A. APPENDIX

Existing Conditions Memorandum

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Existing Conditions Evaluation

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INTRODUCTION & OBJECTIVE

The City of Omaha has identified 13th Street from Interstate 80 through downtown Omaha as a candidate for roadway and pedestrian improvements. The goal of this study is to provide a vision for 13th Street and develop recommendations to enhance the vitality of the corridor and improve service for all modes of transportation.

The purpose of the memorandum is to inventory the existing features of 13th Street, identify planned projects near or along the corridor and their impacts/crossover with this project, and to provide an overview of existing traffic and pedestrian-level operations.

STUDY BACKGROUND

The 13th Street corridor, as a vital artery into downtown, has great potential to become a landmark corridor for residents and visitors alike. With recent interest in revitalization, especially in the downtown and Little Bohemia areas, the need to improve this corridor is great and immediate. The 13th Street Walkability Study aims to examine the corridor from the perspective of all users and determine the highest and best use of the available right-of-way (ROW).

This study will be delivered as a series of technical memorandums in conjunction with a robust public outreach effort. A Final Walkability Plan will be developed upon the completion of analysis, public input, and alternatives development. This, the first of four memorandums, outlines the existing conditions and focuses on six main topics:

- Inventory of Existing Plans, Studies, and Facilities
- Level of Service Analysis
- Crash Analysis
- Parking Analysis
- Transit Inventory
- Heavy Truck Analysis & Speed Data

EXISTING PLANS, STUDIES, AND FACILITIES

Olsson performed a review of current plans, studies, and facilities that relate to the study corridor as part of this analysis. The intent of this effort was to identify existing or planned facilities that could complement or be incorporated into 13th Street improvements.

Transportation Plans

MAPA Regional Bike and Pedestrian Plan (June 2015)

Generally, this plan outlines short, mid, and long-term recommendations to improve pedestrian and bicycle operation, and, in turn, provide local and regional connectivity. In addition, it includes recommendations to link existing and planned transit facilities. Below is a list of current bicycle facilities along the corridor:

- Southbound bike lane on 14th Street from Jackson Street to Capitol Avenue
- Eastbound bike lane on Jackson Street from 16th Street to 13th Street
- Westbound bike lane on Jackson Street from 15th Street to 16th Street
- Westbound bike lane on St. Mary's Avenue from 17th Street to I-480
- Eastbound bike lane on Leavenworth Street from I-480 to 13th Street

13th Street from Fort Crook Road to Downtown Omaha was identified as a bicycle connector via dedicated bike lanes through most of the corridor. The bicycle demand heat map shows high demand in the downtown area and moderate demand to the south along 13th Street.

Specific recommendations for on-street bicycle facilities in the study area are listed below:

- Shared lane marking on 13th Street at I-80 to Castelar with dedicated bike lanes from Castelar through Capitol Avenue
- Wayfinding on Bancroft Street from 13th Street to 2nd Street.
- Bicycle lane on Farnam Street from 8th Street to Saddle Creek Road
- Bicycle lane on Harney Street from 42nd Street to 10th Street
- Shared lane marking on 16th Street from Dodge Street through Leavenworth Street

City of Omaha Master Plan – Transportation Element

The Transportation Element of the master plan identifies the inventory and needs in all transportation systems – roadway, pedestrian, bicycle, transit, railroads, truck routes, and aviation. In addition, it identifies potential projects, funding tools, and policy recommendations.

There are multiple projects listed in the Omaha Master Plan related to 13th Street. These include:

- Project B-006: Shared Bike/Parking Shoulders from Leavenworth Street to Pierce Street
- Project B-100: Harney Street Bikeway – On-Street Bikeway from 10th Street to 24th Street
- Project B-101: Branch of Harney Street Bikeway – north on 13th Street from Harney to Capitol, then east on Capitol from 13th Street to 10th Street
- Project B-102: Branch of Harney Street Bikeway – north on 13th from Capitol to Cass, then east on Cass from 13th to 10th from Capitol Ave to 10th Street

Omaha Transit Alternatives Analysis & Current BRT Plans

This study outlines the alternatives of providing a transit connection among Downtown, Midtown Crossing, University of Nebraska Medical Center (UNMC), University of Nebraska at Omaha (UNO), Crossroads, and Aksarben Village. The study recommends a blend of bus rapid transit (BRT) and Streetcar alternatives to serve a regional and circulator travel market. The alternatives recommended include a BRT line on Dodge, Farnam, and Harney Streets that runs from 10th Street to 72nd Street, and a Streetcar on Farnam and Harney Streets that runs from 10th Street to Saddle Creek Road. The Dodge Street BRT, known as ORBT, line is expected to be running in Spring of 2019.

