

FACT #2

Active transportation as part of everyday travel is as effective as structured workouts for improving health.

moving omaha

MOVING PEOPLE. MOVING FORWARD.

Moving Omaha promotes our community's vision for a balanced, equitable transportation system that supports livable neighborhoods, financial prosperity and a healthy environment for all.

ACTIVE TRANSPORTATION

Like most American cities, the car is the most common form of transportation in Omaha. Walking and biking are often referred to as "alternative" or "active" modes of transportation. These modes of transportation complement traditional transportation options such as driving or taking the bus and enable city residents to add an active component to their daily lives.

Active transportation networks for pedestrians and cyclists may consist of some of the following:

- Sidewalks – walkways separated from the roadway with a curb, constructed of durable, hard and smooth surface.
- Multi-use paths – completely separated facility designated for pedestrians, bicycles or other non-motorized transportation. The facility is separated from the street or highway by a physical space, median or other barrier.
- Bicycle lanes – lanes within a street or roadway designed for one-way use of bicycles. These are on-street facilities with signs, lane markings and pavement legends.
- Bicycle routes – any on-street right-of-way recommended for bicycle travel that provides for shared use with motorized or pedestrian traffic.
- Pedestrian crossings – portion of roadway designated for pedestrians.

Omaha's population is expected to grow by more than 20 percent by 2035. This would be the equivalent of adding the population of Bellevue to our current population—twice. The demand for more facilities for bicyclists and pedestrians is predicted to grow with it. If driving costs continue to increase (commute time, parking and fuel costs) an improved and expanded bicycle and pedestrian network will become vital to our city.

While alternative transportation networks do exist in Omaha, many are often used for recreation primarily because:

- there is little or no connection from the trail or pathway to other sidewalks or roadways;
- there is no access to specific destinations;
- or the pathway or trail is not cleared during winter months, rendering it unusable or unreliable as a route.

As more connections are made and development occurs along or near active transportation routes, our system will become easier to use no matter how you decide to get around.



For more information: WWW.MOVINGOMAHA.ORG

ACTIVE TRANSPORTATION MOVES US FORWARD

Environmental Benefits

An increase in non-motorized transportation reduces energy consumption and pollution emissions; it also reduces the amount of land needed for roads and parking facilities.

Social & Health Benefits

Increased walking and bicycling result in improved public health from increased exercise and improved air quality. As people transport themselves more on foot or bike there is increased neighborhood interaction, which leads to stronger communities.

Economic Benefits

If our population continues to grow as predicted with no change to our current transportation system we will operate at a deficit. Moving a percentage of our city's traffic off the roads and onto sidewalks and bike paths, takes pressure off the roads, requiring less maintenance and increasing the ability for the city to keep up with repairs.

LET'S GET MOVING OMAHA!

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TIMELINE

GO

Mid-1990s:

Omaha City Council adopted the current Transportation Element as part of the city's master plan.

Fall 2010:

The update to the Transportation Element was launched. Committees were formed and began meeting to take inventory of the current system and to gather public input on transportation priorities.

Winter 2011:

Committees met to develop a vision and discuss ideas for Omaha's future transportation system. Design workshops and visioning meetings were held to gather public input.

Fall 2011:

A public meeting was held to present TMP recommendations and gather Omaha's transportation priorities.

Late Winter 2012:

Public open house to be held to release the draft TMP for public comment.

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