies and recommended improvements for each park, addressing issues like non-compliant parking, paths, playground surfaces, and shelter access. It offers specific, actionable suggestions for each facility, ensuring they meet the 2010 ADA Standards for Accessible Design. While the report encourages addressing all items over time, the recommendations will help guide the city in prioritizing park accessibility improvements to enhance inclusivity and safety for people with disabilities.

City of La Vista Land Use Plan (2022)

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.

Omaha Metropolitan Area Bicycle Map (Initially published 2017, updated online through 2024)

Initially prepared between 2015 and 2017, this map identified multi-use trails (existing and proposed), the Bike Omaha system (marked on-street bike routes), bike lanes, and marked shared routes throughout the Omaha metro area. It also identified continuous low-volume streets, experienced rider streets, and roads with shoulders, where more experienced cyclists might choose to ride. The map also illustrated connected routes, or those within the community that have a shared identity across jurisdictions (like the Keystone Trail), as well as future bikeways and other streets for mobility. The map was aspirational at the time but has been kept up to date with changes over time. The plan serves as a helpful resource, offering guidance for communities and cyclists interested in existing and planned routes, helping them to understand and navigate both current networks and future expansions.

Trails Map from City of La Vista Comprehensive Plan (2018)

The La Vista Comprehensive Plan includes a map illustrating the existing and proposed trails, as well as the trails from the MAPA Trails Plan as recommendations. These include trails, bike lanes, paved shoulders, and wayfinding for on-street routes. Specific recommendations include expansion of the Thompson Creek Greenway Trail system, extension of the Portal Greenway Trail and Applewood Creek Trail, as well as inclusion of a trail along Hell Creek, and recognition of the Sarpy North Corridor from the MAPA Regional Bicycle and Pedestrian Plan.

Resources Reviewed

Paths of Discovery – Omaha Metro Trails System (2023)

The City of Omaha Parks Department started producing the Paths of Discovery Trails Map in the 1990s, when the first few miles of the Keystone Trail first opened for use. Now, covering almost 30 miles, the Keystone Trail is truly the keystone of this effort that has been joined by the Papio-Missouri River NRD (now Papio NRD), MAPA, and area communities who contribute to the map, which is updated periodically. The latest version, from 2023, now includes valuable information about trail etiquette, trail events, contact information for trail advocates and maintenance, a listing of trails resources, and locations of trail mile markers placed by the Omaha Suburban Rotary Club along major routes.

MAPA Neighborhood Expanded Access to Trails (NEAT) Study (2022)

The Neighborhood Expanded Access to Trails (NEAT) study conducted by MAPA evaluates and prioritizes trail connections to enhance access and mobility across the Omaha-Council Bluffs region. This study developed a two-part scoring system to prioritize proposed trail segments based on factors like constructibility, right-of-way availability, continuity, safety, and comfort. Positive attributes such as ADA accessibility, service to destinations like schools and parks, and potential for neighborhood development were also considered. Field tours and stakeholder engagement were integral in identifying eight priority trail segments, including two projects in La Vista: the Applewood Creek Connector and a connection from Chalco Hills to Prairie Queen Recreation Area. These projects aim to improve regional connectivity and support active mobility across communities.

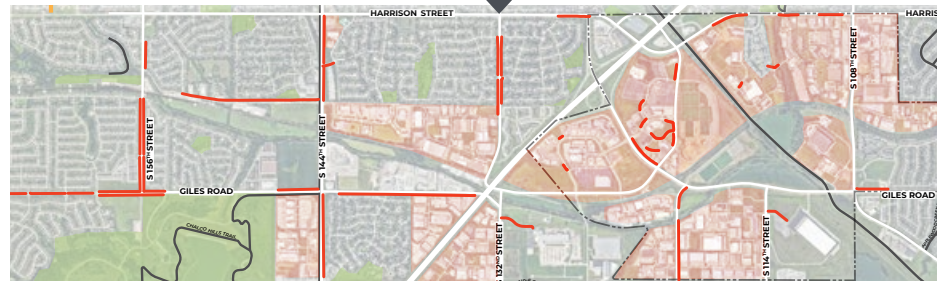
Papillion Area Trails Map (2024)

In 2024, the City of Papillion published an online Trail Network map, depicting trails, bike lanes, mountain bike trails, Heartland Bike Share stations, bike repair stations, restrooms, and on-street routes. As an adjacent community, this map provides valuable information for the City of La Vista on ways to connect within the greater community.

City of La Vista Sidewalk Gaps Assessment (2024)

At the outset of the Active Mobility Plan, a thorough process was undertaken to identify sidewalk gaps and missing infrastructure within La Vista. Using data provided by MAPA, aerial imagery, and field visits, gaps in the pedestrian network were pinpointed and compiled into a detailed map. Special attention was given to larger commercial and industrial areas that were initially developed under county jurisdiction, prior to being annexed into La Vista or its two-mile zoning jurisdiction, which were not subject to sidewalk requirements. These areas were also mapped to ensure comprehensive documentation and to inform future recommendations for addressing these deficiencies.

Click below to view
the full Gaps Map



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**.

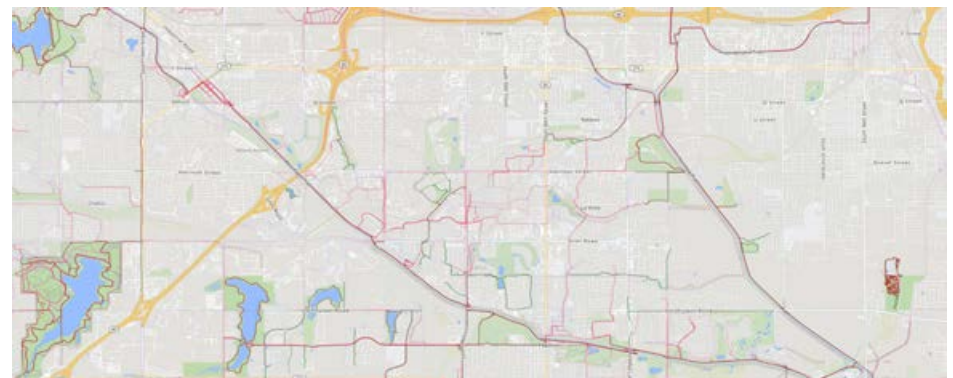
Strava Cycling Heat map



Strava Foot Traffic Heat map

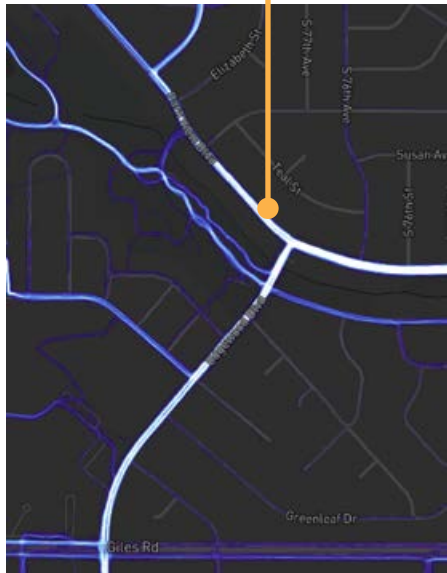


RidewithGPS Global Heat map

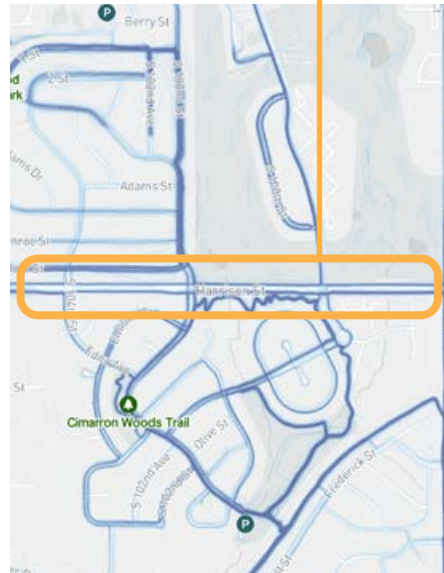


Biking and Foot Traffic Heat Map Analysis

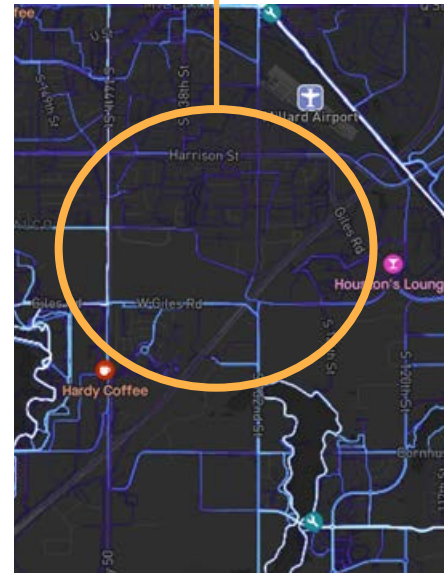
Identified **Edgewood Blvd** and **78th** as an existing cycle commuter route that could be improved and made safer.



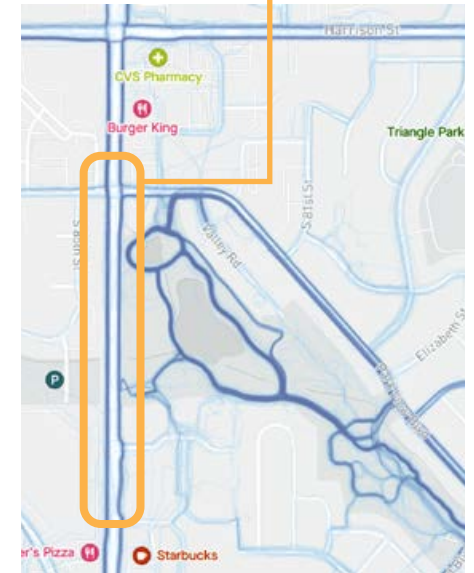
Identified a pattern of runners and walkers using both sides of **Harrison Street**, implying a need for safer crossings.



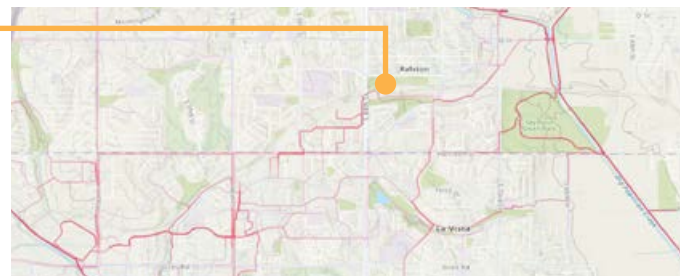
Identified a lack of connections and usage of the **southwest portion of La Vista** and recreational opportunities due to a lack of connection to the West Papio Trail and through the **Southport** area and along **Giles Rd.**



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



There is a strong desire by cyclists to 'cutoff' the **Keystone to West Papio** route by traveling through La Vista by way of the **Ralston Trail** and local streets.

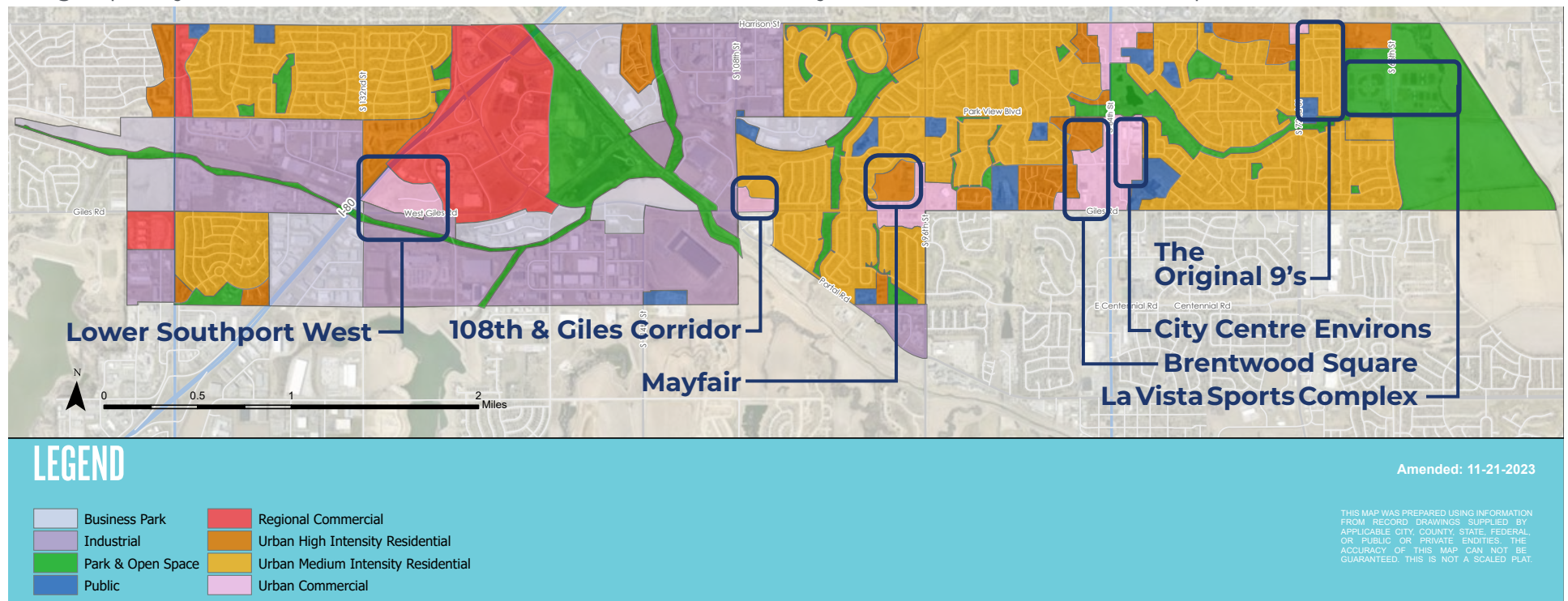


Land Use Analysis

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.



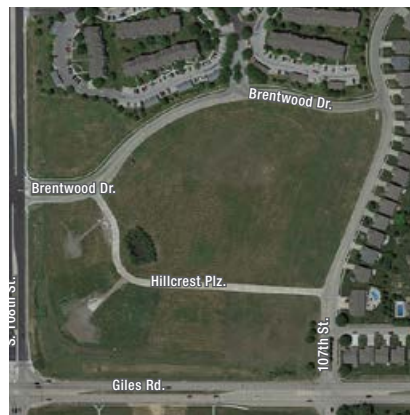
Land Use Analysis



Lower Southport West Development



Brentwood Square Redevelopment



108th & Giles

Pedestrian Circulation and Walkability:

In areas like **Lower Southport West** and **City Centre Environs**, the land use plan emphasizes enhancing the pedestrian environment by adding clear paths, improved crossings, and amenities like sidewalks that connect to nearby developments.

Linking Support Services:

The plan encourages mixed-use developments that connect residential areas with commercial and recreational services. In areas like **Brentwood Square** and **Mayfair**, integrating trails, parks, and shared-use paths into the design can link these developments more effectively with surrounding amenities, promoting active transportation.

Balanced Land Use and Open Space Integration:

Lower Southport West stands out for its emphasis on balancing commercial growth with open space and trails. The plan highlights the need for integrating stormwater management features and trails into new developments.