Complete Streets Policy (2015) and Complete Streets Design Guide

The Complete Streets Policy (CSP) was fashioned to consider all modes of transportation – pedestrian, bicycle, transit, and automobile – in a context-sensitive manner to promote a safe and integrated transportation system. The intent of the Policy is to apply a best-fit solution and to approach transportation projects with the context of the larger street network in mind.

The City of Omaha Complete Streets Design Guide (CSDG) is currently under development and provide practitioners an understanding of applying the Complete Streets Policy. It will build upon existing planning documents related to street design and the requirements of the Policy. A checklist will be developed to help implement the guide and usher practitioners through the process.

Downtown Omaha Master Plan

The Downtown Omaha Master Plan summarizes ultimate infrastructure and land use plans specific to the downtown area. The plan will be implemented in three phases, first connecting Downtown with the University of Nebraska Medical Center. This would connect major corporate nodes between 20th and 24th Street. Phase two will be designed to connect Downtown with the Events District and North Downtown, following 10th Street, Webster Street, and 16th Street. The final phase will connect Downtown Omaha with the Henry Doorly Zoo. This would connect residences in South Downtown and along 13th Street to the Downtown Core.

The study is also examined the conversion of one-way streets to two-ways. If the conversion takes place, most of streets will be converted with some exceptions:

- Dodge Street and Douglas Street from 8th Street to I-480
- 13th Street and 14th Street from I-480 to Leavenworth Street
- 19th Street and 20th Street from I-480 to Mason Street.

An alternative to the two- way conversion would be reducing lanes and adding on-street parking.

The plan also discusses upgrades to railroad bridges and underpass crossings which include decorative lighting and railings. Railings would be installed on the 16th Street bridge and pedestrian enhancements and decorative lighting would be installed on the underpasses at 7th Street, 13th Street, and 14th Street.

Downtown Parking Needs Assessment

This study updated the parking inventory and projected future parking needs in the downtown area and proposed the increased use of shared parking and value-price parking based on demand. Parking demand in the Old Market area, just east of 13th Street, was found to be between 60% and 70% during the weekday periods and between 50% and 65% utilization in weekday evening peaks. Parking utilization is also expected to be greater than 85% on both sides of 13th Street between Leavenworth and Capitol Streets in evening peak periods.

Traffic Signal System Master Plan

The Signal Master Plan was implemented to help improve the level of safety, efficiency, and reliability. The City of Omaha is operating on a signal system that uses controllers and DOS-based software that was developed in the 1970's and 1980's. Resulting from the age of the software, the city is unable to progress with signal timing and other signal features. Along with updating signals, there is a desire to implement CCTV monitoring cameras, wireless links, and system sensors along 13th Street. KMZ has Fiber Cable running along 13th Street from I-480 to I-80 in exception with a couple of intersections in between making it easy to put in new traffic signals, pedestrian signals, CCTV cameras, and sensors.

Jones Street Reconstruction

The Jones Street reconstruction is currently under design for a section between 11th Street and 13th Street. Anticipated improvements include roadway reconstruction (to a two-lane, two-way section) as well as sidewalk enhancements. Curb extensions on the east leg of 13th Street & Jones Street are proposed which will decrease the north-south and east-west crossing distances at Jones Street, improving pedestrian connectivity on 13th Street near the Old Market area of downtown. Other improvements include parallel parking on the north side and angled parking on the south side of Jones Street from 13th Street to 12th Street. This will generally match the current cross section on the west side of the 13th Street & Jones Street intersection.

Leavenworth Lane Configuration Study

Examines the reconfiguration of Leavenworth Street for 13th Street to 7th Street. The goal of the study was to determine the optimal lane configuration and provide conceptual design and cost estimates for the three alternatives developed. These alternatives all show Leavenworth Street as a two-lane roadway with an eastbound bike lane and on-street parking. Alternatives varied by the location of on-street parking.

The recommended improvements were to reconstruct Leavenworth Street, starting at 13th Street to a two-lane roadway with an eastbound buffered bike lane and a combination of back-in angled parking and parallel parking on the south side of the street. West of 13th Street parking on the south side of Leavenworth is removed and striping for a dedicated right-turn lane was implemented to make the 13th Street intersection more efficient. This study also reviewed signal timing and clearances to reduce crashes at this intersection.

