

10/21/2021

ACKNOWLEDGMENTS

DESIGN TEAM

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 Natural Resources District (Eric Williams)
- Ehrhart Griffin & Associates
- RDG Planning & Design

SELECTION COMMITTEE

- Fred Conley
- Danny Begley
- Tim Fowler
- Tim McCormick
- Jim Thompson
- Larry Bradley

STAKEHOLDERS

- Seventy Five North
- City Sprouts
- Culxr House
- The Great Plains Black History Museum
- The Malcolm X Foundation
- Metro Transit
- North Omaha Neighborhood Alliance
- The Omaha Chamber of Commerce
- The Omaha Municipal Land Bank
- Omaha Permaculture
- Omaha Public Schools
- Spark
- The Union for Contemporary Art

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"Trails make communities better places to live by preserving and creating open spaces for recreation. They provide affordable exercise and recreation opportunities within the community."

- Terry Bergerson, U.S. National Park Service

BELTLINE

INTRODUCTION

The Beltline Trail presents a special opportunity to invest in recreation, active transportation, and access to natural resources in North Omaha. This trail will connect its users and communities to metropolitan Omaha's growing trail network, educational institutions from pre-school to medical school, and the deep and uniquely rich history of North Omaha.

But beyond simple functionality, strategic placemaking, thoughtful alignment design, and integrated art will make the Beltline a rewarding experience for both its users and its neighborhoods.

PURPOSE

This document will illustrate the influences, design, and development strategy for the Beltline Trail for the North Omaha community and the broader public.

A fundamental purpose of the trail is to provide equitable access to active transportation to a region of Omaha underserved by active transportation facilities. In a 2014 report the Center for Disease Control stated benefits of increased trail infrastructure and use include (1) reduced risk to medical issues like cardiovascular disease and diabetes, (2) decreased air pollution, and (3) increased use of adjacent parks. But this trail will also be a corridor that advances and celebrates learning, both along its way and in the institutions that it connects.

PROCESS

The reuse of the former Missouri Pacific Railroad corridor through central Omaha has been discussed since the 1990s. A portion of this abandoned line is now the Field Club Trail between Leavenworth and Vinton Streets while other sections have been incorporated into adjacent properties. But the Hamilton to Ames segment has remained an open opportunity and the subject of considerable study but little action over the years. The creation of the Omaha Municipal Land Bank and an increased interest in active transportation in North Omaha created the means and commitment to capitalize on the Beltline opportunity. In December, 2020, the Papio-Missouri River Natural Resources District (P-MRNRD) released a Request for Proposals (RFP) to plan, design, and administer construction for the Beltline Trail. The project team of Ehrhart Griffin & Associates and RDG Planning & Design was selected in February of 2021 to complete these tasks.

The original alignment objective was to maintain the corridor's historic integrity by using as much of the actual railbed as possible. To this end, the design team inventoried a study area around the original line. This inventory used survey and GIS data and field inspection to identify the opportunities and constraints of the potential path between Hamilton Street and Military Avenue

and the North Omaha Transit Center near 31st Avenue and Ames. It informed the conversation about the history of the corridor, connections to neighborhoods, the status of built infrastructure (sidewalks, street crossings, lights, etc) and the project's potential to add value to the surrounding area. In addition, a robust community engagement process included a wide variety of individual and group conversations, adding insight and different perspectives to create a meaningful trail design. Finally, the design team met with property partners and stakeholders with on-site visits, discussing further enhancements to benefit trail users, adjacent properties, and the broader community.

NORTH OMAHA CONTEXT

Culture of North Omaha

North Omaha has been a home for the "others" of Omaha for generations: originally the Pawnee, Otoe, and Sioux nations; Mormons on their way west; Jews escaping discrimination and seeking opportunity in the "Golden Land;" and an historic and thriving Black community. It gave birth to Malcolm X and was the place where Whitney Young established his status as a major leader of the civil rights movement. History runs thick through its streets and its influence can be seen in much of the context around the community. In this young century, North Omaha is a re-emerging business hub. It craves artistic influence and expression. Its creativity can be loud, with a musical sound that is unique to Omaha; and it can be thoughtful, embracing education and learning. All of these traditions provide rich possibilities for a trail that transcends recreation or transportation alone.

Connectivity

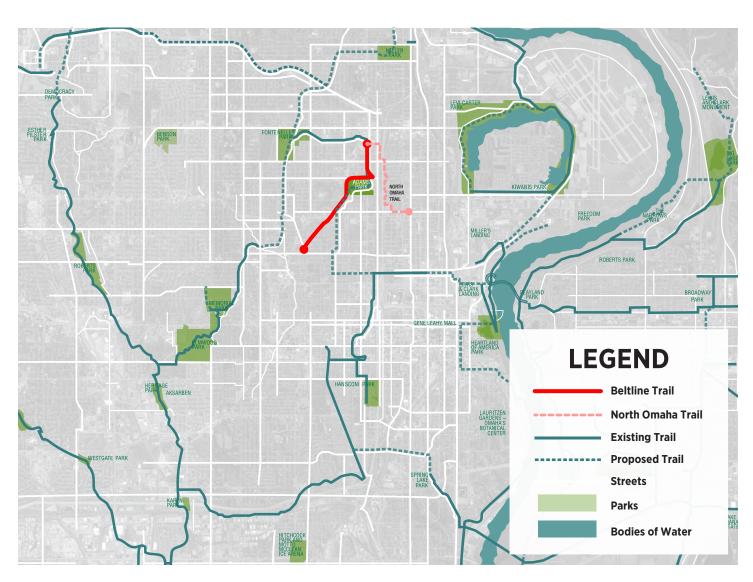
Omaha has an extensive trail network that initially followed the Papio Creek system, including (in order of development) the Keystone, Big Papio, Bellevue Loop, and West Papio Trails. Later trails followed abandoned railroads (the Field Club and South Omaha Trails), the Missouri Riverfront and Carter Lake, and major streets. These facilities, along with the on-street BikeOmaha system and the new Market to Midtown Bikeway, make active transportation an increasingly attractive option for travel to work, schools, and recreation,