Addressing Gaps in Pedestrian Infrastructure:

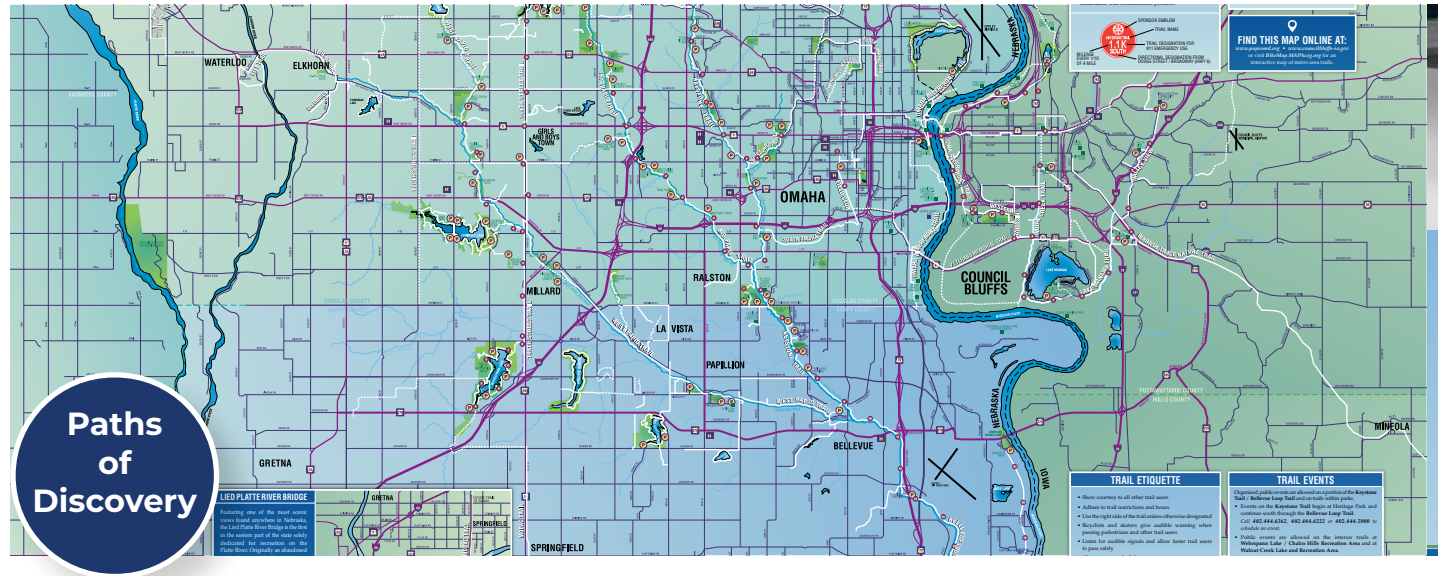
Some opportunity areas, like **Mayfair** and **108th & Giles**, lack sufficient pedestrian amenities. The land use plan recommends adding sidewalks, bike lanes, and other infrastructure to make these areas more accessible.

Existing and Planned Trails

Paths of Discovery Trails Map

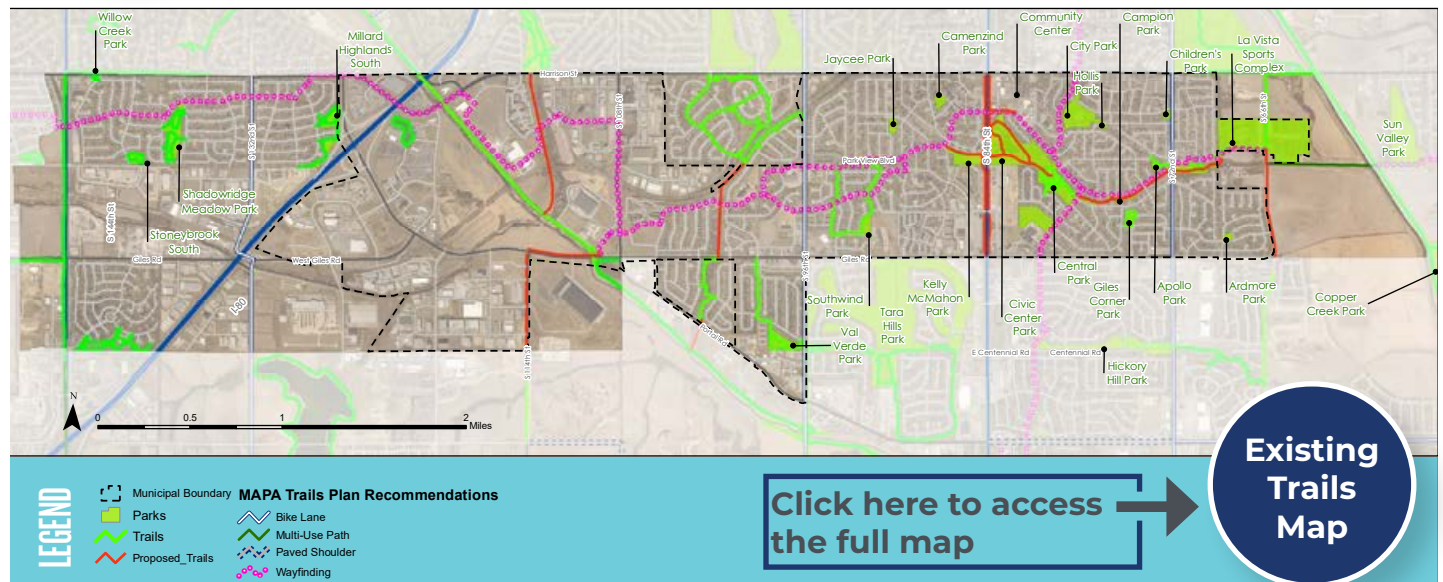
The Paths of Discovery Trails Map illustrates the network of trails that crisscross the Omaha and Council Bluffs metro area. The trail system gives citizens equal access to make trails part of their lives and offers opportunities for biking, hiking, skating, jogging, and other recreational options.

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.



Community Destinations

We asked, “where are people going?”



Destination Map



La Vista Wayfinding Framework Plan Destination Map

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.

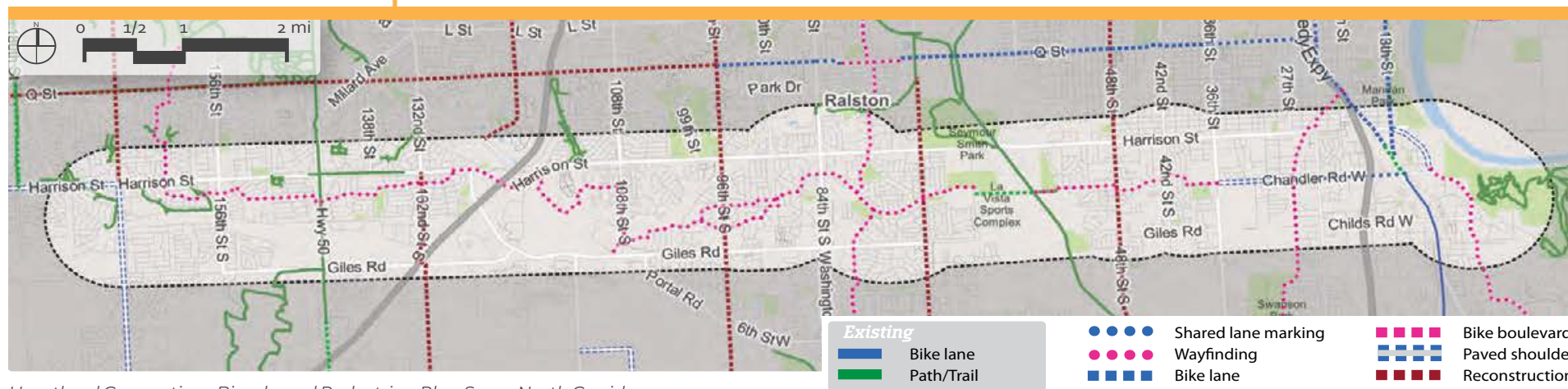
Keystone Trail

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

Regional Trail Connections

Great American Rail-Trail

The Great American Rail-Trail was conceived in the 1980s by Rails-to-Trails Conservancy (RTC) with the vision of creating a cross-country, multi-use trail connecting Washington, D.C. to Washington State. In Nebraska, the trail utilizes significant routes like the Keystone Trail and the West Pappo Trail, providing key connections between urban areas like Omaha and smaller communities.

Economically, the Great American Rail-Trail has been transformative for “trail towns” across the U.S., helping to revitalize local economies by drawing outdoor tourists and fostering small businesses such as cafes, bike shops, and lodging facilities. In towns like Bellevue, Nebraska, and Morgantown, West Virginia, increased foot traffic from trail users has led to growth in local spending, job creation, and tourism-related development. Nationwide, communities along the trail benefit from enhanced quality of life and the economic stimulus brought by visitors seeking recreational experiences.



The economic impact of the trail has been substantial, generating millions of dollars annually in trail-related tourism and services. The trail's ability to connect rural and urban areas makes it a vital part of local and regional economies, helping to preserve the cultural and natural landscapes while promoting sustainable growth.

The proximity of the Great American Rail Trail to La Vista and its central core presents an opportunity for the City to capitalize on the Trail Town concept by routing trail users into City Centre from the Keystone Trail for a stop, or to explore other trails within La Vista. This connection could be enhanced by wayfinding signage, trailheads, and coordination with the Rails to Trails Conservancy for inclusion on the trail route. Coordination with adjacent jurisdictions would also be beneficial to take advantage of the regional importance of this resource.

American Discovery Trail

The American Discovery Trail (ADT) is a coast-to-coast multi-use trail system spanning over 6,800 miles across the United States. Unlike other long-distance trails, the ADT is unique in that it combines both urban and rural environments, offering routes that can be hiked, biked, and even traveled on horseback in many sections. The trail is divided into northern and southern routes across the central U.S., allowing for different experiences depending on the traveler's preference. Established in 1997, the ADT passes through 15 states and Washington, D.C., and connects various national parks, forests, and scenic trails, making it the only non-motorized, coast-to-coast trail of its kind.

A major difference between the ADT and the Great American Rail-Trail is that the ADT incorporates on-road segments, combining existing trail networks with paved roads and sidewalks. In contrast, the Great American Rail-Trail focuses on converting abandoned rail corridors into fully separated, off-road multi-use paths. While the Great American Rail-Trail is approximately 3,700 miles long and still under development, the ADT is already established, providing travelers with rural highways, forest paths, and urban sidewalks.



In Nebraska, the ADT runs through the eastern part of the state, connecting Omaha and Lincoln before continuing westward. The ADT's route through this region provides access to local trail networks, such as the Keystone Trail in Omaha and the MoPac Trail, linking the two cities and offering scenic rural views along the way. This section plays a critical role in connecting urban and rural areas, promoting both recreation and alternative transportation options across Nebraska.

Heartland Bike Share

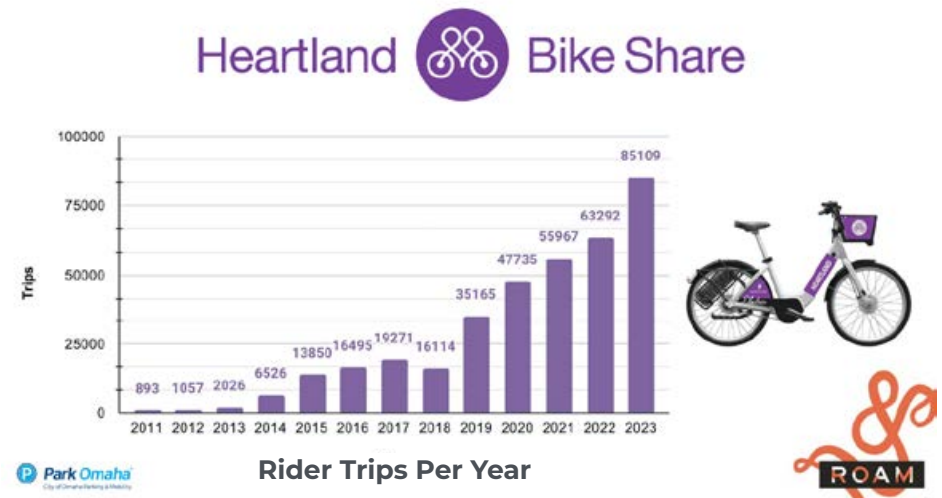
Heartland Bike Share launched in 2015 as Omaha's first large-scale bike-sharing system, offering pedal bikes across the city. By 2023, it transitioned to a fully electric bike (e-bike) fleet, providing greater accessibility to users. The program is operated by a non-profit organization (Roam Share) and funded through a mix of public support, private sponsorships, and rider fees. It offers a dock-based system, allowing riders to pick up and return bikes at designated stations, with locations expanding into nearby cities like Papillion.

The implementation model centers on public-private partnerships, integrating bike share stations with the city's existing transportation and trail networks, like the Keystone and West Papio trails. Heartland Bike Share aims to reduce car dependence, promote healthy living, and offer a sustainable transportation alternative.

Looking ahead, the program plans to expand its station network, increase bike availability, and integrate more deeply with regional public transit. Its future goals include increasing ridership, boosting connectivity between Omaha and neighboring areas, and potentially adopting advanced mobility technologies.



Heartland Bike Share Station at Chalco Hill Recreation Area (Papio NRD offices)



Heartland Bike Share

Geographical Gap Between Omaha and Papillion:

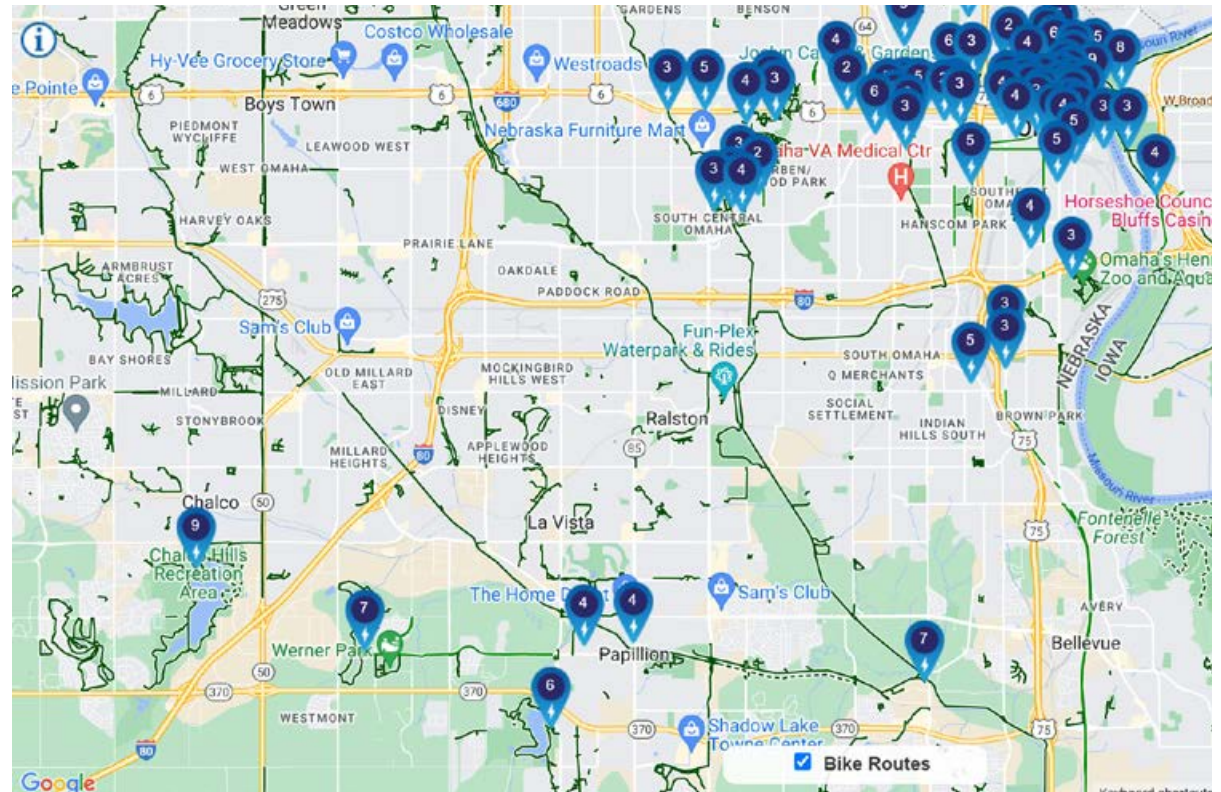
There is a significant gap between the Omaha-based stations and those in Papillion. This gap includes La Vista, which currently lacks stations despite being between these two areas. La Vista is a growing suburban area that could benefit from bike-sharing connectivity, as it's positioned in a key location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

84th Street Corridor:

This main artery running through La Vista could potentially support bike share stations, especially near the **La Vista City Centre** or public amenities like the library. These could bridge the gap and provide an opportunity for riders to access both Papillion and Omaha's bike-sharing networks.