This study assumes that 13th Street is converted from a four-lane undivided to a three-lane cross section (road diet).

Landmark Building Redevelopment Plans

The Landmark Building, formerly one of the largest office spaces in downtown, is slated to be redeveloped as a hotel and commercial building. This plan includes ground-level commercial development along 13th Street and Harney Street. The hotel entrance would front Farnam Street. There is a potential that the atrium between the office tower and five-story building to the east, opening pedestrian connectivity between the Old Market and Gene Leahy Mall.

The redevelopment of this building should be coordinated with streetscaping and roadway improvements along 13th Street as there will be significant pedestrian interaction between public ROW and ground-level development.

Block Talk Reports

The City of Omaha Public Works Department, the Metro Area Planning Agency (MAPA), and ONE Omaha have conducted Block Talks (walk audits) in conjunction with the 13th Street Walkability Study at three locations along the corridor: Downtown, Dahlman Neighborhood, and Deer Park Neighborhood. Residents and business owners from each neighborhood were invited to the events.

Format for the event included a brief introduction of the project and the goals of the Block Talk, followed by the walks, and reconvened to debrief. After the walk, attendees were also facilitated in discussions in three key topics as related to their experience: policies, projects, and programs. The groups were challenged to generate short-term and long-term ideas for ways to improve the corridor in each of those three areas.

A general description of the walk and summary of walk results was prepared for each Block Talk. These are included in **Appendix A.**

Downtown Block Talk Report

The Downtown Block Talk was conducted on Wednesday, April 18, 2018 from 3:00 to 5:00 pm. There were approximately 20 attendees. After introductions, facilitators led two groups of attendees on walks. One group traveled north from the Downtown Library along 14th Street and circling back past the Capitol District and through the Gene Leahy Mall. The second group traveled south along 13th Street, zig-zagging between 14th Street using Jackson and Leavenworth, and back north to Gene Leahy Mall, and ending at the library.

Dahlman Block Talk Report

The Dahlman Block Talk was conducted on Friday, April 20, 2018 from 6:00 to 8:00 pm. This walk saw higher attendance and included residents, business owners, and post office representatives. Like the Downtown walk, two smaller groups were formed to help facilitate discussion. The groups traveled the same route going along 13th Street to Hickory, then over to 14th Street, back to 13th Street at Pacific Street and then over to 10th & Worthington.

Deer Park Block Talk Report

The Deer Park Block Talk was conducted on Friday, April 27, 2018 from 6:00 to 8:00 pm. This walk saw higher attendance and included residents, business owners, and post office representatives. Like the other two walks, two smaller groups were formed to help facilitate discussion. The groups traveled the same route going along 14th to Vinton, over to 13th & Martha, down to 13th & Arbor, then over to 10th & Bancroft and back to 13th & Bancroft.

Outcomes of the Block Talk debriefs are summarized in **Table 1** below included:

Table 1: Block Talk Debrief Summaries

Discussion Topic	Long Term	Short Term
Downtown		
Policies	Increase cost of Parking (for transit funding)	Enforce Sidewalk Maintenance
Projects	Sidewalk access on 14th	Paint Pillars under 480
Programs	Unify Downtown “Districts”	Marketing Parking
Dahlman		
Policies	Lane Width Policy	Speed Control
Projects	Identify Pedestrian Crosswalks	Trash/recycling project
Programs	Policy Education	Neighborhood Identify Program
Deer Park		
Policies	Standardize Sidewalk Design with new Development	No parking on sidewalk
Projects	Fix sidewalks	Murals
Programs	Innovative Traffic and Ticket Program	Public Service Announcements (Neighborhood Code of Ethics)

Transportation Network Inventory

13th Street runs through the heart of downtown Omaha, Little Bohemia/Little Italy, and is a direct connection to Interstate 80 and the Henry Doorly Zoo & Aquarium. Today, 13th Street serves as a transit corridor (Omaha Metro Route 13) and is a designated truck route. This is a primary route for trucks out of downtown, to and from the regional post office hub, and businesses along 13th Street. There are currently no dedicated bicycle facilities along the corridor.