Interestingly, Omaha's first contemporary trail was the connection between Adams and Fontenelle Parks along Creighton and Fontenelle Boulevards. Beyond that, however, North Omaha lacks a connection to the rest of the network. The Beltline Trail, and projects like it, will respond to the need for further connectivity.

PARTNERSHIPS AND RELATIONSHIPS

The Beltline Trail shares these same possibilities

to its sister to the east, the North Omaha Trail. The N.O.T., generally following the North Freeway corridor, will connect the North 24th Business District to the North Omaha Transit Center, where it and the Beltline will intersect. This linkage will further expand opportunities for non-automobile mobility in this region. In addition, future extensions and route possibilities can link this North Omaha loop to such important destinations as the Metropolitan Community College's Fort Omaha campus, Downtown Omaha, the University of Nebraska Medical Center, and the Riverfront.



Built trails of the Omaha metropolitan area and the proposed Beltline Trail route

"Creativity is not the domain of one single person. Through free-association of thoughts and brainstorming, an accidental suggestion can be the best solution." - Mary Kay Ash



COMMUNITY ENGAGEMENT

The Beltline planning process formed partnerships with a diverse group of strategic stakeholders to influence and guide the project's future design.

Extensive public engagement articulated an understanding of the site context, the needs and character of expected users, the key players in discussions, and community priorities. This engagement process will continue through all stages of the project's development.

STAKEHOLDER MEETINGS

A broad and diverse group of community partners provided context and direction during the project's information gathering and design phases. An original list of stakeholders was supplemented with property partners – groups who owned or occupied land on or adjacent to the path of the trail. These partners included:

- Seventy Five North
- City Sprouts
- Culxr House
- The Great Plains Black History Museum
- The Malcolm X Foundation
- Metro Transit
- North Omaha Neighborhood Alliance
- The Omaha Chamber of Commerce
- The Omaha Municipal Land Bank
- Omaha Permaculture
- Omaha Public Schools
- Spark
- The Union for Contemporary Art

The design team held multiple virtual discussions with various combinations of stakeholders. These meetings addressed possible trail users and their priorities, uses, aesthetics, and project values. They helped ensure that design concepts matched both project objectives and the expectations of our community partners. They also added substance and specificity to ideas gathered during public events. Feedback and suggestions from the stakeholders directly influenced design decisions and programmatic elements.

PUBLIC MEETING

~35 attendees - May 25, 2021

A major opportunity for community input took place at an in-person public meeting at the Highlander Accelerator and Event Venue. This location was chosen for its ample indoor and outdoor space, its proximity to the proposed trail corridor, and its accessibility for interested parties. The meeting was extensively advertised in news outlets and through social media to draw a broad cross-section of people. At the event, participants received a background presentation before sharing their comments and ideas for the trail and talking informally with design team members.

Graphic displays helped encourage dialogue between members of the public and members of the design team. Visual listening displays also helped participants identify their preferences and reactions to integrated art, landscape aesthetics, site amenities, trail uses, and trail users.

A special quality of the trail corridor is its relative adjacency or access to educational institutions: six elementary schools, North High School, the University of Nebraska Medical Center, and Metropolitan Community College. Recognizing this, we prepared an additional board, asking members of the community to contribute names of the educators, historic persons, and historic events that could be interpreted or celebrated by the trail corridor.





Community member reviewing visual listening exercise at public engagement event



Design team discussing possible trail alignment options



Community presentation of project progress at the Highlander Accelerator



Design team discussing potential opportunities along south trail alignment



Community member providing input during public engagement event

OPEN HOUSE

15 attendees - July 28, 2021

An open house, held during Native Omaha Days at the North Omaha Fabric Lab on July 28, 2021, provided an additional opportunity for community input. Pairing this session with Native Omaha Days increased the number of people in the area and encouraged informal drop-in participation from those walking through the 24th Street corridor. The Fabric Lab, dedicated to the discussion of design ideas and advancing creative thinking in the community, was an especially appropriate venue for this project event.

Design team members welcomed visitors and explained project updates. Display boards, focusing on art integration, education, site furnishings, placemaking, and wayfinding, guided conversation and elicited feedback. Community members commented on functional items, aesthetic considerations, and possible concerns.

DIGITAL SURVEY

An on-line opinion survey provided an input mechanism for people who could not attend inperson events. The survey was publicized using social media channels and made a significant contribution to this master plan's directions and ideas.



Design team discussing proposed trail alignment with community members during public engagement event



Design team discussing proposed trail alignment with community members during public engagement event



FINDINGS

Over the course of multiple sessions with a varied and diverse cast of community voices, the following themes were significant to our stakeholders and constituent base.