Heartland Bike Share Station Location Map

Click here to access the full map

Heartland
Bike Share
Map

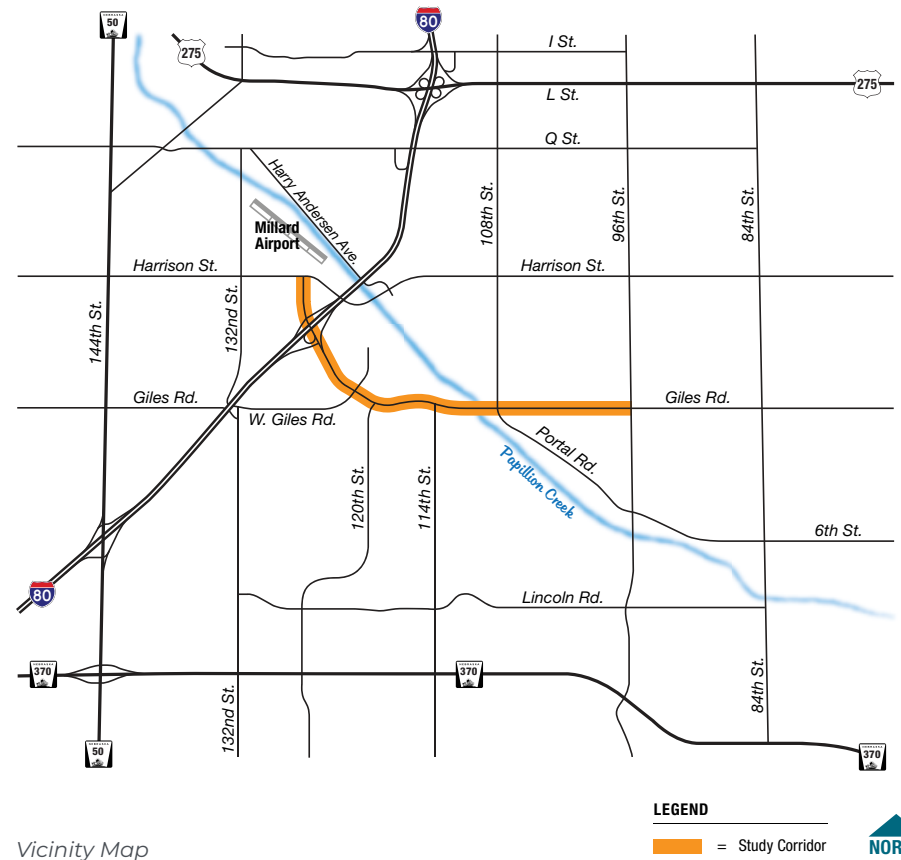
Giles Road Corridor Study and Trail Connectivity Analysis

The **Giles Road Corridor Study** (2022) and corresponding **Trail Connectivity Analysis** provide valuable insights for the Active Mobility Plan by identifying existing conditions, evaluating active transportation needs, and recommending infrastructure improvements. These documents were reviewed to identify connectivity opportunities and to inform concept project development.

The Giles Road Corridor Study comprehensively evaluated conditions between Harrison Street and 96th Street, addressing vehicular, pedestrian, and bicycle infrastructure. The study identified critical gaps in connectivity, such as missing pedestrian facilities along rural segments of Giles Road and limited access to the West Papio Trail. It also assessed traffic volumes, future projections, and intersection performance, ensuring proposed designs align with anticipated growth.

The Trail Connectivity Analysis built upon this foundation by examining active transportation alternatives, prioritizing safety, accessibility, and integration with regional trails like the Keystone and West Papio Trails. Notable recommendations included grade-separated crossings and improved trail alignments to facilitate seamless transitions for pedestrians and cyclists.

The Giles Road Corridor Study utilized traffic counts from 2016 to 2022, future traffic projections (2032 and 2042), and crash data to identify key areas for improvement. The study also incorporated environmental reviews, hydrology and hydraulic analyses, and conceptual roadway and bridge designs. Findings indicated a growing need for expanded pedestrian and bicycle infrastructure to support projected increases in traffic and active transportation demand.



Vicinity Map

The Trail Connectivity Analysis used existing and planned infrastructure data from the City of La Vista, MAPA, and other local stakeholders. The analysis evaluated alternatives based on cost, connectivity, environmental considerations, and user experience. These findings highlighted the need for targeted improvements, such as multi-use paths, pedestrian bridges, and upgraded intersections.

Giles Road Corridor Study and Trail Connectivity Analysis

Proposed Alternatives

The Trail Connectivity Analysis proposed several alternatives to enhance trail and bicycle infrastructure along the Giles Road corridor:

Alternative 1A: Construct a trail from the West Papio Trailhead at Harry Andersen Avenue to Eastport Parkway, including pedestrian bridges over South Papillion Creek and the BNSF railway.

Alternative 1B: Similar to 1A but with a separate pedestrian bridge crossing South Papillion Creek, providing a more distinct trail alignment.

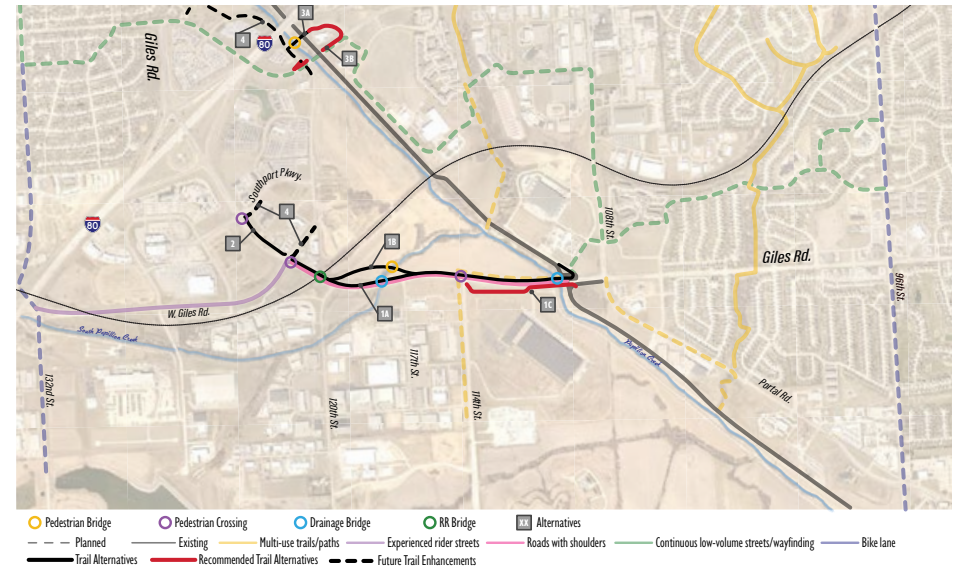
Alternative 1C: Extend a trail along Giles Road to 114th Street, terminating near the Prairie Queen Recreation Area.

Alternative 2: Continue the trail alignment through Eastport Parkway to Southport Parkway, connecting with existing sidewalks.

Alternative 3A: Add a pedestrian bridge over West Papio Creek near Harrison Street, linking the West Papio Trail to Eastport Parkway.

Alternative 3B: Upgrade existing sidewalks to a 10-foot-wide trail along Harrison Street and Eastport Parkway, connecting to the West Papio Trail.

Alternative 4: Improve sidewalks along Eastport and Southport Parkway, creating an 8-foot-wide side path to enhance circulation between the Multi-Sport Complex and nearby trails.



Giles Road Active Transportation Alternatives



The study also recommended sidewalk and pedestrian improvements at several intersections along Giles Road, at 96th Street, 107th Street, Portal Road, 114th Street, Eastport Parkway, and Southport Parkway. These improvements included upgraded or added pedestrian crosswalks, trail accommodations, or enhanced signals.

Together, these studies underpin the Active Mobility Plan by providing a thorough analysis of existing conditions and actionable recommendations for improving connectivity along the highly traveled Giles Road corridor. Specific findings from these plans were used to develop proposals for the Active Mobility Plan, as well as Concept Projects that can be evaluated further in the future.

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.pedbikeimages.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.



Toolkit of Treatments

Sidewalks

Description:

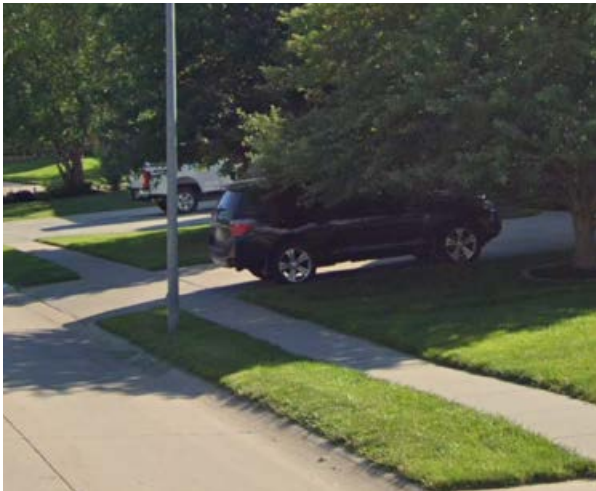
Paved paths for pedestrians, typically alongside streets.

Benefits:

Provides a safe walking space, especially in high-traffic areas.

Best Locations:

Urban areas, residential neighborhoods, commercial streets.



Chicanes

Description:

Alternating curb extensions or landscaped islands that create a winding path for vehicles, forcing them to slow down.

Benefits:

Reduces vehicle speeds and improves safety for pedestrians.

Best Locations:

Residential areas, narrow urban streets.



Road Diets

Description:

A reconfiguration of a roadway to reduce vehicle lanes and create space for bike lanes, sidewalks, or other amenities.

Benefits:

Slows traffic, reduces crashes, and creates more space for active transportation.

Best Locations:

Urban streets, areas with excess vehicle capacity, or high pedestrian activity.



<https://nacto.org/publication/urban-street-design-guide/streets/downtown-2-way-street/>

Toolkit of Treatments

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.



Image source: www.pedbikeimages.org
Austin Brown

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.



Image source: www.pedbikeimages.org
Dan Burden

Toolkit of Treatments

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.



Image source: www.pedbikeimages.org
Dan Burden

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.



Toolkit of Treatments

Rectangular Rapid Flashing Beacons (RRFBs)

Description:

Flashing lights at pedestrian crossings, activated by the user to alert drivers.

Benefits:

Increases driver awareness of pedestrians at crossings.

Best Locations:

Unsignalized crosswalks, mid-block crossings, high-speed roads.



Offset Mid-Block Crossings

Description:

Pedestrian crossings that are staggered across the road, requiring users to pause and change direction halfway. The staggering orients the user toward the oncoming traffic, increasing the likelihood to judge speed and distances of oncoming vehicles.

Benefits:

Slows pedestrians down, improving safety at wide, busy streets.

Best Locations:

Multi-lane roads, high-traffic areas.



Image source: www.pedbikeimages.org
Dan Burden

Raised Intersections

Description:

An entire intersection elevated to the level of sidewalks, slowing vehicles and enhancing pedestrian priority.

Benefits:

Slows vehicle speeds and improves safety for all road users.

Best Locations:

Pedestrian-heavy areas, school zones, and commercial districts where grade and situation can overcome drainage challenges.



<https://hacto.org/publication/urban-street-design-guide/intersections/>

Toolkit of Treatments

Wayfinding Signage

Description:

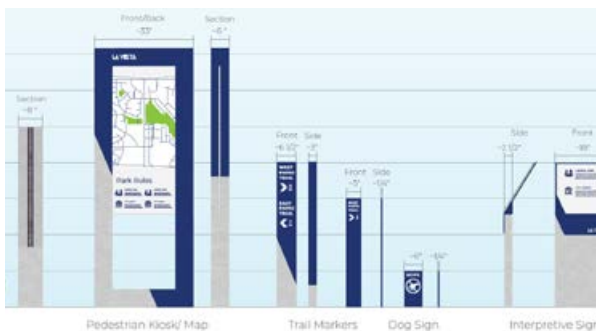
Signs, maps, and symbols that guide users through trails, bike paths, and pedestrian routes, providing navigation and key information.

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.



Toolkit of Treatments

Protected Bike Lanes

Description:

Bike lanes physically separated from vehicle traffic by barriers (e.g., curbs, bollards).

Benefits:

Provides high levels of safety for cyclists, reducing conflicts with cars.

Best Locations:

Major streets with high traffic volume, urban centers, and commercial districts.



Image source: www.pedbikeimages.org
Adam Coppola Photography

Buffered Bike Lanes

Description:

Bike lanes with extra space (buffer) between the bike lane and vehicle traffic achieved through the use of pavement markings that separate parking areas away from bike lanes.

Benefits:

Increases comfort and safety for cyclists by providing more separation from vehicles.

Best Locations:

Busy urban streets and corridors with moderate traffic.



Image source: www.pedbikeimages.org
Toole Design Group

Click here to see the National Association of City Traffic Officials' (NATCO) Urban Street Design Guide for more examples!



Urban
Street
Design
Guide

Click here for more resources to make cycling easier and safer for more people.



The
League of
American
Bicyclists

Design Guidelines, Resources, and Assistance

Designing active mobility infrastructure relies on following best practices and leveraging guidance from key resources. At the federal level, the **Federal Highway Administration** (FHWA) and organizations like the **American Association of State Highway and Transportation Officials** (AASHTO) provide critical design standards for pedestrian and bicycle facilities. **The National Association of City Transportation Officials** (NATCO) offers modern urban mobility guidelines, while the Rail-to-Trails Conservancy supports trail conversions and offers technical assistance.

In Nebraska, the **Department of Transportation** (NDOT) and Bike Walk Nebraska provide local design standards and advocacy, while the **Nebraska Game and Parks Commission** (NGPC) and the **Nebraska Trails Foundation** focus on trail development. Regional entities like the **Metropolitan Area Planning Agency** (MAPA) and the **Papio-Missouri River Natural Resources District** (Papio NRD) are valuable partners in project coordination and funding. These resources together ensure mobility projects meet current standards and serve a wide range of users.

The following sections explore these resources further, illustrating how they guide the design and implementation of active mobility systems.

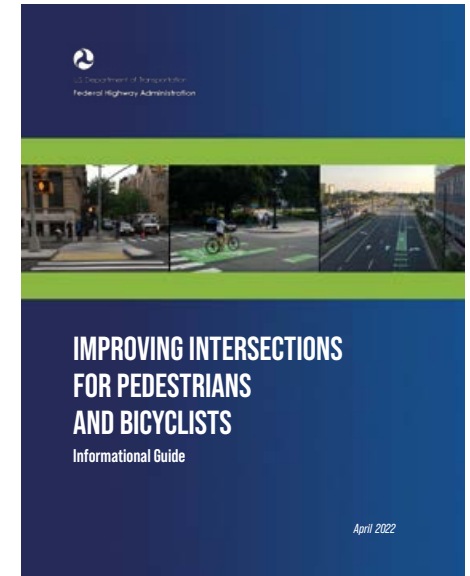
Design Guidelines, Resources, and Assistance

The following list contains various resources of federal, state, and local guidelines to help plan active mobility systems.

See the References section at the end of this report for links to specific websites to these resources.

National Resources:

1. Federal Highway Administration (FHWA)
2. Rails-to-Trails Conservancy
3. American Association of State Highway and Transportation Officials (AASHTO)
4. National Association of City Transportation Officials (NACTO)
5. Institute of Transportation Engineers (ITE)
6. The National Complete Streets Coalition
7. League of American Bicyclists
8. National Recreation and Park Association (NRPA)
9. Transportation Research Board (TRB)
10. Association of Pedestrian and Bicycle Professionals (APBP)
11. National Center for Safe Routes to School



Design Guidelines, Resources, and Assistance

State Resources:

1. Nebraska Department of Transportation (NDOT)
2. Nebraska Game and Parks Commission
3. Bike Walk Nebraska
4. Blue Cross Blue Shield of Nebraska - Walkable Communities Initiative
5. Nebraska Trails Foundation

Local Resources:

1. Metropolitan Area Planning Agency (MAPA)
2. City of Omaha Parks, Recreation, and Public Property
3. Papio-Missouri River Natural Resources District (Papio NRD)
4. Omaha-Council Bluffs Metropolitan Area Trail Committee
5. Heartland Bike Share
6. City of Omaha Traffic Calming Program



NEBRASKA
Good Life. Great Journey.

Click here to view a presentation
about Vulnerable Road Users
given by NDOT.

**NDOT
Presentation**

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.