The Federal Functional Classification Map shows 13th Street and 14th Street as Principal Arterials south of Dodge Street and Minor Arterials north of Dodge Street. Both roads are also on the National Highway System. The posted speed limits on the 13th Street corridor are displayed in **Table 2.**

Table 2: 13th Street Posted Speed Limits

Roadway	From	To	Posted Speed Limit
13th Street	13th Court	Center Street	35 MPH
13th Street	Center Street	Jackson Street	30 MPH
13th Street	Jackson Street	Capitol Avenue	25 MPH
14th Street	Jackson Street	Capitol Avenue	25 MPH

There are 13 signalized intersections on the 13th Street corridor from 13th Court to Capitol Avenue and seven signalized intersections on 14th Street from Capitol Avenue to Leavenworth Street. The remaining study intersections are unsignalized. Inventory of the existing conditions by intersection and by segment is included in **Appendix B**. Olsson performed a site visit on 3/30/18. The following sections summarize the findings of that effort.

Generally, curb ramps have been upgraded throughout the corridor. Crossings are provided for all legs at signalized intersections and only for side streets at unsignalized intersections. This results in segments up to one-half mile in between opportunities to cross 13th Street. Many side streets south of Pacific Street are quite steep (up to 8%-10%), making connectivity to 13th Street challenging for disabled pedestrians. More specific discussions of each segment are discussed in following sections.

Although the CSDG is still under development, this document uses portions of the guide to help classify the street segments in terms of typologies. These typologies are intended to describe not only the street itself, but the context in which the street resides. The two typologies discussed related to 13th Street are Urban Connector and General Urban. Urban connectors are characterized by high traffic volumes, a focus on auto, transit and pedestrian modes, and low to high density land uses with frontage set back from ROW. These are typical of arterials east of 72nd Street. General Urban streets, which are typical of a downtown setting, have lower traffic volumes, medium to high density land uses with frontage close to right-of way, and attempt to accommodate all modes as much as is feasible.

13th to Martha Street Court

This section of the 13th Street corridor is a five-lane section, with an 11-foot center turn lane and 11-foot two thru lanes in each direction. The total roadway width is approximately 55 feet and public ROW is 90-feet-wide. No parking is permitted south of Martha Street. The current ADT is approximately 25,000 vpd.

13th Street Looking South at Vinton St

Sidewalks exist on both sides of the street, however there are intermittent brick sidewalks throughout this section of the corridor. Obstructions (power poles) exist within portions of within sidewalk.

Brick Sidewalks South of Bancroft St

The Context Zone is Neighborhood Commercial. With the current ADT and surrounding land use, the typology an Urban Connector. Land use is commercial with a mix of single-family homes. Most buildings are set back from 13th Street ROW. It should be noted that many of the residential homes have private infrastructure, such as retaining walls, in public ROW. Access to Vinton Street Business District is at the Vinton Street intersection. This is also a truck route.

The Bancroft Street intersection is the location of the highest number of crashes in the corridor. This is likely due to side street high delay and sight obstructions from northbound right-turning vehicles. Further discussions of crashes are in following sections of this memo.

Martha Street to William Street

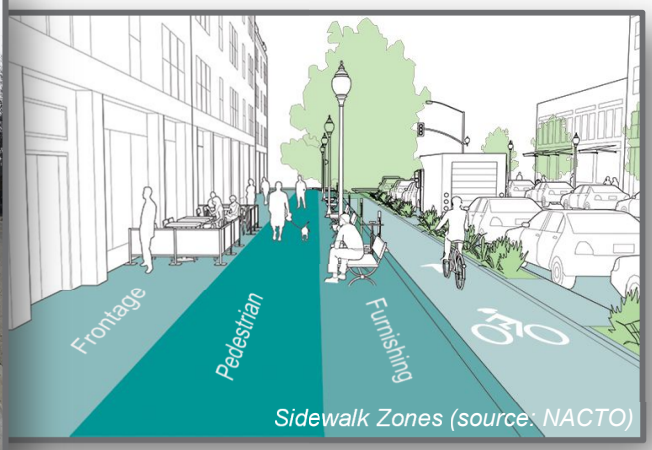
The corridor transitions to a four-lane, undivided section with two 11-foot lanes in each direction. The center turn lane is eliminated and the roadway widens to 60-feet, allowing the introduction of on-street parallel parking on both sides of 13th Street. The daily traffic volumes range from 15,000 vpd to 20,000 vpd. ROW is 100-feet-wide. This segment has the location of the only fatality on corridor which was a head on collision between northbound and southbound vehicles north of Dorcas Street.