PEOPLE

Dominique Morgan

Lucinda Gamble

Edward R. Overall

John Chapman

Alfonzo L. Jones

Bertha Calloway

Mildred Brown

Malcolm X Silas Robbins

Mildred Brown

Rowena Moore

Charles Washington

Brenda J. Council

Bob Boozer

Ernie Chambers

Gene Haynes

Dog Stations

Native Omaha Days

EVENTS

Juneteenth

Lighting

Art By Local Artists

Space for Elders Local Users Inspirational Quotes ______

Fireworks

Recycling Bins

Transit Connections

CONCEPTS

Passage of North Omaha History to the Next Generation

Water Stations

Book-Share Libraries

Trail as a Learning & Teaching Tool

Connection to Local Businesses

Min Pantries

13

Representation of **Our Unique Culture**

Safe Routes to Schools

Bathrooms

ART INTEGRATION

The most frequently repeated comment when asking for public participation was the request for dynamic and vibrant art which represented the heart and soul of the North Omaha Community today while recognizing the contributions and successes of those that came before. As the North Omaha Trail actively embeds large-scale murals into the landscape, it was suggested from stakeholder input that the Beltline trail should complement the formed artscape by using sculpture as its primary art landscape.

The community has a deep well of artistic practitioners. It is the proposition of this plan that any artistic endeavor will be undertaken by local artists whenever possible. The names, concepts, and events listed under the "Findings" section of this document will act as inspiration to provide a direction for artists. Collaborations with local schools are also heavily encouraged to provide a creative outlet for students which will also allow our youngest community members to contribute to the final built product tangibly. Some schools, Walnut Hill Elementary in particular, are willing and excited to collaborate with local artists. This would provide students the opportunity of physically contributing to their community and built environment.

The images on this page depict possible ways that art and storytelling can be implemented along the trail.



Example sculptural art depicting historic figures



Example sculptural art depicting cultural iconography



Example large-scale sculptures



Example sculpture with integrated lighting



Example public art piece



Example artistic integration at trailhead

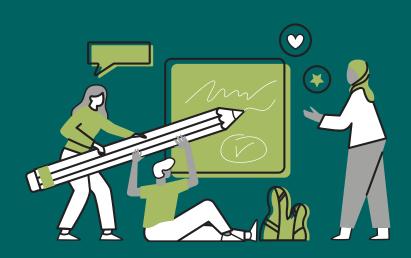


Example art integration at trail entrances



Example art integration of monuments along trail

"Design is not just what it looks like and feels like. Design is how it works." - Steve Jobs



BELTLINE TRAIL

DESIGN

The community input from in-person events, stakeholder conversations, and on-line instruments provided the basis for synthesizing concept options for further development and eventual implementation. The design concept will be implemented in phases based on priority, constructability, and eligibility.

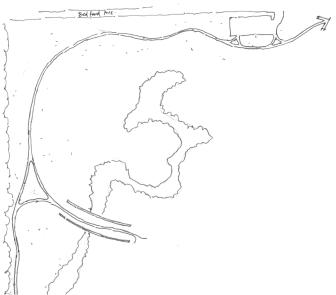
PRELIMINARY CONCEPTUAL DESIGN

Information shared with the design team from the community formed the basis for the conceptual design program. The design team then prepared several scenarios for comparison and review.

Concepts were developed for the overall Hamilton to Transit Center corridor, with more detailed design at a site-specific scale. Special consideration was given to the feasibility of construction, based on information gathered during the stakeholder meetings. In the process, special design issues included:

- School Connections. Fifteen public and private schools are located within a fifteen minute walk of the proposed trail. The overall trail map on the next page illustrates possible connections between the Beltline Trail and the schools within a five minute walk proposed alignment. Safe routes to schools are a particular priority of the North Omaha Neighborhood Alliance.
- South Terminus. The south terminus at Hamilton and Military provides a logical trailhead location that would also benefit development in the adjacent Walnut Hill commercial area. But the site also presents significant challenges. The original railroad ran in a cut and under Hamilton Street. Following abandonment, the cut was filled to reach its current elevation. The nature of that fill could limit or preclude future development other than a trail. Some developer interest has emerged for this site and the concepts shown here have taken future development plans into consideration. Other factors considered include constructibility on existing soil, grades, and existing obstructing easements.
- The Grant to Maple Gap. Current uses established along the rail corridor between Grant and Maple Streets after abandonment complicate land assembly and eventual trail construction here. In the short term, then, the readily developable trail is divided into a south segment from Hamilton to Grant and a north segment from Maple Street to the North Omaha Transit Center. While filling this gap is beyond the scope of the current Beltline project, maintaining continuity of the entire corridor is very important. Concepts for addressing this gap are addressed in the discussion of Zone 2 below.





Conceptual sketches. From top: Potential private development opportunities around the trail; potential alignments through Adams Park.



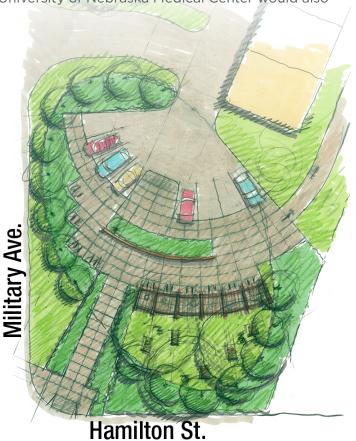
REFINED CONCEPTUAL DESIGN

This section divides the overall trail concept into eleven zones for greater clarity and detail.