Active Mobility Proposals

Trails / Shared Use Paths Proposals

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

This trail project 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 Trail.

Concept
Project **1**

2 - Applewood Creek Trail/Portal Greenway to Ralston Trail Connection

This trail project would utilize an existing easement or require minimal ROW to connect the north end of the Portal Greenway Trail to a proposed extension of the Ralston Trail, between 96th Street and Harrison Street.

Concept
Project **1**

3 – Thompson Creek Greenway Trail to La Vista Sports Complex Connection

This trail project would extend the Thompson Creek Greenway Trail from 72nd Street to west of 66th Street, through Mayor's Park. This project is planned for construction in 2027 along with Proposal 5.

Concept
Project **2**



4 – Thompson Creek Greenway Trail from La Vista Sports Complex to Keystone Trail

This trail project would extend the Thompson Creek Greenway Trail east from 66th Street along Thompson Creek to the Keystone Trail via a bridge over the Big Papio Creek.

Concept
Project **2**



5 – Thompson Creek Greenway Trail from Central Park to 72nd Street

This trail project would extend from Central Park through Central Park East to 72nd Street along Thompson Creek and is currently in the design phase. Construction is planned for 2027 along with Proposal 3.

6 – Thompson Creek Greenway Trail from Central Park to Central Park West

This trail project would extend from Central Park, under 84th Street, along Thompson Creek and under the new bridge for 84th Street, into and through Central Park West, to the intersection of Park View Boulevard and 87th Street.



7 – West Papio Creek bridge, between I-80 and Harrison Street to Eastport Parkway

This trail/bridge would provide a connection from the West Papio Trail to Southport East at Eastport Parkway. Proposal 12 should be considered at the same time and in conjunction with this trail to provide full connectivity to the existing sidewalks/trails within Southport East and West.

Concept
Project **3**

Active Mobility Proposals

Trails / Shared Use Paths Proposals

8 – Shared use path along Giles from 108th Street to 114th Street when Giles is widened.

This project would include a trail or shared use path along the north side of Giles Road from 108th Street to 114th Street, with or without a separate bridge over the West Papio Creek.

9 – Grade separated connection from Harrison Street Trail to Big Papio/Keystone Trails

This project would provide a grade separated connection from the trail on the south side of Harrison Street east of 66th Street, under Harrison and back up to the Big Papio Trail. A sidewalk on the north side of the existing bridge provides further connection to the Keystone Trail.

Concept
Project **4**



10 - Portal Road crossing and West Papio Trail connection (Papio NRD NEAT project in planning)

The project would connect the southern end of the Applewood Creek Trail across Portal Road using a RRFB or HAWK signal at 101st Street and connect to the West Papio Trail. Future road widening of Portal Road would be accounted for, and future projects would need to consider this crossing in their analysis.



11 – Shared Use Trail along 92nd Ave and Robin Drive from Brentwood Drive to Giles Road

This project would extend a shared use path or trail along 92nd Avenue from Brentwood Drive south to Robin Drive, and then south to Giles Road. A portion of this project is already trail-width, the rest of it is a sidewalk.

12 - Shared use path along Eastport Parkway from new West Papio Creek bridge

This project is a shared use path adjacent to Eastport Parkway, or it could be a separated trail along the same corridor, from the new West Papio Bridge (Proposal 7) to the Nebraska Multi-Sport Complex.

Concept
Project **3**

13 - Harrison Street Trail connection to Highland Drive

This project would connect the on-street bike route through western La Vista (Proposal 28) to the shared use paths or trails along Eastport Parkway (Proposal 29) and places further to the east.

Concept
Project **9**

14 - Giles Road Trail (south side) and bridge to West Papio Trail

This project would include a trail along the south side of Giles Road from 114th Street to the West Papio Trail, with a bridge over the West Papio Creek.

Concept
Project **6**

Active Mobility Proposals

Trails / Shared Use Paths Proposals

15 - 126th Street from Prairie Queen Recreation Area to Costco/Southport

This project would provide connectivity from the Southport West area to Prairie Queen Recreation Area, along 126th Street.

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

Concept
Project **6**

This project 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.

17 - Giles Road to Applewood Creek Trail connection on north side

Concept
Project **5**

This project would provide a connection from the Applewood Creek Trail to the north side of Giles Road. Preliminary layouts indicate that the trail could maintain a 4-5% slope, and that it would clear the existing box culvert for the underpass portion of the trail.



18 - Giles Road Trail/Bikeway/Shared Use Path from 114th Street to Eastport Parkway

This project would involve the extension of the Giles Road trail or shared use path along one side or the other of Giles Road from 114th Street to Eastport Parkway



20 - West Giles Road Trail/Bikeway from 132nd Street to Eastport Parkway

This project would continue the Giles Road Trail to the west, from Eastport Parkway to 132nd Street. The trail could be built along either side of the road and would require an at-grade crossing of the railroad.

29 - Shared use path along Eastport Parkway from new West Papio Creek bridge to Harrison St

Concept
Project **9**

This project, in conjunction with Proposal 13, would create a connection between the western suburbs of La Vista (Sunrise Woods, Southridge, and Stonybrook South) and the center of the city as well as connecting them to the West Papio Trail in conjunction with Proposal 7.



32 - Chalco Hills to Prairie Queen connector (Papio NRD NEAT project in planning)

This project would connect Chalco Hills Recreation Area to Prairie Queen Recreation Area along the south side of Giles Road and the east side 132nd Street with a 10-foot-wide shared use path.

Active Mobility Proposals

Trails / Shared Use Paths Proposals

33 - 66th Street Trail connection to Ardmore East

This project would be an interim solution to provide connectivity from the Ardmore East neighborhood to the La Vista Sports Complex and the trail along 66th Street with a paved trail along 66th Street from Heartwood Road to the existing trail crossing. This should be considered with 66th Street improvements.



36 - Giles Road Trail from Southport Parkway to Eastport Parkway

This project includes a 10-foot-wide shared use path or trail along the northeast side of Giles Road between Southport Parkway and Eastport Parkway and is included in the current design plans for the widening of Giles to three lanes in this area.

40 - South Papio Trail (from 132nd to 156th)

This project is a long-term concept for a South Papio Trail that would begin near the intersection of 132nd Street and West Giles Road that would run along the South Papio Creek and BNSF railroad tracks, extending to 156th Street near Chandler Road.

41 - 72nd Street trail/sidewalk/shared use path (along east side)

This project would include a shared use path or trail along the east side of 72nd Street from Giles Road to Harrison Street. This side of the street has fewer major obstacles (power poles, guardrails, culverts, ditches, etc...).



42 - 96th Street trail/sidewalk/shared use path (along either side)

This project would include a shared use path or trail along either side of 96th Street from Giles Road to Harrison Street. There are various obstacles on either side of the road, but no major items that would prohibit a trail on either side.



44 - Central Park interior trail improvements

This project would focus on evaluating the interior trail network of Central Park between Edgewood Boulevard and City Centre. This proposal would also include an accessible trail to avoid the stairs that connect to the north side of the Link.



Active Mobility Proposals

Trails / Shared Use Paths Proposals

45 - Hell Creek Trail from West Papio Trail to Olive Street

This project would involve the creation of a north-south trail corridor along Hell Creek from the West Papio Trail to Brookhaven Park north of Harrison Street. It was originally proposed by MAPA and the Papio NRD.



46 - 66th Street Trail connection from Giles to Ardmore East

This project would extend a trail or shared use path along 66th Street from Heartwood Road to the south, ultimately connecting with the trail along the west side of 66th Street south of Giles Road. This should be considered with 66th Street improvements.



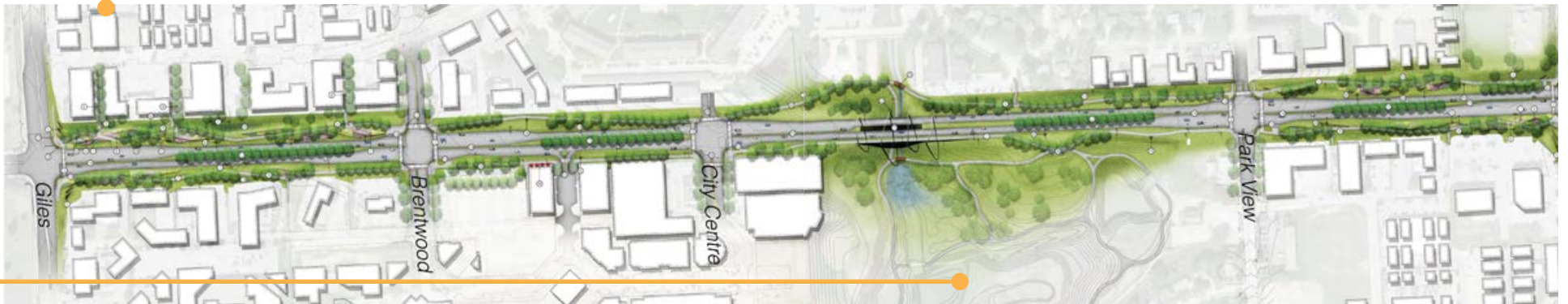
48 - 84th Street Trail System (both sides) from Giles to Harrison

This project includes a 10-foot-wide shared use path or trail along both sides of 84th Street from Giles Road to Harrison Street. This project is currently in design and will begin construction in the fall of 2025.



51 - Giles Road Trail from 108th Street to 66th Street (north side)

This project would create a continuous 10-foot-wide shared use path or street adjacent trail along the north side of Giles Road from 108th Street to 66th Street. Using the north side of the road addresses concerns over snowmelt and sun exposure, and there appear to be fewer obstacles that would impede design and construction.



The 84th Street Corridor is a priority for the City of La Vista and several projects are already underway to improve mobility in and around the area. Click the image to find out more.

Active Mobility Proposals

Sidewalks / Streetscape Proposals

30 - Parking/Trailhead along 118th Street near Emiline or Olive

This project would involve adding a new trailhead with parking near the intersection of 118th Street and Olive Streets, which are only a few hundred feet from the West Papio Trail. This area is already a well-used connection to the trail, and this trailhead could accommodate additional trail users to make shorter trips.

31 - Expanded parking at Harry Anderson Avenue and 109th Street trailhead

This project would expand the heavily used trailhead for the West Papio Trail at 109th Street and Harry Anderson Avenue. There are currently eight (8) stalls and one accessible parking stall at this location and there are often multiple vehicles parked along Harry Anderson Avenue.

37 - Community Center / La Vista West Elementary / City Centre connectivity

This project includes evaluating the connections between the Community Center and City Hall, La Vista West Elementary, and City Centre. These facilities are close in proximity, but are separated by several roads, elevation changes, and other uses such as residential homes and apartments.

38 - Triangle Park, City Park, Hollis Park connectivity

This project 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.

52 - Southwind Dog park

This proposal is to add a paved access route to the Southwind Dog Park from the northwest corner of the parking lot for Metropolitan Community College and the City of La Vista Library.



Photo of Southwind Dog park which lacks accessible access.

Active Mobility Proposals

Safety Improvements / Crossing Proposals

19 – Giles Road / Southport Parkway at-grade crosswalk improvements

This project would implement improvements to the at-grade crosswalks across Giles Road at Southport Parkway, following the expansion of Giles Road to three lanes in each direction.

Concept
Project **10**

35 - Giles Road and Southport Parkway crossing - grade separation

This project would ultimately include a grade-separated crossing of Giles Road to connect Southport West and Southport East at Southport Parkway. The current plans to widen Giles Road at this location will result in ten (10) lanes to cross for pedestrians, with only a 4-foot median in the middle of the road, which is not adequate for a safe refuge

39 - Cimarron Woods (and elsewhere) ADA compliance

This project focuses on addressing several issues within the Cimarron Woods neighborhood SID that could be improved from an ADA compliance standpoint. There are several inconsistencies with trail and sidewalk widths, appropriately sized crossing ramps, and several places where trails simply end or dump trail users into the street instead of onto other pedestrian/cyclist facilities

Wayfinding Proposals

34 - Giles Corner Park to Thompson Creek Trail wayfinding signs

This project would focus on installing wayfinding signage between Giles Corner Park and the Thompson Creek Greenway Trail along Braun Street and 73rd Avenue to Park View Boulevard. This could be designated as an on-street bike route, or it could involve improving the sidewalks in this corridor.

50 – Improve Wayfinding and Signage



Implement the City's Wayfinding Plan to add trail signs, kiosks, and informational signage citywide. Examples include adding street names to the bridges along the West Papio Trail (so trail users know where they are), and along the proposed on-street network (Brentwood, Valley View, Edgewood, etc...) to direct cyclists along the route.

Active Mobility Proposals

On Street Proposals

21 - Brentwood Drive bike route, 84th to 108th

This project would be an on-street bike route along Brentwood Drive from 108th Street on the west to 84th Street on the east. It would be the spine of the 'southern' internal route across La Vista and would involve a combination of shared bike/car lanes, or "sharrows" from 108th Street to just west of 96th Street, where it would transition to bike lanes from there to approximately 90th Street.

Concept
Project **7**



22 - Valley View Drive bike route, from Portal Greenway Trail to Central Park West

Like Proposal 21, this would be an on-street bike route, using sharrows to connect the northern end of the Portal Greenway to Central Park and ultimately the Thompson Creek Greenway Trail network east of 84th Street.

Concept
Project **7**



23 - Elm Drive/Pine Drive bike route from Brentwood Drive to Harrison Street

This on-street bike route would be created with sharrows and wayfinding signage to connect Proposal 21 and Proposal 22.

Concept
Project **7**



24 - On-street bike route on West Centennial Road, Applewood Creek Trail to Val Verde

This project would create an on-street bike route along West Centennial Road, connecting the Applewood Creek Trail to the Val Verde Park and Trail system. There currently exists a short trail-width shared use path from within the Portal Ridge neighborhood to the Applewood Creek Trail, that stops at 101st Street.

25 - Bike blvd along Edgewood Blvd, Park View Blvd, and 78th St, Giles to Harrison

This on-street bike route would provide a north-south cyclist commuter connection between Papillion and Ralston through La Vista, and would provide connectivity to Central Park, the Thompson Creek Greenway Trail network, as well as many destinations including Papillion La Vista High School, La Vista Middle School, La Vista West Elementary School, La Vista City Park, La Vista Civic Center and Community Center.

Concept
Project **8**

26 - Gertrude Street bike route and trail connection to Edna Ave

This project would involve creation of a connection from 108th Street to the Cimarron Woods neighborhood along Gertrude Street through the industrial area east of 108th Street, and then passing behind these buildings and connecting to Edna Ave at 103rd Circle.

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.

Policies and Best Practices

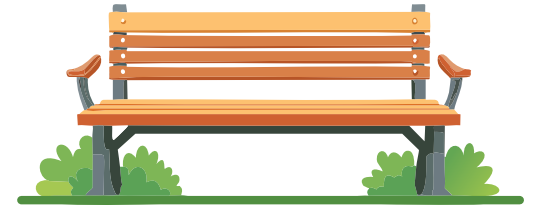


The proposed policies for the La Vista Active Mobility Plan aim to address several key areas, including **filling sidewalk gaps, improving pedestrian amenities, enhancing safety at crossings, and advocating for vulnerable road users**. To implement these policies effectively, a phased approach is recommended, 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.



Policies and Best Practices

Trails / Shared Use Paths Policies

74 – Publicize Bike Maps

Identify and map out the proposed bike routes within the City, and then publicize these on the City's website. These maps can also be delivered to regional mapping agencies, such as MAPA, the Papio NRD, the City of Omaha, Sarpy County, and Google for inclusion on their platforms.



Sidewalks / Streetscape Policies

47 – Eliminate Sidewalk Gaps

Work to eliminate sidewalk gaps citywide, either through encouragement to private entities, or through a cost share program of some kind.



57 – Encourage Citywide Bike Parking

This policy is aimed at encouraging more bike parking spaces to be dedicated during the planning process.



58 & 79 – Improve Pedestrian Amenities

Policy 58 is aimed at small projects by adding amenities to improve the pedestrian space, and to allow users to increase the length of their walks. Policy 79 is aimed at improving comfort in commercial and retail areas.

59 – Bike Fix-it Stations

Easily installed bike fix-it stations that include basic tools for cyclists to repair a flat tire, air pumps, adjust seating, etc...

