

ABOUT

Study Background & Objectives

The Western Sarpy Transportation Enhancement Plan (WE-STEP) will be a strategic transportation plan for western Sarpy County, developed in collaboration with the City of Gretna, City of Papillion, City of Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA). WE-STEP will build on the land use development patterns and transportation plans of these partner agencies to provide a unified framework for the coordination of future transportation improvements.

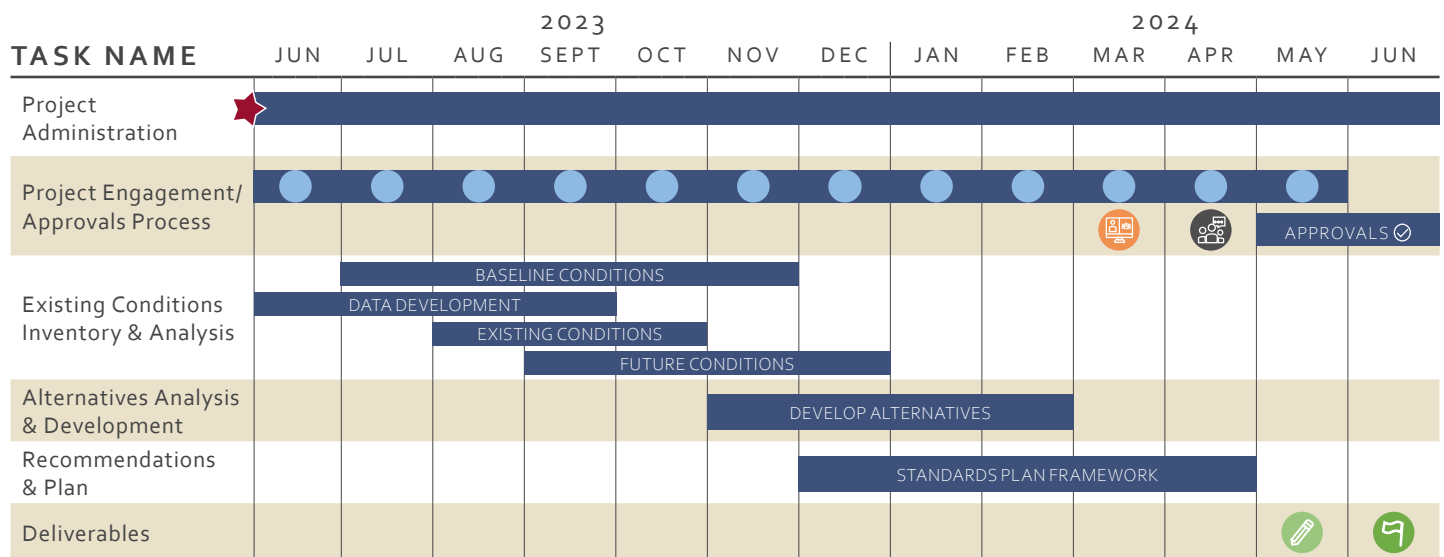
WE-STEP also draws upon the goals identified in coinciding planning efforts from all agencies involved, including:

- [MAPA 2050 Long Range Transportation Plan](#)
- [Gretna Comprehensive Plan](#)
- [Papillion Comprehensive Plan](#)
- [Springfield Comprehensive Plan](#)
- [Unified Southern Sarpy Wastewater System](#)
- [Sarpy County I-80 Planning and Environmental Linkages](#)

The plan considers future development projections, land use, traffic demand, connectivity, roadway design, safety, transit, alternative modes of transportation, pedestrian amenities, environmental considerations, costs, emergency response, and measures of success. WE-STEP will identify roadway network extensions and enhancements to support and complement future changes beyond what the existing transportation system in the area can offer.

Schedule

The plan development process involves analyzing public input, existing conditions, developing alternatives and analyzing them. The plan development team will develop standard frameworks for a draft plan. The final plan will be complete in summer 2024.



KEY

- Notice-to-Proceed
- Online Public Meeting
- Small Group Meetings
- Progress Meeting
- Draft Plan
- Final Plan

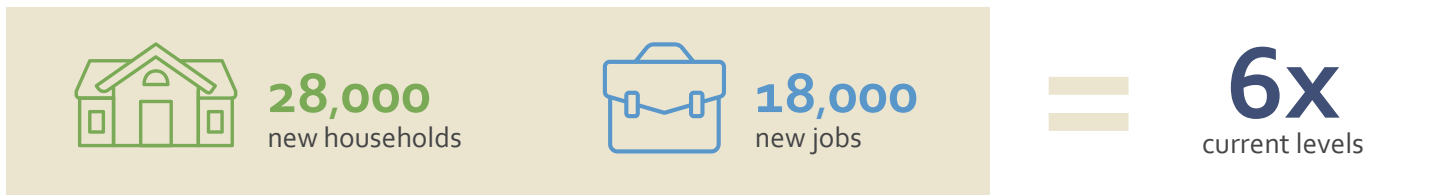
WHERE WE'RE AT

Previous Work

To prepare for the study and develop understandings of the region, the plan development team utilized data from traffic studies and growth projections to develop land use scenarios. The plan development team studied land use scenarios for the current baseline transportation network, long term transportation needs through a 50-year future development build out of the region, and a range of alternative future street network configurations.