Zone 1A: South Trailhead Placemaking

A trailhead at the south terminus at Hamilton and Military will introduce the trail experience to users. This facility could include parking, a public plaza and shelter, bicycle parking and repair equipment, interpretation, and public art. Its development would also help revitalize the Walnut Hill business district between 40th and Military. This strategic location also provides a gateway to future system extensions. A connection south to and through the University of Nebraska Medical Center would also

link the Beltline to the Field Club Trail and the larger regional trail system. Concepts for this connection are discussed in the Next Steps section. This site is also served by Metro's north-south crosstown Route 3, operating between the North and South Omaha Transit Centers. The concept illustrated here suggests a public amenity that provides a fitting entrance to the trail and features that benefit both users and adjacent residents.





View of proposed trailhead entrance



View of transit connections at proposed trailhead





Traffic light at proposed trailhead intersection



Existing conditions looking west on Hamilton St.



Existing conditions looking north on Military Ave.



Existing conditions looking east on Hamilton St.



Existing conditions at the intersection of Hamilton St. and Military Ave.

Zone 1B: Trail - Hamilton to Grant

North of Hamilton, the trail drops down to the level of the original railbed, and follows the original rail corridor paralleling a utility easement to the line of Decatur Street. Industries have acquired and developed the railbed to the north, and the proposed northbound trail route turns east, continuing for a short distance on the north side of Decatur before turning north at City Sprouts' Decatur Urban Farm.

An important potential benefit of the Beltline Trail is its ability to encourage productive development of vacant land along the way. Poor street access and topography have been discouraging factors, but developer interest has emerged in recent years. Quality residential development would also serve trail users by providing more "eyes on the path," and a greater sense of security. The diagram on the left shows a concept that uses topography and trail access effectively to create a trailoriented urban neighborhood in this segment. This concept emphasizes middle-density urban housing, in rowhouse and single-family attached configurations. A private/public partnership through the City of Omaha's community development program could help implement this or a related development program.





Existing end-block conditions and potential area for improvement by the trail project



Example of finished trail being used by pedestrians



Design team conducting a review of the existing conditions along the trail corridor



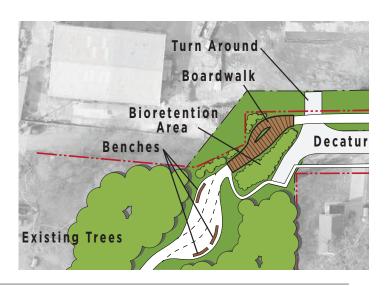
Example of finished trail being used by cyclists



Existing conditions along trail corridor path

Zone 1C: Bioretention - Decatur Drainway

The Decatur Drainway is a proposed bioretention space which would (1) filter water before it enters the Omaha storm sewer system, (2) establish a midtrail placemaking and amenity node, and (3) provide an educational resource for students and families interested in learning about green infrastructure and sustainable practices. This location is nestled into a currently distressed neighborhood space. Its reuse would both demonstrate sustainable practices and strengthen the trail's connection and value to its surrounding neighborhood.





Zone 1D: Urban Farming Placemaking: Sprout Route & Permaculture Path

The Sprout Route, which begins on Decatur Street, could elevate a community partners whose goals complement those of the trail. City Sprouts' mission is to "cultivate healthy communities and sustainable, equitable food systems." Collaboration with City Sprouts defined a trail route directly through their property. This would create a "billboard," showcasing City Sprouts' practices and expanding its outreach without compromising current programming or occupancies. The direct alignment also helps trail users learn about farming practices of varied cultures through City Sprouts' active partnerships with refugee groups using this land to sustain themselves.

The Permaculture Path, beginning on Parker Street, creates another mutually reinforcing opportunity. Omaha Permaculture aspires to "foster community through sustainable land stewardship." Based on consultation with the organization, the design team identified a route that creates a marketing and teaching asset without disturbing operations, In addition to passing through an interesting and wooded trail segment, users of the Permaculture Path segment will learn about permaculture practices in urban environments.







Design team meeting with stakeholders to better understand existing conditions along Zone 1C and Zone 1D



Example of green infrastructure integrated with pedestrian pathways



Example of interpretive panels used to educate visitors of green infrastructure practices



Example of possible bioretention solution long with signage to educate visitors of the best practices implemented

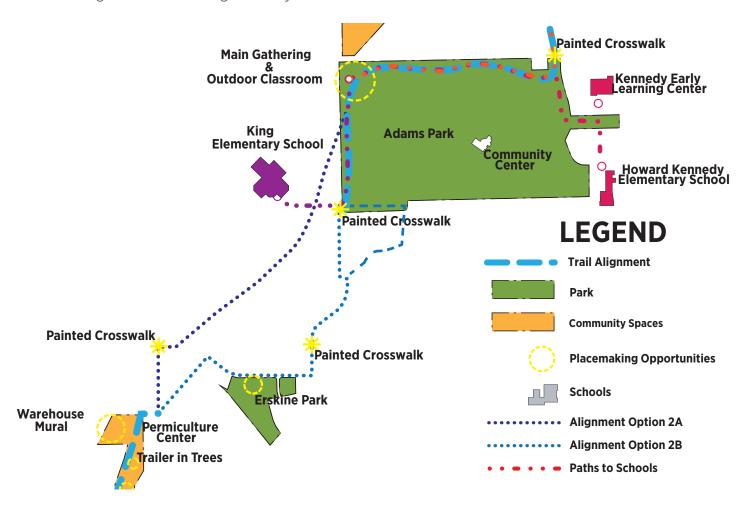
Zones 2A & 2B: Grant to Maple (2 Options)

The Zone 2A and 2B diagram below illustrates two concept for filling the previously mentioned Grand to Maple gap to maintain north to south continuity. While the current design and construction program does not include this segment, an useful trail requires a continuous route from Hamilton to the Transit Center and North Omaha Trail connection.