60 – Wheelchair Seating Spaces

A relatively simple approach to increasing the ability of those with limited mobility to access the trails around town, and to rest alongside others at benches, without blocking the trails or sidewalks.

64 – Review Trail and Sidewalk Widths

This policy is aimed at increasing the effective widths of sidewalks and trails wherever possible, within reason for the surroundings, with a preference for 6 foot wide sidewalks, and 10 foot wide trails.



Policies and Best Practices

Sidewalks / Streetscape Policies

65 – Review and Update ADA policies

This policy is aimed at reviewing City ordinances and policies related to ADA/PROWAG compliance. It would be good to implement this in tandem with Policies 60, 64, and 71.



66 – Truncated Dome Repairs

Continue and add funding to the current program of annual maintenance for identifying and repairing the truncated dome panels used for tactile navigation by the visually impaired.



69 – Encourage Pedestrian Facilities and Connections

Policy aimed at encouraging new (and older) developments that did not (or were not required to) install sidewalks and trail connections to look for ways to install these facilities. Either through a 'district' approach or some kind of business fee.

70 – Bike Rack Guidance

Provide businesses with information and guidance on best practices for installing bike racks. The example for this comes from a local business that has bike racks, but they are too close to the building to allow for parking of all bikes.

71 – Implement ADA Audit Recommendations

The City had an ADA self-check assessment that includes recommendations for each of La Vista's Parks completed in 2022. This policy aims to implement as many of these recommendations during park renovations or during adjacent projects to save time and disturbances to the parks.

73 – Sidewalk Repair Fund

This policy would be aimed at creating a cost-share program for residents to reduce the cost of making sidewalk repairs as a larger group. Used in many places throughout the Nebraska, including Grand Island, Waverly, Alliance, Lincoln, and Ashland.

75 – Bike Rack Cost Share Program

Similar to the sidewalk cost-share program, this policy would encourage more bike parking by partnering with local businesses to install La Vista branded bike racks at a reduced cost and with reduced permitting.



Policies and Best Practices

Safety Improvements / Crossings Policies

49 & 78 – Improved painting/marketing or minor fixes of mobility crossings

Policy 49 is focused on small projects aimed at adding (or better maintaining) paint or markings. Policy 78 is focused more simply on better painting/marketing of pedestrian crossings or “ladder” crossings, as described in the Wayfinding Plan.

61 – Intersection Improvements

When intersections are improved for traffic, take active mobility into consideration and look for ways to improve safety. Additional signage, dedicated spaces, lane configurations, signals, timing, lighting, etc...

62 – Improve Pedestrian Connections

This policy is more focused on pedestrian and cyclist specific crossings, using dedicated signals, such as HAWK (High Intensity Activated Crosswalk Beacon) beacons (like the one in downtown Papillion on 84th Street), RRFB (Rectangular Rapid Flashing Beacon) beacons (like the one across Harry Andersen Boulevard from the West Papio Trail to Golfing Green Drive/Oak Hills Country Club), or other similar treatments.

63 – Motorist and Cyclist Education

This policy is aimed at increasing motorist and cyclist awareness of each other, through education and advocacy. Many cyclists aren’t fully aware of the proper etiquette or of the rules of the road. Many drivers feel that cyclists don’t belong on roads, and many pedestrians feel that cyclists don’t belong on sidewalks.

67 – Informational / Advisory Signage

This policy is aimed at increasing motorist awareness to the presence of increased pedestrian and cyclist use in higher traffic areas. In areas where traffic volumes are already high, and surrounding uses are adding more pedestrians and cyclists, additional signage can be used to highlight this fact and can be used to direct motorists on the proper way to respond, move, and react when they are present

68 – Improved Mobility Communications

Increased communication between the City and mobility community regarding projects of interest, areas of concern, closures, and issues faced by the community.



Institute of Transportation Engineers & Wyandotte County, KS

Policies and Best Practices

Safety Improvements / Crossings Policies

72 – Safe Park Zones

These areas are similar to School Zones and could be installed with similar signage to reduce speeds and raise awareness to the presence of vulnerable road users (children, cyclist, and park users). It would also provide more enforcement abilities for police to ticket speeders.



76 – Police Officer Bike Patrols

This policy is aimed at increasing awareness, funding, resources, and equipment for the La Vista Police Department to implement and expand their Bike Patrol program.

77 – Active Mobility Considerations

When updating any City ordinances, take active mobility into consideration. Look for ways to make Active Mobility the default stance and prioritize pedestrians and cyclists above motorists. Also review old City ordinances that inhibit or discourage active mobility.

80 – Legislative Advocacy

This policy is aimed at advocating for active mobility at the state level when new legislation is proposed. If there are ways to increase safety and mobility, the City should review the proposed changes and write letters of support for the City's desired position.



Policies and Best Practices

Summary

Each policy will need approval from the City Council and should be implemented in stages based on feasibility and budget. Not all policies may be applicable in every instance, but their incremental progress will create a more connected, safe, and active city over time. By systematically addressing these areas, focusing on safety, accessibility, and inclusivity, La Vista can develop a robust active mobility network that improves the quality of life for everyone.

The policies and best practices proposed for La Vista have been grouped into four categories, rather than short-term or long-term concepts. Policies should be selected to achieve specific goals and objectives, or to align with other actions the City may desire to take to improve mobility. Some of these policies are already underway or in development, and simply need to be codified with specific objectives and success criteria. Others will require further exploration and evaluation before being considered for adoption.

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

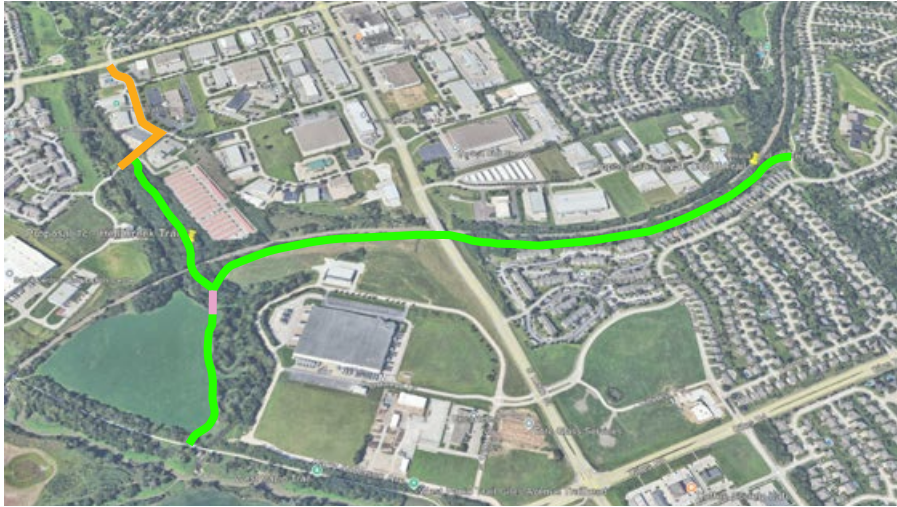
Concept Projects

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.



Concept Projects

Concept Project 1 - BNSF Cutoff and Applewood Creek Trail to Ralston



Legend

- Trail
- Bridge
- Shared Use Path

- Derived from Proposals 1 and 2
- Supports Comprehensive Plan Policies:** Live 3.3; Live 4.1; Shop 3.5; Move 1.1; Fun 1.2; Prosper 4.6
- Cost Estimate:** \$4,446,000

Concept Project 1 aims to create a vital link between several regional and primary trails, including the **West Papio Trail, Applewood Creek Trail, and Ralston Trail**. This project would primarily make use of existing easements along railroad and creek corridors, with only minor right-of-way (ROW) acquisition needed. These corridors, often unsuitable for development, offer an ideal opportunity for trail expansion. Additionally, the project would provide the potential for extending the future **Hell Creek Trail** northward to **Brookhaven Park**, further enhancing connectivity.

The eastern segment of this trail, east of 96th Street, could be developed as a shared-use path running along **96th Street and Harrison Street**, improving access and safety for pedestrians and cyclists. Coordination with the City of Omaha will be necessary to make the northeastern connection seamless. The project may also require infrastructure modifications, such as retaining walls, culverts, or utility relocations, to accommodate the trail's alignment through these areas.

This project offers a significant opportunity to enhance regional connectivity while utilizing underutilized spaces efficiently.



The existing BNSF, and specifically the high bridge over Hell Creek, would provide scenic vistas and placemaking opportunities along this trail.

Concept Project 2 – Thompson Creek Trail through Mayor's Park to Keystone Trail

Proposal 4 received high support from the public



- Derived from Proposals 3 and 4
- Supports Comprehensive Plan Policies: Live 4.1; Work 3.4; Shop 3.5; Move 1.7; Prosper 4.6
- Cost Estimate Option A: (up to) \$567,000
- Cost Estimate Option B: \$759,000
- Cost Estimate Option C: \$3,331,000
- Cost Estimate East Trail Segment: \$2,579,000

Concept Project 2 proposes a key connection between central La Vista and two major regional trails, the **Keystone Trail** and the **Big Papio Trail**, utilizing the Thompson Creek Greenway as a corridor. This project would extend the trail through **Mayor's Park**. Coordination with the **PLCS schools** and **OPPD** will be essential to secure access for the western segment of the trail.

The eastern segment would extend along the north side of **Thompson Creek**, with the construction of a 200-foot bridge over **Papillion Creek** to ensure connectivity. This project would continue the “Sarpy North” corridor into Bellevue, creating a vital east-west link through the area. Notably, the eastern connection to the **Keystone Trail** has garnered the most positive feedback from the public, highlighting its potential as a direct, desirable route for both cyclists and runners coming from the east. This connection would offer enhanced accessibility and convenience for active transportation users while integrating La Vista more fully into the regional trail network.



Existing sidewalk and driveways along 69th Street.



Upper banks along Thompson Creek.



Existing conditions within Thompson Creek.



- Legend**
- Trail
 - Bridge
 - Study Area
 - Possible Trailhead and Parking

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

Concept Project 4 – Harrison Street Bridge over Big Papio and Keystone Connection



Legend — Trail

- Derived from Proposal 9
- Supports Comprehensive Plan Policies: Live 4.1; Move 1.1; Move 1.7; Shop 3.5; Prosper 4.6
- Cost Estimate: \$219,000

Concept Project 4 aims to create a grade-separated connection from the **Big Papio Trail** to the shared-use path along the south side of **Harrison Street**, providing access to the **La Vista Sports Complex** and eventually linking with the **Thompson Creek Greenway Trail** system. This project offers a cost-effective solution for improving near-term mobility by enhancing trail access and connectivity across key areas in La Vista.

While the initial project is designed as a relatively low-cost upgrade, it is important to consider its future integration **if Harrison Street is ever widened or if the bridge is replaced**. In such cases, the project could be expanded to include a wider shared-use path on the bridge, further enhancing the connection and supporting long-term mobility goals. This project not only provides immediate benefits but also offers flexibility for future infrastructure improvements.

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.

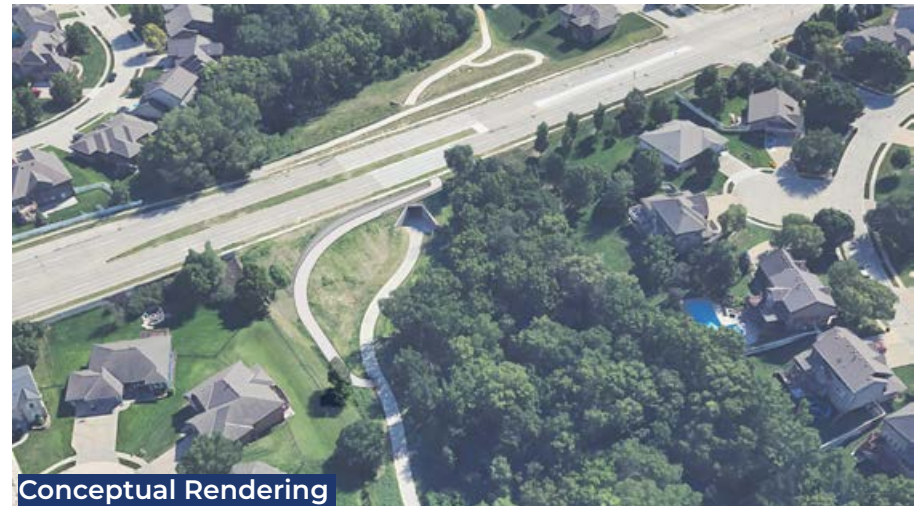
A retaining wall will be necessary, complemented by a railing to ensure user safety. This project is designed to minimize land acquisition impacts, as no additional right-of-way (ROW) is required. To address potential drainage issues, a small culvert may need to be installed.



Legend — Trail



Existing conditions with recently completed Applewood Creek Trail.



Conceptual Rendering

Concept Project 6 - Giles Road from 114th to 108th and 114th Street south



Legend

- Trail
- Bridge
- Shared Use Path



114th Street looking south (trail on right side)

- **Derived from Proposals 14 and 16**
- **Supports Comprehensive Plan Policies:** Prosper 4.6; Live 4.1; Work 3.4; Fun 1.2; Move 1.7
- **Cost Estimate:** \$3,189,000

Concept Project 6 aims to improve connectivity for southwest La Vista and link key recreational areas, including the **Portal Recreation Area** and **Prairie Queen Recreation Area**, as well as trails planned to extend along Schram Creek southward, under Highway 370, connecting to the Ashbury neighborhoods.

The trail along **114th Street** would be a 10-foot-wide shared-use path, set back 4-6 feet from the road's west edge. Despite the presence of several transmission poles, the trail could meander around them, as there is sufficient right-of-way (ROW) available. A partnership with the City of Papillion would be beneficial to extend the trail south to Valley Ridge Drive, requiring approximately 650 feet of additional trail.

The project would also include a trail along the south side of **Giles Road**, running from 114th Street to the **West Papio Trail**, requiring the construction of a 200-foot bridge over West Papio Creek. Most of the land in this area is currently outlots or public ROW, making it well-suited for trail development. This project would significantly enhance recreational access and connectivity in the region while strengthening partnerships with neighboring municipalities.

Concept Project 6 would not only connect key recreational areas but also improve access to the light industrial zone west of 114th Street, where sidewalks and non-vehicle pathways are currently inconsistent. This connection would benefit major employers like **Oriental Trading Company** at 114th and Giles Road, providing safer commuting options for employees. Additionally, **Lucky Bucket Brewing** expressed interest in a secure cyclist route to their location, as they frequently host events like the **Pint-A-Gon** for the active mobility community. Establishing a shared-use path here would enhance local connectivity, support active transportation, and strengthen ties between La Vista's commercial areas and recreational networks.