Growth in the study area by 2050 alone is expected to be about 28,000 new households and 18,000 new jobs, an increase of more than 6 times current levels by 2050. This increase in households and new jobs will need a transportation network with greater capacity.

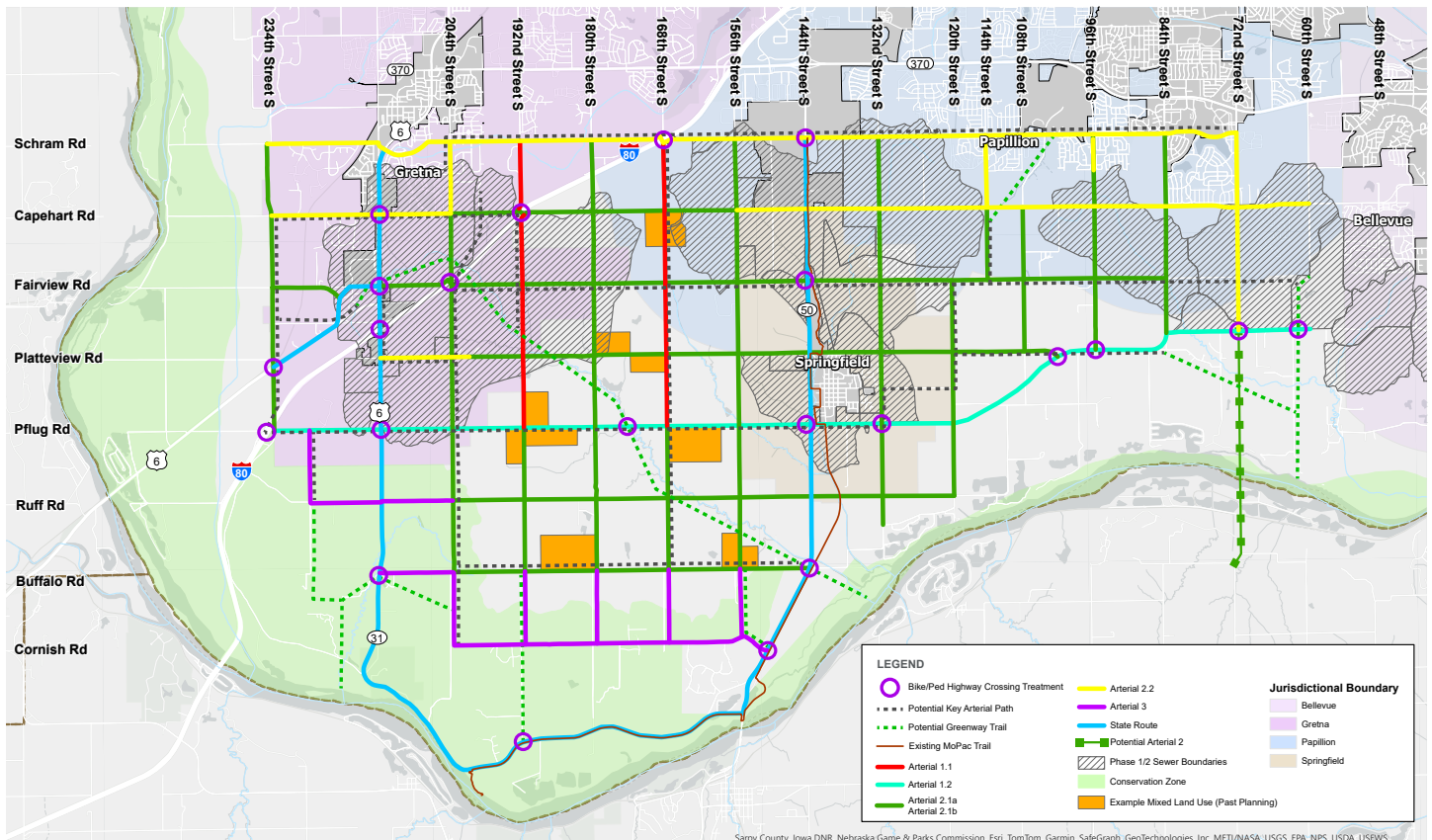
By 2050:



Regional Transportation Network

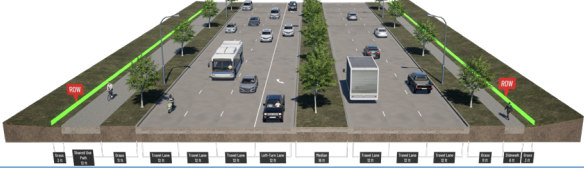
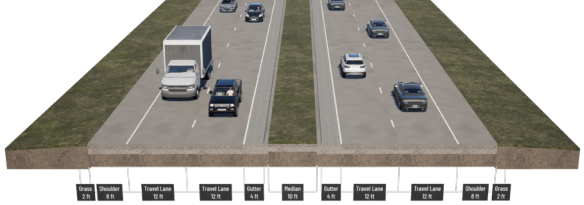