Alignment 2A shows the ultimate preferred path, following Grant and 40th Street to 40th and Lake and the actual railbed north to Maple Street. The 40th and Lake intersection is 4-way stop protected and, with crosswalk enhancement, provides a relatively safe trail crossing. However, while a path using or approximating the railbed between Lake and Maple is possible, this route is currently used for other purposes. These include a recent residential development by Holy Name Housing Corporation.

Alignment 2B is a more immediately available hybrid route, crossing 40th Street at Grant, following an on-street bike route along Grant and Erskine Street, continuing north as a sidepath in John A. Creighton Boulevard right-of-way to 36th and Miami, and 36th Street on-street to Maple Street and Adams Park. A variation of this would continue a sidepath north along the Creighton Boulevard parkway to 34th Avenue and Maple, crossing Maple and continuing west along the existing Adams Park path paralleling Maple Street. The concept would require a protected trail crossing of 40th Street at Grant.

Alignment 2B may prove more cost effective and may engage more neighborhood connection, but partially abandons the rail-to-trail concept. Establishing one of these connections will be crucial to the success of the entire trail. A formal decision on the gap-filling alignment will occur after completion of the Phase II project proposed by this plan. The City's Public Works, Parks, and Planning Departments will be major players in this process and the ultimate project is likely to be completed by the City.





Example of dedicated trail, built away from existing roads - Trail landscape planting shall be low maintenance turf adjacent to the pathway. Additional planting is expected at placemaking nodes. Use of trees for shading is heavily encouraged throughout the trail. Similarly, keeping existing valuable tree canopy is encouraged wherever possible.



Example of integrated trail, built using current right of way acquisition

Zone 3A: Adam's Park Trail - Maple to Parking Lot

Access to Adam's Park from the southwest will affect circulation through the park and connect west to King Elementary School. A high visibility crosswalk of Maple Street with trail crossing warnings is necessary to provide a safe route for students. The need for a higher level of protection (such as a Rectangular Rapid Flashing Beacon) should also be evaluated. This node will also connect the Beltline to Kennedy Early Learning Center and a number of local businesses, using existing paths along Maple Street and Creighton Boulevard. The main Beltline trail alignment continues north along an open corridor on the west and north side of the park to an Adams Park parking lot east of 34th Avenue. Trailhead facilities here could include bike parking and repair installations, shelter, and a public art or interpretive installation related to the adjacent Malcolm X Foundation and Dr. Betty Shabazz Community Garden. (See Zone 3C below)

Zone 3B: Adam's Park Trail - Parking Lot to Creighton Boulevard

The recommended path alignment continues on the north side of Adams Park, parallel to Bedford Avenue. Because of topography, the detailed design may require some indirect routing to maintain ADA-compliant grades. At the Creighton Boulevard and Bedford intersection, the existing boulevard path south connects to the Adams Park Community Center and a east-west path connection to Howard Kennedy School and the Kennedy Early Learning Center. The Beltline route then continues north along Creighton Boulevard.

Zone 3C: Adam's Park Placemaking - Malcolm's Mark

This node at or near the Bedford Avenue parking lot will connect to the historic Malcolm X Foundation north of Bedford. The Foundation expressed that a connection to the Dr. Betty Shabazz Community Garden on the south edge of their property along 34th Avenue would bring the most value to the organization. To slow vehicular traffic at this intersection, call attention to the Foundation development, and encourage trail users to visit the Garden, we recommend a City project that would include a high-visibility pedestrian crossing zone, incorporating a traffic calming design (such as a pedestrian refuge median).





Existing condition of the southwest corner of Adams Park looking north



Intersection of Malcolm's Mark placemaking area



Existing Malcolm X Community Garden



Example of park trail similar to what could be found in Adams Park



Example of trail passing by body of water



Example park use adjacent to trail



Zone 4A: Trail - Bedford Avenue To Druid Hill

This segment follows the west side of Creighton Boulevard north toward to Transit Center terminus. The west side of the street is preferred alignment section because it would update the existing 1980s vintage shared use path, which is in poor condition and does not meet contemporary path standards. This side also presents the fewest obstacles and conflicts. At Druid Hill Elementary School, the Beltline Trail trail crosses Creighton Boulevard at an existing pedestrian signal, while the existing Creighton/Paxton Boulevard path continues straight ahead to North High and Fontenelle Park. Now on the east side, the Beltline proceeds north to Sprague Street and an intersection with the North Omaha Trail. The joint trail continues north to the North Omaha Transit Center, From Sprague the southbound North Omaha Trail, which continues east and south toward the North 24th Street Business District.



Zone 4B: North Trailhead

Green crosswalks should be employed at the Sprague Street trail crossing. The space directly west of B&B Boxing Academy on the northeast quadrant of the intersection is a possible placemaking node, providing an amenity for this community partner and its patrons. This space would also be the defined north gateway to the Beltline Trail. The shared use path would continue north from this point for approximately 650 feet to the North Omaha Transit Center, with extensive connections to all parts of Omaha's public transportation system.