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

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



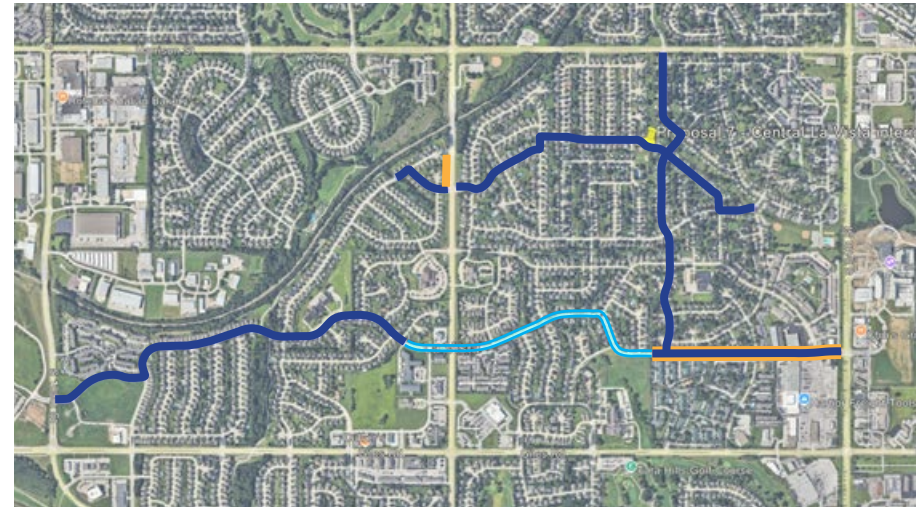
- **Derived from Proposals 21, 22 & 23**
- **Supports Comprehensive Plan Policies:** Live 4.1; Move 1.1; Move 1.2; Move 2.5; Fun 1.2
- **Cost Estimate:** \$245,000

(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

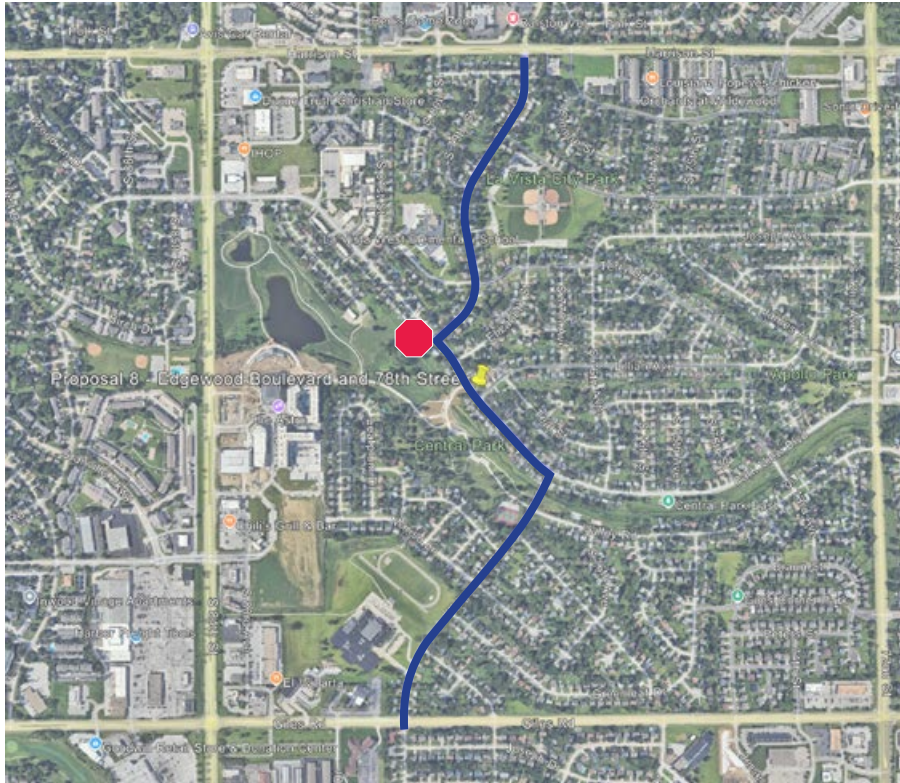
Concept Project 8 - Edgewood Boulevard and 78th Street, Giles to Harrison (Papillion to Ralston)

- Derived from Proposal 25
- Supports Comprehensive Plan Policies: Live 4.1; Move 1.1; Move 1.2; Move 2.5; Fun 1.2
- Cost Estimate: \$30,000

Concept Project 8 proposes an on-street bike route along **Edgewood Boulevard, Park View Boulevard, and 78th Street**, that would create a vital north-south commuter connection for cyclists traveling between Papillion and Ralston through La Vista. This route would enhance mobility by linking several key destinations, including Central Park, the Thompson Creek Greenway Trail network, Papillion-La Vista High School, La Vista Middle School, La Vista West Elementary, La Vista City Park, and the La Vista Civic Center and Community Center. The primary treatment for the route would involve installing painted sharrows and wayfinding signage, offering an affordable solution to improve cycling infrastructure.

If a more robust solution is preferred, the roadway could be adjusted to include narrower driving lanes for vehicles, making space for a two-way cycle track or dedicated bike lanes. While this may involve the removal of some on-street parking, the existing roadway width (35 feet) provides sufficient space for these enhancements and could help reduce speeding, which is currently an issue. **Park View Boulevard** would also benefit from similar treatments. Additionally, installing a stop sign at the **intersection of 78th Street and Park View Boulevard** would improve safety for cyclists making left turns onto 78th Street. This stop sign would require a traffic study and would be installed only if warrants were met for the intersection.

This project could serve as a pilot for the community, allowing for a temporary testing period with painted bike lanes and narrower vehicle lanes. This approach would provide an opportunity to gauge the effectiveness of the improvements and assess their impact on traffic speeds and cycling usage.



Legend

- Bike Routes
- Proposed stop sign



Concept Project 9 – Harrison Street Trail-Bikeway, Giles to Eastport Parkway (under I-80)

- **Derived Proposals 13 and 29**
- **Supports Comprehensive Plan Policies:** Live 4.1; Move 1.1; Move 2.5; Move 1.2; Fun 1.2
- **Cost Estimate:** \$1,000,000

Concept Project 9 involves two proposals (13 and 19) that together create a critical connection between La Vista’s western neighborhoods —Sunrise Woods, Southridge, and Stonybrook South—and the city center, while also linking these neighborhoods to the **West Papio Trail** via Concept Project 3. The project involves building a shared-use path along **Eastport Parkway**, from the new bridge over the West Papio Creek to Harrison Street, with potential connections to the proposed **Millard Heights Trail** and Millard Heights Park, per the Papio NRD’s plans.

This project should be coordinated with any future improvements to the **Giles/Harrison/126th Street intersection**. There are potential challenges on both sides of the road that need to be considered. While there is more space on the south side of Harrison Street, this area faces complications due to a large hill that casts shadows in the winter, making snow and ice removal more difficult. On the north side of Eastport Parkway, there is a ditch that may need to be relocated or enclosed to accommodate the shared-use path. Despite these challenges, routing the trail on the north side may provide better long-term options for connectivity.

Ultimately, this project will connect with an on-street bike route through western La Vista (Proposal 28) and will link the shared-use paths along Eastport Parkway to destinations further east. This route would play a vital role in creating the “northern spine” of La Vista’s east-west internal connection, providing safe and continuous active mobility across the city.



Legend

- Trail
- Shared Use Path



Eastport Parkway looking toward Harrison



Eastport Parkway looking toward West Papio



Conceptual Rendering

Eastport Parkway looking west (from bridge location)

Concept Project 10 - Giles Road crossing at Southport Parkway



Legend — Crossing



- **Derived from Proposal 35**
- **Supports Comprehensive Plan Policies:** Move 1.7; Live 4.1; Shop 1.4; Shop 3.5
- **Cost Estimate:** \$5,194,000

Concept Project 10 aims to create a grade-separated pedestrian crossing over **Giles Road**, connecting **Southport West** and **Southport East** at **Southport Parkway**. Currently, plans to widen Giles Road at this location will result in a ten-lane roadway, making it challenging for pedestrians to cross safely, as the existing 4-foot median does not provide sufficient refuge. Although an interim solution could involve pedestrian-activated signals to extend crossing times (as outlined in Proposal 19), the long-term solution is the construction of a **pedestrian bridge**.

To meet clearance requirements (20 feet for a truss bridge or 25 feet for a girder bridge) the design would need ramps and stairs. Fortunately, there is enough right-of-way on the west side of the intersection to accommodate this. Pedestrian traffic in the area is expected to grow, especially with new hotels, the CHI MultiSport Complex, and the convention center nearby. Additionally, the bridge could be designed as a prominent landmark, serving as a visually appealing branded gateway into the city for visitors arriving from I-80.

Given the cost and complexity of constructing a grade-separated crossing, interim at-grade improvements should also be considered. **Proposal 19** includes consideration of adding right-turn and median pedestrian refuge islands, leading pedestrian intervals, enhanced pedestrian detection, longer walk cycles, and enhanced intersection lighting.

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.

Funding and Partnerships

Projects and proposals from the Active Mobility Plan can be added to the Capital Improvement Program (CIP) through a multi-step process involving **prioritization, approval, and funding allocation**. First, proposed projects are reviewed to ensure they align with the city's broader strategic goals and meet criteria related to safety, accessibility, and community impact. Once vetted, these projects are submitted for inclusion in the CIP, where they compete for funding alongside other city infrastructure needs. To move forward, each project requires approval from **city staff**, relevant **committees**, and eventually the **City Council**. This involves presenting cost estimates, timelines, and any necessary partnerships with other municipalities or funding agencies. After approval, the projects are scheduled for funding over the CIP's multi-year planning horizon as they are incorporated into the budget, allowing for phased implementation based on priority and available resources.

Collaboration with neighboring municipalities like **Omaha, Papillion, Bellevue, and Gretna** can amplify funding opportunities by creating joint projects that serve multiple communities, making them more competitive for federal and state grants. Philanthropic groups and local foundations, such as the **Omaha Community Foundation**, may also offer financial support, particularly for community-oriented and health-focused projects. By exploring these diverse funding avenues and fostering partnerships, La Vista can ensure that its active mobility projects are well-positioned for successful implementation.

On the pages that follow, you'll find the CIP and a variety of funding resources and opportunities, highlighting how La Vista can leverage these tools to finance and execute mobility projects that benefit both local residents and the broader region.



This mural is located under the Harrison Street bridge over the West Papio Creek.

Capital Improvement Program

Cities use their Capital Improvement Program (CIP) to manage and prioritize long-term infrastructure investments, providing a structured framework for funding, and implementing significant projects over time. The CIP serves as a blueprint, typically covering a five- to six-year period, and guides how financial resources will be allocated to support capital projects such as roads, public facilities, parks, and transportation networks. These plans are critical for ensuring that essential infrastructure keeps pace with the growth and needs of the community, while also allowing cities to manage their budget responsibly.

La Vista's CIP outlines the city's planned investments in infrastructure and public amenities. This includes major roadway improvements, public facility upgrades, and enhancements to parks and recreational spaces. For La Vista's Active Mobility Plan, many of the projects outlined in the CIP have the potential to significantly benefit pedestrian and bicycle infrastructure, either directly or through complementary improvements. It is crucial to identify these projects and ensure that they align with the active mobility goals and policies that have been established in the city's comprehensive plan.

Projects such as street upgrades, sidewalk repairs, and park expansions can often be augmented to include enhanced bike lanes, improved pedestrian crossings, or the installation of shared-use paths. Additionally, each project must be reviewed for compliance with ADA standards, as outlined in the PROWAG guidelines, ensuring that all new or retrofitted infrastructure is accessible to people of all abilities. Integrating active mobility elements into these capital investments will create a more connected and inclusive transportation network in La Vista.

Below is a list of projects from the 2025 to 2029 La Vista CIP that either contribute to or require further consideration for supporting active transportation initiatives like trails, bike lanes, sidewalks, and other mobility-enhancing features. Some projects, while not directly aimed at improving mobility, may allow for enhanced mobility features as a result of their implementation, such as street repaving which allows for improved crosswalk painting after construction.

[Click here to access the City of La Vista's current CIP](#)

La Vista
CIP

Examples of CIP Projects that Improve Active Mobility

2025

50 **Wayfinding Implementation Administration**
ADMN-22-001 \$75,000

3 5 **Thompson Creek 72nd to Edgewood Trail Public Works**
Parks PARK-23-002 \$54,000

48 **84th Street Trail - Giles to Harrison**
La Vista Public Works - Streets STRT-19-008 \$2,450,000

61 **99th & Giles Signal Improvements Public Works**
Streets STRT-25-004 \$550,000

2026

50 **Wayfinding Implementation**
Administration ADMN-22-001 \$175,000

48 **84th Street Trail - Giles to Harrison**
La Vista Public Works - Streets STRT-19-008 \$2,715,000

3 5 **Thompson Creek 72nd to Edgewood Trail Public Works**
Parks PARK-23-002 \$20,000

6 **Central Park West Infrastructure Public Works**
Parks PARK-25-001 \$145,000

2027

50 **Wayfinding Implementation**
Administration ADMN-22-001 \$175,000

19 36 **Giles Rd Wide M376 (230) Public Works**
Streets STRT-17-003 \$6,000,000

20 **West Giles Road Viaduct (Feasibility Study)**
Public Works - Streets STRT-25-003 \$100,000

49 78 **Street Rehabilitation Public Works**
Streets STRT-99-001 \$1,250,000

3 5 **Thompson Creek 72nd to Edgewood Trail Public Works**
Parks PARK-23-002 \$290,000

58 67 **Streetscape Phase 2 Public Works**
Streets STRT-24-012 \$250,000

6 **Central Park West Infrastructure Public Works**
Parks PARK-25-001 \$1,450,000

2028

50 **Wayfinding Implementation Administration**
ADMN-22-001 \$275,000

49 78 **Street Rehabilitation Public Works**
Streets STRT-99-001 \$1,250,000

58 67 **Streetscape Phase 2 Public Works**
Streets STRT-24-012 \$1,500,000

49 78 **84th Street Resurfacing (10 Year Cycle) Public Works**
Streets STRT-28-003 \$360,000

2029

50 **Wayfinding Implementation Administration**
ADMN-22-001 \$200,000

49 78 **Street Rehabilitation Public Works**
Streets STRT-99-001 \$2,500,000

49 78 **84th Street Resurfacing (10 Year Cycle) Public Works**
Streets STRT-28-003 \$1,800,000

Note: This list is not intended to be updated; it instead serves as an example of a snapshot in time of CIP projects that work to improve mobility or provide opportunities to improve mobility.

Funding and Partnerships

National and Federal-Level Resources

1. RAISE Grants (Rebuilding American Infrastructure with Sustainability and Equity)

Supports surface transportation projects that promote equity, safety, sustainability, and innovation.

<https://www.transportation.gov/RAISEgrants>

2. ATiIP (Advanced Transportation Infrastructure Investment Program)

Federal program offering grants for constructing projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

3. Transportation Alternatives Program (TAP) – Federal

Provides funding for pedestrian and bicycle infrastructure, safe routes to school, and community improvements.

https://www.fhwa.dot.gov/environment/transportation_alternatives/

4. Safe Streets and Roads for All (SS4A)

Federal grant initiative focused on reducing roadway crashes and fatalities, supporting local safety projects.

<https://www.transportation.gov/grants/SS4A>

5. Other Bipartisan Infrastructure Law (BIL) Grant Programs - Reconnecting Communities.

Includes various funding streams for transportation infrastructure, with a focus on sustainability and equity.

<https://www.transportation.gov/reconnecting>

6. Congestion Mitigation and Air Quality Improvement (CMAQ)

Funds transportation projects that improve air quality and reduce congestion, encouraging active transportation and alternative fuels. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

7. Federal Highway Administration (FHWA) Recreational Trails Program

Provides funding for developing and maintaining recreational trails for motorized and non-motorized users.

https://www.fhwa.dot.gov/environment/recreational_trails/

Funding and Partnerships

Nebraska-Specific Resources

1. Nebraska Transportation Alternatives Program (TAP)

State-managed TAP funding for pedestrian, bike, and trail projects, including Safe Routes to School programs.

2. Papio-Missouri River Natural Resources District (NRD) Grants

Local grants supporting regional trail systems, stormwater management, and flood control projects that enhance mobility.

3. Nebraska Environmental Trust Fund

Provides grants for environmental stewardship projects, which can include trail development and green infrastructure.

4. Nebraska Game and Parks Commission – Recreational Trails Program

Offers assistance for trail development, connecting recreational and urban spaces across the state.

5. NDOT (Nebraska Department of Transportation) Bike and Pedestrian Program

Provides guidance and may offer support for bike and pedestrian infrastructure projects, including shared-use paths.

6. Heartland 2050 Mini Grants

Funding for transportation and land use projects in the Omaha-Council Bluffs metro area, including bicycle and pedestrian infrastructure.

7. Local Philanthropy and Community Foundations

Organizations like the Omaha Community Foundation, Rotary Club, Sherwood Foundation and other local philanthropy groups may offer grants for trail development, complete streets, or active mobility.

8. Nebraska Economic Development Grants

Funds allocated through the Nebraska Department of Economic Development can support infrastructure projects that promote economic growth and improve accessibility.

9. City of La Vista

Funding for infrastructure projects, which may include trails, bike lanes, and other mobility infrastructure.

Funding and Partnerships

Regional Partnerships with Adjacent Cities

Given La Vista's strategic location between Omaha, Bellevue, Papillion, Ralston, and Gretna, coordination with neighboring municipalities is essential for seamless trail connectivity and maximizing regional benefits. Following are some recommendations to strengthen this coordination:

1. Leverage Existing Stakeholder Networks:

Existing entities like the Omaha Trails Coordinating Council, led by the Papio-Missouri River Natural Resources District (NRD), provide a platform for regional collaboration. Including more frequent meetings with representatives from La Vista and growing communities such as Gretna can focus on joint funding strategies, shared maintenance, and intercity trail connections, ensuring projects like the West Papio Creek align regionally.