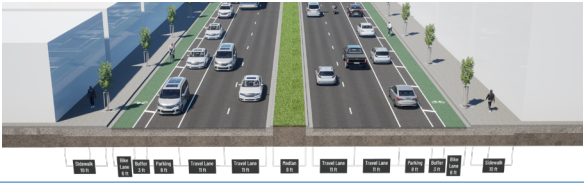

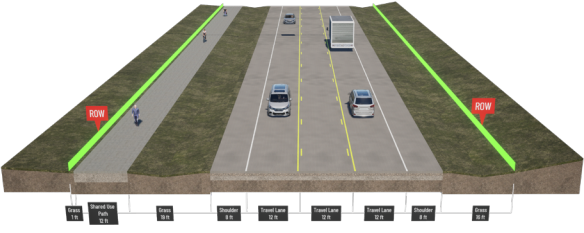
A regional transportation network has been drafted for WE-STEP. The transportation network planning has a standardized approach and adherence to established street design standards, adopts a locally agreed upon classification system when describing the network in comprehensive planning efforts, and applies typical cross section design that matches design requirements in local regulations.

This map is not final and used for plan development purposes only.



Proposed Arterial Types

Roads classified as arterials are designed to provide interconnected traffic movement between major activity areas. Three main arterial types have been established for WE-STEP, and are defined below:

Arterial Type	Right-of-Way	Purpose	Example Cross Section
<p>Type 1 Arterial: This type of arterial will be continuous and support long distance travel. It is a route intended to move traffic between communities across the study area. Some of these may be principal or major arterials.</p>			
Arterial 1.1	150 ft.	Highest level of mobility arterial in the context of suburban development pattern. No on street parking, development set back from the streets.	
Arterial 1.2	150 ft.	Highest level of mobility arterial in the context of a limited access facility. These corridors will be in rural and suburban contexts to facilitate higher-speed, longer distance travel.	
<p>Type 2 Arterial: This type of arterial is more specific to a municipality and is intended to connect major areas of activity within and between communities.</p>			
Arterial 2.1a	110 ft.	Arterial in the context of suburban development pattern	
Arterial 2.1b	110 ft.	Arterial in the context of urban scale development pattern – accommodates street-oriented development, on-street parking, active transportation access, and slower speeds.	
Arterial 2.2	100 ft.	Already platted corridors – some study area corridors are currently developing or recently developed and are only platted to accommodate 100' street right-of-way (ROW).	
<p>Type 3 Arterial</p>			
Arterial 3	100 ft.	Conservation area corridors – 100 ft. of ROW will be reserved. If development occurs in these areas, it is anticipated to be limited, so the need for widening is limited. These corridors could potentially have sidepaths for recreational biking and walking opportunities	

WE-STEP will include proactive planning for ROW standards that are flexible and can fit with the land uses that develop around it. Additionally, ROW standards also consider traffic speeds and potential alternative intersections, like roundabouts.

NETWORK PLANNING CONSIDERATIONS

Safety

Safety is a primary consideration of WE-STEP. The following concepts are considerations for WE-STEP:

- Crashes occur more frequently at intersections or access points
- A raised median is safer for all users of the transportation network
- High speed vehicle traffic does not create a safe space for pedestrians and bicyclists
- Roundabouts are safer than signalized intersections in most instances

These aspects will be considered through the development of the WE-STEP with a goal to provide safe streets for all users of the transportation network established in the plan.

Roundabouts

Roundabouts will be considered in the plan as they are a type of intersection that is cost-effective when compared to signalized intersections and they improve safety for all users, including pedestrians and cyclists. Roundabouts also reduce congestion and help keep traffic moving. The Federal Highway Administration reports that converting a signalized intersection to a roundabout reduces all crashes by nearly one-third, and fatal or serious injury crashes by nearly 80%.

For more information on roundabouts, please [view this video about an Omaha roundabout](#).

Pedestrian/Multimodal Considerations

Planning for pedestrian use and other multimodal options for transportation is a major consideration of WE-STEP. The plan considers shared-use paths, sidewalks, and landscaped buffers.



Shared-Use Path: A facility for pedestrians and bicyclists that has minimal cross flow with motor vehicles and serves as an extension of the roadway network. They are commonly designed for two-way travel and typically at least 10' wide.



Sidewalk: A paved path for pedestrians along the side of the road, narrower than a shared-use path.



Landscaped Buffer: A continuous edge of land along the perimeter street and used as a transition between the roadway and pedestrian facilities. If wide enough, they can include street trees or other plantings.

The location of a section of roadway in a more urban, suburban, or rural area may influence features such as shared-use paths, sidewalks, landscaped buffers, wider sidewalks and on-street parking.

Planning for Cost Effective Decision Making

It is important to the WE-STEP Consortium and the STAC that the plan provides cost-effective actions for all parties. Cost is a consideration in the planning effort, and the plan will allow for flexibility in implementation that will vary as the communities change.