Existing winter conditions of the path to transit center



Example of children and students using the trail



Existing winter conditions of the path to Adams Park



Example of constructed trail in use

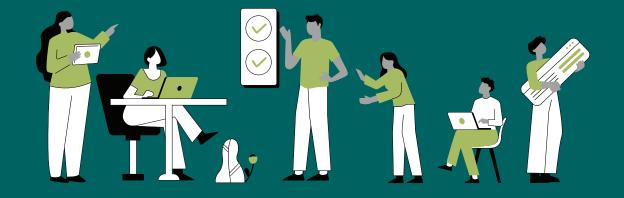


Example of possible trailhead



Example of possible trailhead

"Planning is bringing the future into the present so that you can do something about it now."
- Alan Lakein



NEXT STEPS

This is a living document. The Beltline Trail is an evolving project with different phases and objectives actively underway as you read this. This section outlines the current and future steps that will bring this amenity and all its potential to North Omaha.

MAINTENANCE

After construction of the trail and its placemaking elements, maintenance will transfer to the City of Omaha Parks, Recreation, and Public Property Department. Typical maintenance will include tree pruning and mowing of adjacent lawn. Volunteer efforts and private financial support can complement city maintenance of special placemaking nodes. A privately supported trail endowment, established as part of a fund-raising campaign for special trail features such as public art and unusual amenities, should be considered for additional maintenance and upkeep. An intriguing and efficient possibility would be a unified trail endowment program for both the Beltline and North Omaha Trails.

SCHEMATIC OPINION OF COST

The schematic opinions of cost presented in Appendix A were prepared for twelve sections of the trail in October of 2021 and do not account for future year inflation. Cost of materials and services are also subject to change. Because cost opinions are based on conceptual plans, a 20% contingency is also provided. Cost opinions include projected design costs.

The following calculations are developed for each trail section and indicate total development costs ranging from \$2,600,000-\$5,200,000. They are intended for budget planning efforts only and must be updated over time.

Annual operation and maintenance costs are not included in the cost opinions. More detailed opinions will be developed when planning and design completed on individual projects.

COST BREAKDOWN

The Papio-Missouri Natural Resources District has reserved funding for construction of the basic components of the trail. These include earthwork, paving, and adjacent trees and landscaping, and related items. Placemaking elements, integrated art, and some site furnishings depend on additional funding. Appendix A provides more detail.

PHASING

Because different project areas will have individual challenges and time sensitive benefits, development will take place in two initial phases, with the expectation of expanding into additional phases as the project continues.

Phase I: Zone 4C

This phase includes the section of trail connecting the North Omaha Transit Center to the pedestrian crossing west of Druid Hill Elementary School. Improved drainage, additional street trees, and an updated pedestrian crossing in this phase will provide immediate benefits to the school. This phase will also facilitate the connection to the North Omaha Trail and any eastward mobility through active transportation. This phase does not currently include the placemaking opportunity at the intersection of Creighton Boulevards and Sprague.

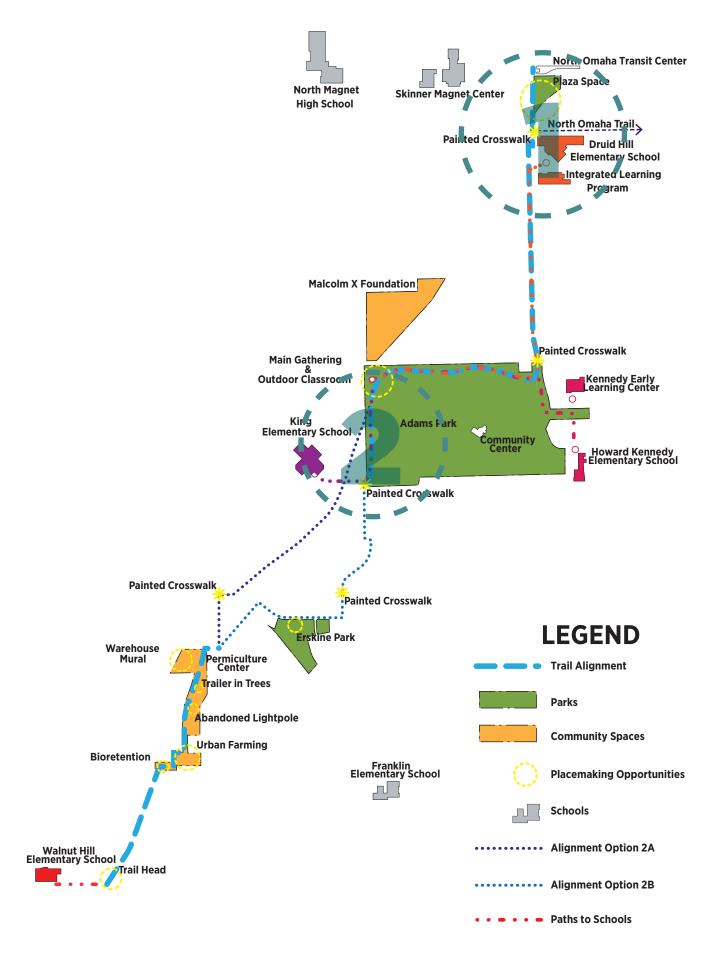
Phase II: Zone 3A

This phase is made of the south west side of Adams Parks and continues north and then west, terminating at the parking lot which is roughly centered on the north edge of the park.

Future Project Phases

As the first two phases of this project transition from design through construction, the design team will continue to engage with stakeholders and community members to assess the most beneficial path forward. Working closely with the Omaha Municipal Land Bank, the section between the Hamilton and Grant will likely occur as one phase. Another phase may be the connection from Grant to Maple.