Action Step:

La Vista should advocate for regular meetings of the Trails Coordinating Council to share expertise and align timelines for regional projects.

2. Align with Neighboring Cities' Plans:

Coordination with cities like Omaha, Bellevue, and Ralston can enhance trail connectivity across municipal borders. For instance, linking La Vista's proposed trails to Omaha's Keystone Trail and collaborating with Papillion on the West Papio Trail ensures a more comprehensive network. Joint funding applications and shared maintenance responsibilities for cross-city projects are key to long-term success.

Action Step:

Review regional trail plans and collaborate with neighboring cities on joint projects.

3. Regional Funding Opportunities:

To fund regional trail projects, cities can collaborate on grant applications for programs such as the Transportation Alternatives Program (TAP) and Nebraska Environmental Trust. Demonstrating multi-jurisdictional benefits can increase the likelihood of securing state and federal funds.

Action Step:

Form a joint grant-writing team to pursue funding for regional trail projects.

4. Consistent Trail Naming and Branding:

Consistent trail names across jurisdictions and standardized signage will enhance user experience. Coordination with the Papio NRD for trail markings and mile markers ensures continuity across city borders, while each city can retain its unique identity through distinct trail features.

Action Step:

Work with Papio NRD to maintain consistent naming and marking standards while highlighting each city's unique character.

Through these steps, La Vista can solidify its role as a key player in Sarpy County's growing trail network, enhancing connectivity and recreational opportunities across the region.

Maintenance

How do we maintain active mobility infrastructure?

Proper maintenance of trails, bike lanes, crosswalks, and other active mobility infrastructure ensures safety, usability, and long-term durability. Well-maintained facilities encourage people to use non-motorized transportation modes, reducing accidents and extending the lifespan of infrastructure investments.

Regular upkeep prevents hazards such as cracked pavement, faded markings, and damaged signage that can pose risks to cyclists, pedestrians, and other users.

Typical Maintenance Components:

- 1. Trail Surfaces:** Regular inspections for cracks, potholes, drainage issues, and surface degradation. Repairs may include resurfacing, crack sealing, or repaving.
- 2. Painted Crosswalks and Bike Lanes:** Repainting to ensure visibility of lane markings and crosswalks. Over time, paint can fade due to weather and traffic wear.
- 3. Wayfinding Signage:** Ensuring that signage is legible, free from vandalism, and properly positioned. Replacing or repairing damaged or outdated signs.
- 4. Trail Amenities (benches, bike racks, lighting):** Checking for wear and tear, damage, or vandalism. Regular cleaning and replacing broken or missing items.
- 5. Vegetation Management:** Trimming overgrown trees and bushes that may obstruct visibility or pathways. Maintaining proper landscaping to control erosion and preserve trail aesthetics.

Maintenance Costs and Time Intervals:

- 1. Trail Surfaces:** For asphalt trails, resurfacing is recommended every 7-15 years, depending on usage and weather conditions. For concrete trails, surface leveling, joint sealing, or crack repairs are recommended every 5-7 years. Annual or bi-annual inspections are recommended to prevent larger repairs.
- 2. Painted Crosswalks and Bike Lanes:** Repainting typically needed every 1-2 years, depending on traffic volume and weather exposure.
- 3. Wayfinding Signage:** Inspection and cleaning should be conducted annually, with replacement needed every 5-10 years.
- 4. Trail Amenities:** Inspections quarterly or bi-annually, with repairs or replacements as needed.
- 5. Vegetation Management:** Requires seasonal trimming and maintenance, typically 1-2 times per year.

Proper budgeting for maintenance ensures longevity and safety, protecting the investment made in building active mobility infrastructure.

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 Integration Steps

- **City Council Approval and Comprehensive Plan Adoption:** Submit the Active Mobility Plan for approval by the City Council and adopt it as an official component of the city's Comprehensive Plan.
- **Align with Capital Improvement Program (CIP):** Begin the process of integrating cost effective, high-priority projects from the Active Mobility Plan into the next CIP update and include mobility projects within all future CIP budgets.
- **Coordinate with MAPA:** Work closely with the Metropolitan Area Planning Agency (MAPA) to ensure alignment with regional goals and leverage MAPA's resources for project planning and funding.

2. Early Construction and Improvement Projects

- **Implement Quick Wins:** Start with simple construction projects such as filling sidewalk gaps, installing bike racks, and repairing damaged truncated dome panels at crosswalks identified in the initial conditions review.
- **Enhance Crossings:** Make targeted improvements to key pedestrian crossings, focusing on visibility and safety. This could include new striping, signage, and signal adjustments.
- **Pilot Small Projects:** Test smaller-scale infrastructure improvements, such as temporary bike lanes, to gauge community response and refine long-term project plans.

3. Funding and Grant Applications

- **Apply for TAP Funding:** Submit applications for TAP (Transportation Alternatives Program) grants for priority projects identified in the plan, emphasizing projects that support regional connectivity.
- **Seek Additional Grants:** Explore other funding sources, such as the Nebraska Environmental Trust, RAISE grants, and community foundation support, particularly for larger projects or those involving multiple jurisdictions.
- **Establish a Joint Grant Committee:** Form an intradepartmental team focused on identifying and applying for grant opportunities, ensuring timely submissions for active mobility projects.

Summary & Recommendations

4. Priority Infrastructure Projects

- **Advance Concept Projects:** Begin design and engineering for high-priority or lower-cost projects like Concept Projects 2, 5, and 8.
- **Address Key Connections:** Prioritize projects that connect to regional trails, such as the proposed link between the West Papio Trail and Southport area (Concept Project 3).
- **Add New Wayfinding Signage:** Install wayfinding signage along major corridors and at trailheads to improve user navigation and enhance the trail experience.

5. Education and Awareness Initiatives

- **Staff Training:** Provide training for City staff on ADA accessibility requirements, including PROWAG standards, as well as general best practices in active mobility planning.
- **Active Mobility Awareness Campaign:** Launch a local campaign to raise awareness about new trails, shared-use paths, and safe cycling practices, using digital and physical media to engage the community.
- **Community Events:** Organize car-free days or open-street events on select weekends, allowing users to experience city streets safely and promoting active transportation options.

6. School and Community Partnerships

- **Bike/Walk Days with Schools:** Partner with local schools to organize bike and walk-to-school days, helping students and families develop safe, active transportation habits.
- **Safety Education in Schools:** Work with schools to incorporate basic pedestrian and cycling safety education into their programs, encouraging youth engagement in active mobility.
- **Community Organization Collaboration:** Partner with local groups like the Rotary Club or neighborhood associations to promote trail use and organize community bike rides or walks.
- **National Recognition:** Conduct an evaluation using the assessment criteria from the League of American Bicyclists to identify opportunities for improvement, and consider applying for Bike-Friendly Community status. Look for ways to partner with other communities to enhance the City's application as a model for the region.

Summary & Recommendations

7. Policy and Long-Term Planning

- **Develop a Complete Streets Policy:** Create a Complete Streets policy to ensure future roadway projects incorporate safe, accessible pathways for all users, aligning with active mobility goals.
- **Regular Plan Reviews and Progress Reports:** Establish a system for tracking and reporting progress on the Active Mobility Plan, with plan reviews prepared every two years to keep the plan current and stakeholders informed.
- **Expand Active Transportation to Key Corridors:** Integrate plans to extend shared-use paths and bike lanes along major corridors such as 84th Street, 96th Street, and Giles Road as part of long-term network expansion.

8. Monitoring and Data Collection

- **Install Counters on Trails:** Place counters on key trails and paths to monitor usage patterns, which can help inform future project priorities and demonstrate the impact of active mobility investments.
- **Survey Residents:** Conduct regular surveys to gauge resident satisfaction with active mobility options, identifying any barriers to usage and areas for improvement.
- **Evaluate Pilot Projects:** Monitor pilot projects closely and gather data on usage and community feedback, which will be essential in scaling successful projects citywide.

9. Regional Coordination and Collaboration

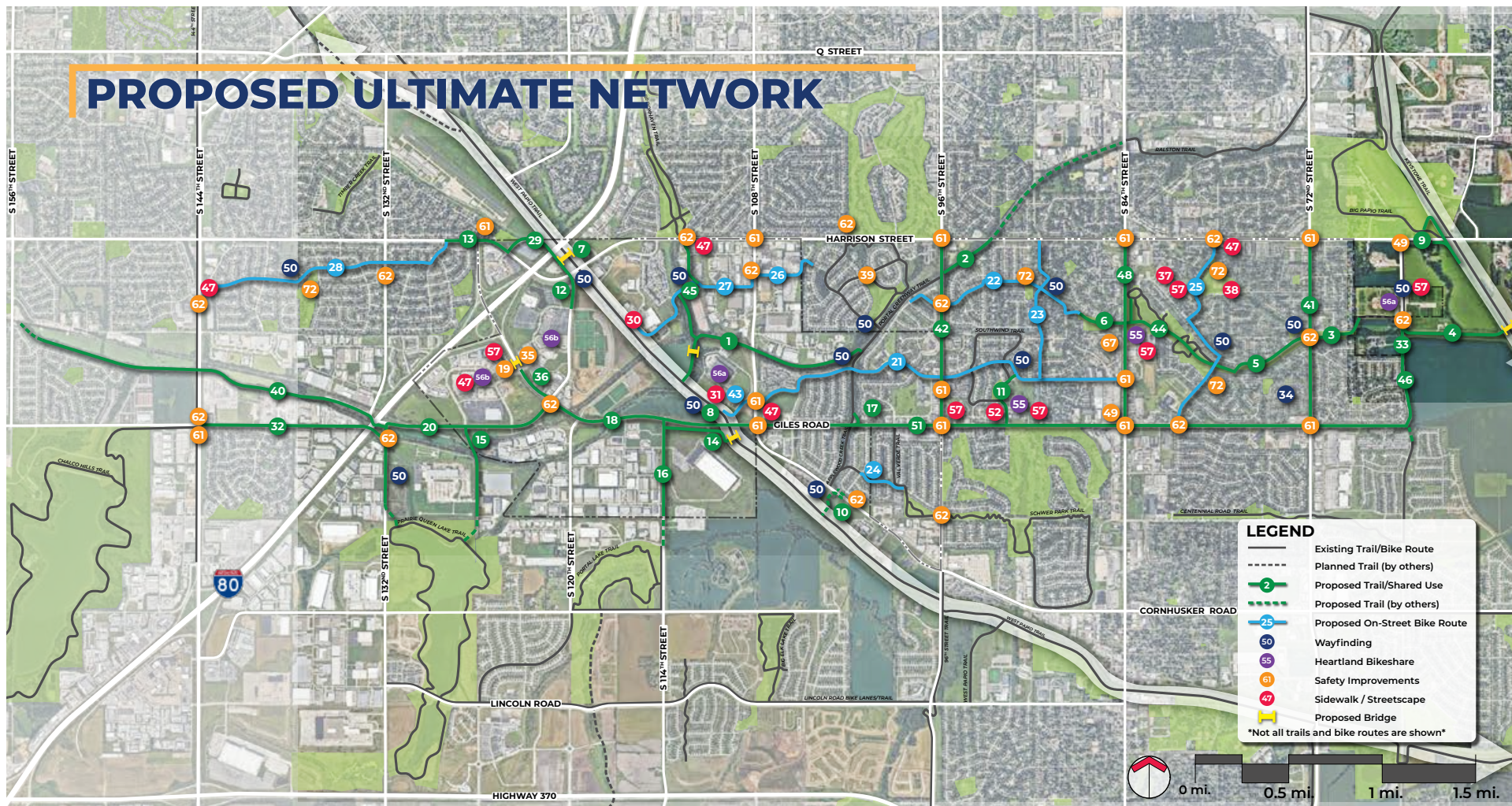
- **Engage with Neighboring Cities:** Coordinate with Omaha, Papillion, Bellevue, Ralston, and Gretna to align La Vista's projects with regional trail systems, creating a cohesive regional network.
- **Work with Papio NRD on Connectivity:** Partner with the Papio-Missouri River NRD to connect La Vista's trails to regional corridors and ensure consistent trail standards, signage, and maintenance.
- **Promote Regional Naming/Branding:** Work with regional partners to brand La Vista's trails as part of the broader Sarpy County and Omaha metro trail network by establishing clear naming conventions, enhancing recognition and appeal for residents and visitors alike.

Summary & Recommendations

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

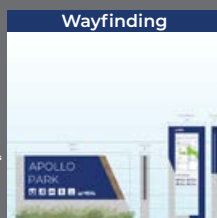
- **Integrate SS4A and Vision Zero Safety Goals in Local Plans:** Update La Vista's policies to reflect the Omaha Vision Zero's goal of eliminating serious injuries and fatalities, emphasizing protection for vulnerable road users like pedestrians and cyclists
- **Support Infrastructure Projects for High-Safety 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.

PROPOSED ULTIMATE NETWORK



Other Proposed Policies

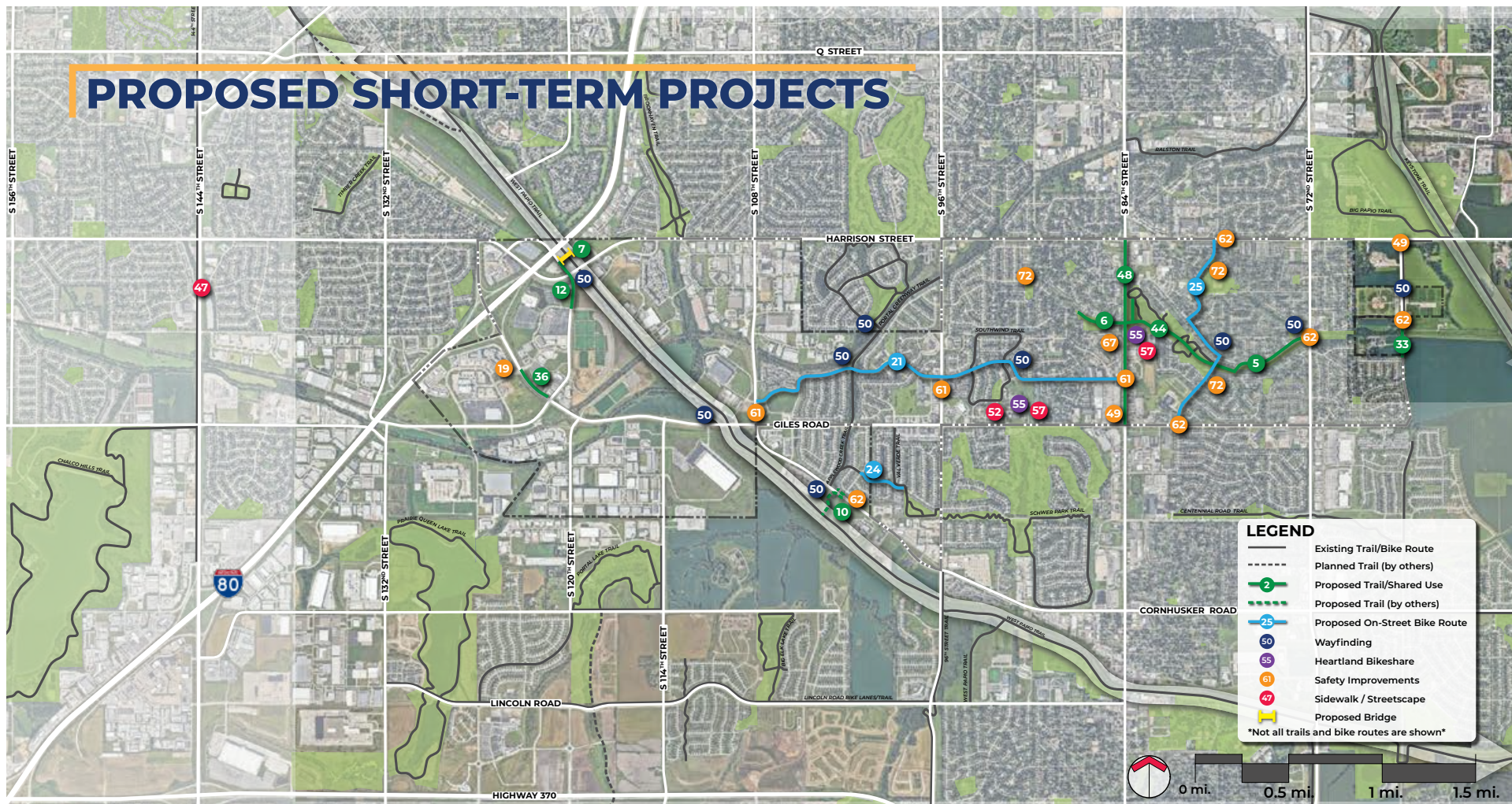
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|-------------------------------------|--|--|
| 63 Motorist and Cyclist Education | 58 Improve Pedestrian Amenities | 70 Bike Rack Guidance |
| 67 Informational / Advisory Signage | 59 Bike Fix-it Stations | 71 Implement ADA Audit Recommendations |
| 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 | |



