



January 25, 2021

Dear Friends:

Mode Shift Omaha offers the following feedback on the Crossroads Plan. Accessibility for walking, biking, and public transit are essential to the economy of tomorrow. We hope that altogether we can expand Crossroads to be part of the intellectual heart of the city by including everyone using every mode of transportation.

1. Ensure that the entire property is bike friendly and easily accessible from all directions. We can help by having our volunteers walk the property with you.
 - a. Create easy access to the property from the ORBT Stations for bicycles. Create bike infrastructure including parking especially at front entrances of retail and restaurants, and throughout the entire development for short and long term needs. Bike traffic should be encouraged to remain on the streets, shared with slow moving car traffic. Back in angle parking for cars is safer for people on bikes. The city will provide all businesses who request it a bike parking system. Consider a FixIt Station from Dero as well. Long term parking for residents should include bicycle lockers.
 - b. Provide clear and safe connectivity to the Keystone Trail.
 - c. Invite BCycle stations
2. Ensure all sidewalks are 36". On the perimeter and throughout the property include 7 foot setbacks from traffic and include trees, bushes, and native plants.
3. Prominently display crosswalks regardless of material used. Raise them when possible.
4. Pedestrian and bike accessibility should connect from the perimeter to the businesses.
5. Put buildings upfront where pedestrians can view and access them with autos parked behind. This adds curb appeal, increases comfort, reduces walking distance from transit stops (specifically ORBT), and encourages economic activity. Mode Shift acknowledges this corridor is currently saturated with auto-dependant design, however the scope of this redevelopment presents an opportunity to set a new pedestrian friendly direction and to restitch a functioning built environment. Although the project does not propose to utilize the City's recently-approved Transit Oriented Development policy, the prominent placement of surface parking *between* public ROW (specifically Dodge) and proposed

structures, as opposed to parking *behind* proposed structures, runs counter to recent Planning Department and Council priorities and direction.

6. If the development follows the above recommendations and supports ORBT ridership within their development, there is no need to further widen Dodge Street. That space can be devoted to beautification and accessibility.
7. Target and new developers need to communicate on sidewalk plans to include everyone. There is a hill behind the ORBT station without a passable sidewalk at the Northwest corner of 72nd and Dodge. You can avoid discomfort and possible injury with more accommodating space, especially when obstructions like snow or construction are present. Target needs to make that corner connect to their store with a protected pedestrian route.
8. 20% of housing units must be affordable to those making 30% of area median income and rent capped at affordable for a minimum wage worker which is \$591 for a household according to the National Low Income Housing Coalition. This is a moral obligation when TIF dollars are used to fund the project. <https://reports.nlihc.org/oor/nebraska>

Thank you for taking these recommendations under consideration. They support the economic growth of the neighborhood as a whole.

-Mode Shift Omaha Board