Integrated art, trail wayfinding, and placemaking nodes will also be included in future phases. As mentioned earlier in this document, additional funding may be needed for these elements.



FUTURE EXTENSIONS

The Beltline Trail's usefulness and multiple benefits will be greatly enhanced if it serves major destinations and connects to the regional trail system. The Hamilton to North Omaha Transit Center segment is the strategic center of a connection between two critical community assets: north to Metropolitan Community College's Fort Omaha campus and south to the University of Nebraska Medical Center. Overall trail and active transportation planning for the City of Omaha should include street adaptations or shared use paths to complete these connections.

- North. The logical north connection is continuing a shared use path or bicycle boulevard adaptation north on 31st Avenue to Sorensen Parkway, and Sorensen Parkway west to the 32nd Street entrance to MCC.
- South. A potential connection to UNMC would adapt Hamilton Street's wide right-of-way to include a two-way protected bike lane on the street. This could be accommodated by limiting parking to one side of the street. The connection could then continue along 40th Street, a designated route in the BikeOmaha on-street system. From 40th and Dewey, the route would be incorporated into UNMC's developing active transportation route to the Field Club Trail and into the regional system.

Other potential routes may develop, but these represent a starting point for discussion. The result, however, combined with an analogous extension of the North Omaha Trail to Downtown Omaha, Carter Lake, and the Riverfront would go far to provide excellent access to all parts of the region's active network.



WAYFINDING

Signing to, through, and from the trail is an important extension of the design which will progress through various phases of this project. The City of Omaha Parks Department indicated that beyond standard trail signs, signage unique to to the Beltline is a possibility. This signage would highlight staples in the adjacent neighborhoods and history exclusive to the area. Public comment indicated a preference to indicating technology into the signage. Examples of history which would be highlighted include, but are not limited to the people and events listed in the public engagement findings section of this document.



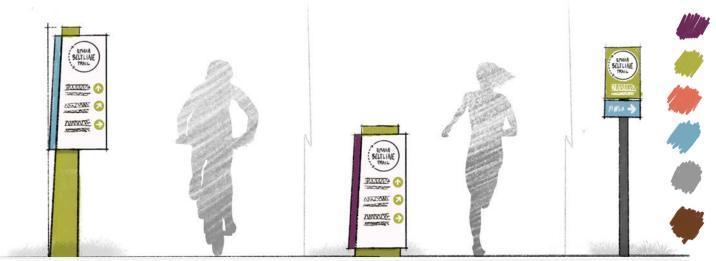
The implementation of QR codes would be beneficial to the use and longevity of informative signage, as content could be accessed via mobile devices and updated without the need to update the sign itself. Content could also be coordinated with local school curriculums, which schools like Walnut Hill would be open to.



Example of interpretive signage along the trail -Signage like this would detail historic people and events unique to North Omaha.



Example of guide signage indicating local staples -Signage like this would indicate which key destinations are in adjacent neighborhoods.



This concept of a sign family was developed to illustrate various sign types along the trail. From public engagement excercises, vibrance in color scheme was key considerations to include in wayfinding.

SITE FURNISHINGS

To ensure the trail is useful and comfortable for all of its users the following list of site furnishings is recommended as part of implementation in future phases. During the public engagement excercises requests for lighting, seating, water stations, and much more have been synthesized into the following family of furnishings. Furnishing options which align in form and material are prefered, though there would be no requirement that each furnishing option is sourced from a single suplier.



Public comment supported implementation of water stations along the trail and at minimum at key placemaking nodes.



Public comment supported lighint along the trail and at minimum at key placemaking nodes like trailheads.



Public comment indicated strong support of bicycle trail use. Example of bike parking along trail.



Public comment strongly supported waste receptacles along the trail to reduce litter and ease upkeep demand.



The trail is intended for bicyle and pedestrian use. To keep unauthorized motorized vehicles off the trail removable bollards may be implemented.



Public comment indicated preference toward natural materials in seating options and an appreciation of varying seat heights for guests of various heights.



Public comment strongly directed that the trail and its ammenities should be inclusive of elders. Some seating options should include armbars to aid older guests.



Opportunities to overlay artistry, function, and community cultural identity with site furnishings should be enthusiastically pursued.