13th Street Looking South from Pine St

Land use changes to a mix of residential and commercial fronting the public ROW. That said, the relatively high traffic volumes would qualify this as an Urban Connector. This is also the section where many historic properties begin to appear. Three Historic properties on 13th Street include the Gallagher Building (Center Street), Moses G. C. Block (south of Pierce Street), and the Prague Hotel (William Street). Redevelopment is occurring in the block south of William Street, through Little Bohemia. This includes improvements to both adjacent parcels and streetscaping/sidewalk fronting the parcels on the east side of the street.

Width between ROW and back of curb (sidewalk zone) is approximately 20' on each side, most of which is paved. This includes a frontage zone in front of businesses, a pedestrian zone that varies from 5 feet to 10 feet, and a furnishing zone. The furnishing zone is paved for most of this area and provides a home for signs, utilities, and tree wells. Multiple locations of brick sidewalk are present in the area between Martha Street and Center Street. Other sidewalk impediments are encroachments (vehicle overhang) from private property that obstruct the pedestrian zone. This area, like much of the corridor, no longer has a full-height curb as much of the gutter has been filled during resurfacing projects. This is a likely contributor to the parking encroachments.

Sidewalk Reconstruction South of William



Sidewalk Zones (source: NACTO)

Sidewalk Encroachment near Dorcas

William Street to Railroad Tracks

13th Street remains a four-lane undivided roadway except for northbound and southbound left-turn lanes at Pacific Street. Like the previous section, there is on-street parking, 100-foot ROW, 60 feet of pavement, and 11-foot thru lanes. Traffic volumes reduce to a range between 12,000 vpd and 15,000 vpd.

13th Street Looking North from William St

Sidewalk zone width is approximately 20' on each side and is distributed among the furnishing, pedestrian, and frontage zones like the section to the south. There are multiple locations of broken or uneven sidewalks on the east side of the street as well as one area of brick sidewalks on the west side north of Pacific Street.

The Land use remains to a mix of residential and commercial fronting the public ROW which qualifies the context zone as Neighborhood Commercial. Because of the higher volumes and regional connectivity, the roadway is classified as an Urban Connector typology. Notable land use is the US Post Office on northeast corner of the Pacific Street intersection. This is not only the main post office for Omaha, but a regional distribution hub. According to conversations with post office representatives, multiple hundreds of trucks pass through twenty-hours per day. As such, Pacific Street is marked as a truck route east of 13th Street.

Railroad Tracks to Jackson Street

The four-lane cross section continues north of the railroad viaduct to Jackson Street. Parking is reintroduced at Leavenworth Street and is metered. Roadway width remains at 60 feet, ROW is 100 feet, thru lanes are marked at 11 feet, and the ADT drops to a range between 9,000 vpd and 12,000 vpd. The speed limit also drops to 25 mph as the roadway enters the downtown area. There are two road improvement projects planned for this area, one on Jones Street and one on Leavenworth Street. Both projects begin on the east side of 13th Street and go east from there. The projects are discussed in more detail in previous sections of this memo.

13th Street Looking South from Jones St

The context zone transitions to Downtown and is primarily multi-story residential with some commercial fronting the public ROW through this section. This suggests that the existing roadway is a General Urban Typology. It should be noted that the CSDG specifically defines downtown streets as typical of the General Urban typology, it currently does permit this typology on arterial streets. There are also three features (two buildings and one district) that carry a historic designation: Omaha Nut & Bolt (1316 Jones), Anheuser-Busch Depot (1215 Jones), and the Omaha Rail and Commerce Historic District (8th Street to 15th Street, RR tracks to Jackson).

There are sidewalks on both sides of the street, on back of curb. The sidewalk is carried under the railroad viaduct at approximately 18-feet-wide. While this is adequate width, the condition of the sidewalk is deteriorating, and the setting is uninviting. North of Leavenworth Street, redevelopment has helped spur sidewalk and curb repair on the west side of 13th Street. The projects planned for the east side of the street will help improve the condition of the sidewalks until a comprehensive reconstruction project can be programmed.

Jackson Street to Capital Avenue

13th Street and 14th Street become a one-way couplet at Jackson Street with 13th Street serving northbound traffic and 14th Street serving southbound traffic. 13th Street is a four-lane section and 14th Street is a three-lane section with on-street bike lanes. These bike lanes begin at Capital Avenue, which has shared bike lanes, and ends at Jackson Street which has an on-street eastbound bike lane. The two streets both have metered parking, 11-foot thru lanes, 100-foot ROW, a 25-mph posted speed, and an ADT range between 7,000 vpd and 9,000 vpd. 13th Street was recently resurfaced from Leavenworth Street to Farnam Street.