La Vista Active Mobility Plan



PROPOSED SHORT-TERM PROJECTS



- 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

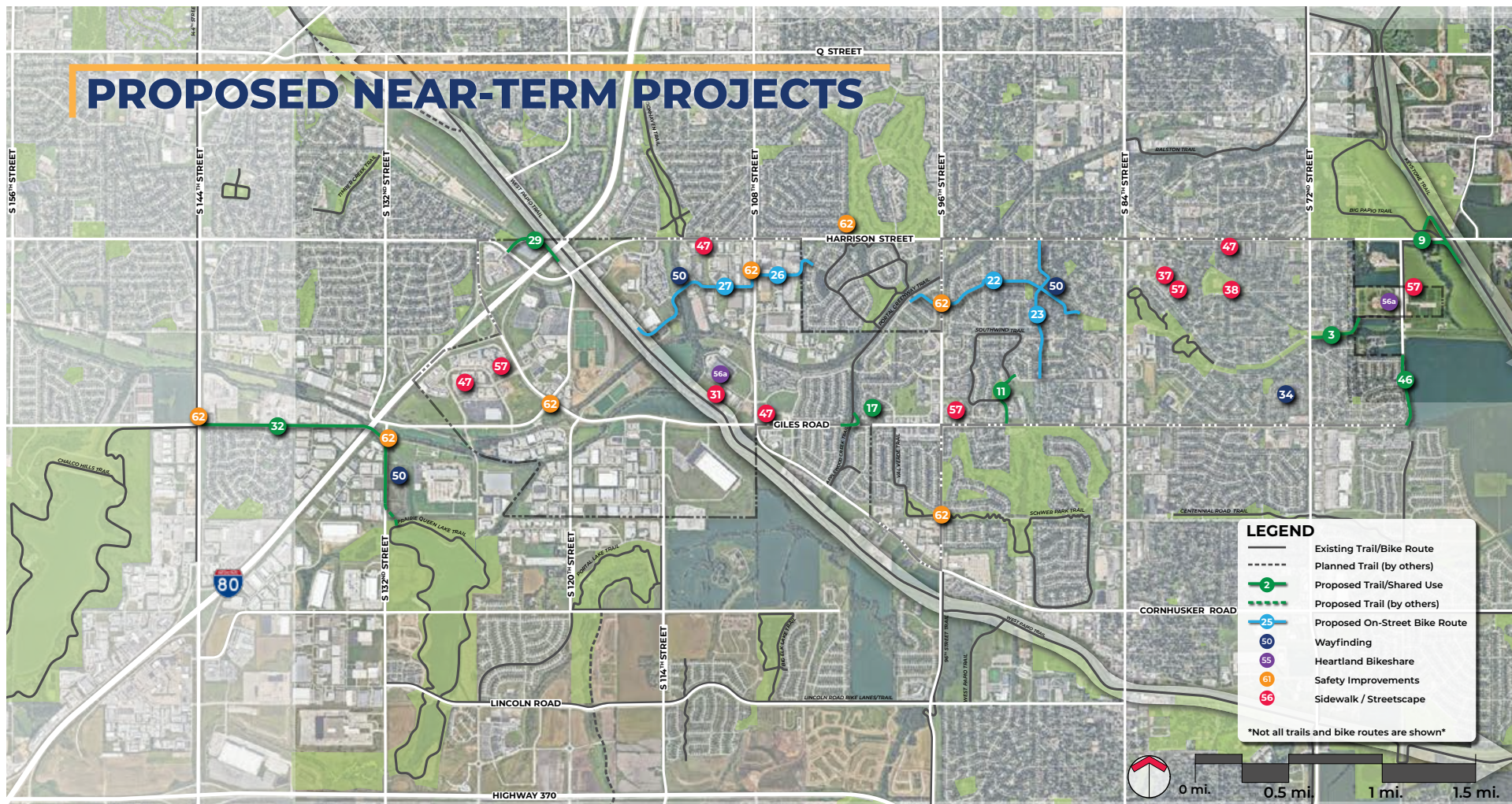
- 44 Central Park interior trail improvements
- 48 84th Street Trail (along both sides) from Giles to Harrison
- 21 Brentwood Drive bike route, 84th to 108th
- 24 On-street bike route on West Centennial Road, Applewood Creek Trail to Val Verde
- 25 Bike boulevard along Edgewood Boulevard, Parkview Boulevard, 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

La Vista Active Mobility Plan



PROPOSED NEAR-TERM PROJECTS



- 3 Mayor's Park Trail from 72nd Street to La Vista Sports Complex
- 9 Grade separated connection from Harrison Street Trail to Big Papio/Keystone Trails
- 11 Shared Use Path/Trail along 92nd Ave and Robin Drive from Brentwood Drive to Giles Road
- 17 Giles Road to Applewood Creek Trail connection on north side
- 29 Shared use path along Eastport Parkway from new West Papio Creek bridge to Harrison Street
- 32 Chalco Hills to Prairie Queen connector
- 46 66th Street Trail connection from Giles to Ardmore East

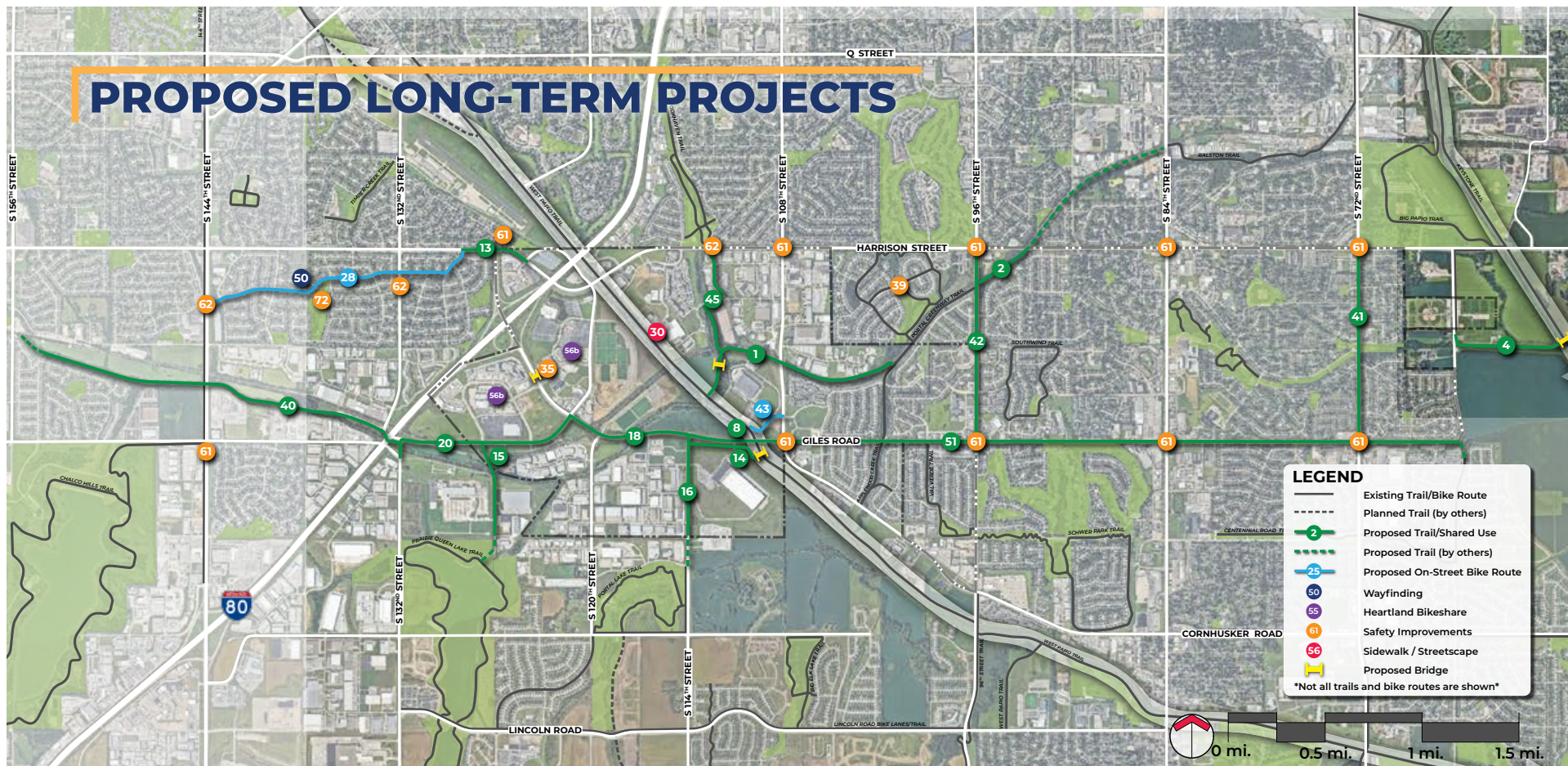
- 22 Valley View Drive bike route, from Portal Greenway Trail to Central Park West
- 23 Elm Drive/Pine Drive bike route from Brentwood Drive to Harrison Street
- 26 Gertrude Street bike route and trail connection to Edna Ave
- 27 Bike route along 118th Street, Olive Street, and Skinner Drive, from West Papio Trail to 108th Street
- 34 Giles Corner Park to Thompson Creek Trail wayfinding signs
- 50 Improve Wayfinding and Signage
- 56a Heartland bike share stations at West Papio Trail Trailhead (108th Street) and La Vista Sports Complex (66th Street)

- 62 Improve Pedestrian Connections
- 31 Expanded parking at Harry Andersen and 109th Street trailhead
- 37 Community Center / La Vista West Elementary / City Centre connectivity
- 38 Triangle Park, City Park, Hollis Park connectivity
- 47 Eliminate Sidewalk Gaps
- 56 Heartland bike share stations at West Papio Trailhead (108th Street) and La Vista Sports Complex (66th Street)
- 57 Encourage Citywide Bike Parking

La Vista Active Mobility Plan



PROPOSED LONG-TERM PROJECTS



- | | | |
|--|--|---|
| 1 Applewood Creek Trail to West Papio Trail connection | 20 West Giles Road Trail/Bikeway from 132nd Street to Eastport Parkway | 50 Improve Wayfinding and Signage |
| 2 Applewood Creek Trail to Ralston Trail connection | 40 South Papio Trail (from 132nd to 156th) | 56b Heartland bike share stations - Southport West and Southport East |
| 4 Keystone Trail connection from La Vista Sports Complex | 41 72nd Street trail/sidewalk/shared use path (along east side) | 35 Giles Road and Southport Parkway crossing - grade separation |
| 8 Giles Road Trail from 114th Street to 108th Street | 42 96th Street trail/sidewalk/shared use path (along either side) | 39 Cimarron Woods (and elsewhere) ADA compliance |
| 13 Harrison Street Trail connection to Highland Drive | 45 Hell Creek Trail from West Papio Trail to Olive Street | 61 Intersection Improvements |
| 14 Giles Road Trail (south side) and bridge to West Papio Trail | 51 Giles Road Trail (108th to 66th Street, north side) | 62 Improve Pedestrian Connections |
| 15 126th St, Prairie Queen to Costco | 28 On-street bike route from 144th Street to Highland Boulevard along Josephine and Gertrude Streets | 30 Parking/Trailhead along 118th Street near Emiline or Olive |
| 16 114th Street Trail (west side) from Giles Road to Portal Lake Trail | 43 West Papio Trail / Brentwood Drive bike route connection | |
| 18 Giles Road Trail/Bikeway | | |

La Vista Active Mobility Plan



EXISTING SIDEWALK GAPS AND AREAS LACKING ACCESSIBILITY

HARRISON STREET

S 156TH STREET

GILES ROAD

S 144TH STREET

S 132ND STREET

PRAIRIE QUEEN

S 114TH STREET

S 108TH STREET

CHALCO HILLS TRAIL

WOOD CREEK TRAIL



Supplemental Materials Provided as part of the Study

Project Management:

Meeting Agendas and Presentations

Public Input:

Survey results, stakeholder meetings, open house, and other public events

Proposals and Policies:

Proposal and Policy descriptions, phasing, and categorization

Concept Projects:

Plan Sheets and Cost Estimates

Outside Reports:

Past Studies and Resources

References

It should be noted that the available resources, funding sources, guidelines, and assistance for pedestrian, bicyclist, and other active mobility infrastructure and best practices is ever-changing, and that additional resources and tools will become available over time. All links are current as of publication date: January 2025.

Existing Conditions and Resources

Includes maps, data, reports, and information from the City of La Vista, Omaha area, and websites related to mapping existing data.

[City of La Vista Your Government](#)

[City of La Vista Planning Commission](#)

[City of La Vista Comprehensive Plan](#)

[City of La Vista Streetscape Plan](#)

[City of La Vista Corridor 84](#)

[Look Out La Vista](#)

[MAPA Omaha Metropolitan Area Bicycle Map](#)

[Metro Omaha Trails by Papio-Missouri River NRD](#)

[TrailLink Omaha, NE Trails](#)

[MAPA Omaha Area Bike Map PDF](#)

[ModeShift Omaha Transportation Info](#)

[Sarpy County GIS](#)

[La Vista Active Mobility Plan RFQ News](#)

[City of Omaha Parks and Trails](#)

[Papio NRD Neighborhood Expanded Access to Trails \(NEAT\) Study \(GIS Story Map\)](#)

[Papio NRD Neighborhood Expanded Access to Trails \(NEAT\) Study \(Report\)](#)

[Strava Global Heatmap](#)

[RideWithGPS Heatmap](#)

[Great Runs Omaha - Keystone Trail](#)

[THOR Trails](#)

[Greenstreet Cycles Local Trails](#)

[Heartland Bike Share - News](#)

[GILES ROAD CORRIDOR STUDY - Harrison Street to South 96th Street](#)

References

Reasons to Improve Mobility

Includes websites about ADA, PROWAG, safety, equity, wayfinding, intrinsic value, and placemaking.

[Access Board PROWAG](#)

[ModeShift Omaha Meeting Recap on Omaha's Active Mobility Plan](#)

[Keep Omaha Moving Urban Core Street Reconfiguration Study](#)

[Rails-to-Trails Great American Rail-Trail Impact](#)

[All Bodies on Bikes](#)

[National Highway Traffic Safety Administration \(NHTSA\)](#)

[Vulnerable Road Users Assessment - Nebraska DOT](#)

[Smart Growth America](#)

[StoryMaps Active Mobility](#)

[Safe Routes Partnership](#)

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

[Vision Zero Omaha](#)

[Nebraska's Strategic Highway Safety Plan Vulnerable Road Use Assessment](#)

Facility Types, Design Guidelines, Resources, Policies, and Assistance

Includes websites about various types of mobility treatments, best practices, policies, design guidelines, and assistance.

[U.S. Department of Transportation - Active Transportation](#)

[FHWA - Federal Highway Administration](#)

[NACTO \(National Association of City Transportation Officials\)](#)

[Smart Growth America Rural Roadmap](#)

[Active Transportation Alliance](#)

[Getting Involved in Active Transportation Plans](#)

[Active Transportation Alliance Bike Walk Every Town](#)

[Active Transportation Resource Center](#)

[Omaha Traffic Calming Program](#)

[FHWA Safe Systems Approach](#)

[The League of American Bicyclists](#)

References

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](#)