SCHEMATIC OPINION OF CONSTRUCTION COST

NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ZONE 1-A	SOUTH TRAIL HEAD PLACEMAKING - INCLUDES C	URB EXTENSIONS ALONG MILIT	ARY ANI	HAMILTON	
	Parking Lot	7,200	SF	\$20.00	\$144,000
	Sidewalks	10,100	SF	\$8.00	\$80,800
	Curbs	240	LF	\$35.00	\$8,400
	Storm drainage allowance	1	LS	\$40,000.00	\$40,000
	Concrete Walls	85	LF	\$200.00	\$17,000
	Canopy structure	1	LS	\$125,000.00	\$125,000
	Lighting	6	EA	\$9,000.00	\$54,000
	Signage	1	LS	\$25,000.00	\$25,000
	Bike Racks	10	EA	\$1,500.00	\$15,000
	Benches	6	EA	\$2,500.00	\$15,000
	Trash receptacles	2	EA	\$2,500.00	\$5,000
	Landscape beds - including plantings	10,000	SF	\$5.00	\$50,000
	Trees	24	EA	\$500.00	\$12,000
	Art Allowance	1	LS	\$250,000.00	\$250,000
				Subtotal	\$841,200
ZONE 1-B	TRAIL - HAMILTON TO GRANT				
	10' wide trail and grading	33,000	SF	\$15.00	\$495,000
	Seeding	1	AC	\$3,000.00	\$2,250
	City of Omaha Wayfinding	1	LS	\$45,000.00	\$45,000
	Trees	50	EA	\$500.00	\$25,000
				Subtotal	\$567,300
ZONE 1-C	BIORETENTION AT DECATUR STREET			A== 0.000	* 75.000
	Storm drainage allowance	1	LS	\$35,000.00	\$35,000
	Street pavement	1,600	SF	\$10.00	\$16,000
	Curbs	175	LF	\$35.00	\$6,125
	Decking	1,000	SF	\$35.00	\$35,000
	Bioretention Plantings	2,500	SF	\$15.00	\$37,500
	Amended Soil	2,500	SF	\$5.00 Subtotal	\$12,500
ZONE 1-D	URBAN FARMING-PLACEMAKING			Subtotal	\$142,200
ZONE I-D	Concrete	2,500	SF	\$8.00	\$20,000
	Benches	2,300	EA	\$2,500.00	\$5,000
	Interpretive Signage/Art	1	LS	\$75,000.00	
	interpretive Signage/Art	ı	LS		\$75,000
ZONE 2-A	TRAIL OPTION 1 - GRANT TO MAPLE			Subtotal	\$100,000
ZONE Z-A	10' wide trail and grading	18,000	SF	\$15.00	\$270,000
		·			
	Bike lane paint	1,300	LF	\$10.00	\$13,000
	Crosswalks	2,400	SF	\$10.00	\$24,000
	Seeding	1	AC	\$3,000.00	\$3,000
	City of Omaha Wayfinding	1	LS	\$25,000.00	\$25,000
	Trees	50	EA	\$500.00	\$25,000
				Subtotal	\$360,000
ZONE 2-B*	TRAIL OPTION 2-GRANT TO MAPLE*				
	R.O.W. acquisition	63,000	SF	\$7.00	\$441,000
	10' wide trail and grading	26,000	SF	\$15.00	\$390,000
	Crosswalks	1,200	SF	\$10.00	\$12,0000
	Seeding	1	AC	\$3,000.00	\$3,000
	City of Omaha Wayfinding	1	LS	\$25,000.00	\$25,000
	Trees	50	EA	\$500.00	\$25,000

SCHEMATIC OPINION OF CONSTRUCTION COST (CONT')

NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ZONE 3-A	ADAMS PARK TRAIL - MAPLE TO PARKING LOT				
	10' wide trail and grading	20,000	SF	\$15.00	\$300,000
	Seeding	1	AC	\$3,000.00	\$3,000
	City of Omaha Wayfinding	1	LS	\$10,000.00	\$10,000
	Trees	50	EA	\$500.00	\$25,000
				Subtotal	\$338,000
ZONE 3-B	ADAMS PARK TRAIL - PARKING LOT TO CREIGHTON BLVD				
	10' wide trail and grading	13,000	SF	\$25.00	\$325,000
	Seeding	1	AC	\$3,000.00	\$3,000
	City of Omaha Wayfinding	1	LS	\$15,000.00	\$15,000
	Trees	50	EA	\$500.00	\$25,000
				Subtotal	\$368,000
ZONE 3-C	ADAMS PARK PLACEMAKING				
	Concrete	2,500	SF	\$8.00	\$20,000
	Benches	2	EA	\$2,500.00	\$5,000
	Interpretive Signage/Art	1	LS	\$75,000.00	\$75,000
				Subtotal	\$100,000
ZONE 4-A	BEDFORD AVENUE TO DRUID HILLS				
	10' wide trail and grading	25,000	SF	\$15.00	\$375,000
	Crosswalks	1,700	SF	\$10.00	\$17,000
	Seeding	1	AC	\$3,000.00	\$3,000
	City of Omaha Wayfinding	1	LS	\$40,000.00	\$40,000
	Trees	50	EA	\$500.00	\$25,000
				Subtotal	\$460,000
ZONE 4-B	TRAIL - DRUID HILLS TO NORTH OMAHA TRANSIT CENTER				
	Site Removals and Stormwater Protections	1	LS	\$92,500.00	\$92,500
	Concrete Trail, Curb Ramp, and Detectable Warning Panel	1	LS	\$101,000.00	\$101,000
	Storm Sewer Piping	1	LS	\$23,500.00	\$23,500
	Landscape	1	LS	\$44,500.00	\$44,500
				Subtotal	\$261,500
ZONE 4-C	SPRAGUE STREET AND CREIGHTON BLVD PLACEMAKING				
	Color Concrete	2,500	SF	\$10.00	\$25,000
	Storm drainage allowance	1	LS	\$10,000.00	\$10,000
	Canopy structure	1	LS	\$75,000.00	\$75,000
	Lighting	3	EA	\$9,000.00	\$27,000
	Signage	1	LS	\$25,000.00	\$25,000
	Bike Racks	10	EA	\$1,500.00	\$15,000
	Benches	6	EA	\$2,500.00	\$15,000
	Trash receptacles	2	EA	\$2,500.00	\$5,000
	Landscape	1	LS	\$50,000.00	\$50,000
				Subtotal	\$322,000
		Genera	al Conditio	ons/Mobilization 8%	\$287,900
				Contingency: 20%	\$719,800

CONSTRUCTION COST TOTAL* \$4,606,400