13th Street Looking South from Dodge St

14th Street Looking South from Howard St

Sidewalks exist on both sides of each street. Curb extensions (nodes) are introduced on certain corners and most intersections. These intersections would be well-served from a walkability standpoint by reconstructing all corners to include nodes as intersections in this segment are among the highest pedestrian volume locations on the corridor. The intersection of 13th Street & Dodge Street has approximately 5,500 pedestrians per day and all intersections in this segment have more than 1,500 pedestrians per day. Pedestrian wayfinding signs are also introduced at these locations. These provide approximate walk times to various landmarks in the downtown area.

This segment of the corridor is in a Downtown context zone. Up to Farnam Street, land use is primarily commercial fronting the public ROW as 13th Street is Western edge of Old Market Historic District. From Farnam Street north to Capital Avenue, land use transitions to multi-story office buildings. This area also passes by the Gene Leahy Mall and the Main Branch of the Omaha Public Library. This suggests both 13th Street and 14th Street are currently a General Urban typology. The Meyer and Raapke Building (1403-1407 Harney) registered as a historic building and is located within this segment.

LEVEL OF SERVICE ANALYSIS

Existing traffic conditions were evaluated to identify the current level of service for autos on the corridor. While this is a walkability study, by far the primary mode using 13th Street today is autos. This analysis was performed to help identify locations where there are disparities between capacity and volume such that modifications to the roadway cross section may occur. This could include areas where the roadway is under capacity and would need improvements to provide acceptable auto operations or where the roadway is over capacity allowing it to be repurposed from the auto to other modes.

The existing peak hour turn-movement and ADT volumes used for the analysis are illustrated in **Figure 1 and** found in **Appendix C**. Note that truck volumes were not available at the time of this study as counts are still being collected. An assumed truck percentage of 5% was applied to all thru movements on 13th Street to account for deliveries to the post office distribution center, industrial businesses on 13th Street, and deliveries to businesses into downtown.

Capacity analyses were performed for all signalized study intersections utilizing the existing lane configurations and traffic control. Analyses were conducted using Synchro, Version 10 which is based on the Highway Capacity Manual 6th Edition delay methodologies. For simplicity, the amount of control delay is equated to a grade or Level of Service (LOS) based on thresholds of driver acceptance. The amount of delay is assigned a letter grade A through F, LOS A representing little or no delay and LOS F representing very high delay. **Table 3** show the delays associated with each LOS grade for unsignalized and signalized intersections.

Table 3: Intersection LOS Criteria

Level-of-Service	Average Control Delay (seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50
Highway Capacity Manual (HCM 6th Ed.)		

Results of the analyses indicate that the intersection of 14th Street & Capitol Avenue operates at LOS E during the AM peak period. The signalized intersection of 13th Street & Leavenworth Road operates at LOS F during the PM peak hour. All other signalized intersections operate at LOS C or better during both peak periods. The southbound left turning movement at 14th Street & Capitol Avenue operates at LOS F in the AM peak hour, accounting for much of the overall delay at the intersection. This is primarily related to the influx of commuter traffic to the office buildings from I-480. It is an issue that has been identified in other studies of the intersection.

The eastbound and westbound left turning movements at 13th Street & Leavenworth operate at LOS F during the PM peak hour. The northbound left turning movement at 13th Street & Vinton Street operates at LOS F during the PM peak hour. All other individual movements at study intersections operate at LOS D or better.

The 95th percentile queue length for southbound movements at 14th Street & Capitol Avenue is over 310 feet during the AM peak hour. The southbound through movement queue at 13th Street & Martha Street is approximately 400 feet, exceeding the spacing of approximately 390 feet between the Martha Street and Dorcas Street intersections. The northbound left turn queue at 13th Street & Vinton Street is approximately 225 feet. The northbound left turn lane at 13th Street & Vinton Street only has approximately 50 feet of available storage length. The queue for southbound through movements at 13th Street & 13th Court is approximately 445 feet. There is sufficient distance between 13th Court and Bancroft Street to store this queue but stacking of vehicles beyond Connell Court occurs during the PM peak hour.

The Existing Conditions capacity analysis summary is illustrated in **Figure 2** found in **Appendix C**. Detailed results may be found in **Appendix D.**

CRASH ANALYSIS

The City of Omaha provided crash data for the study corridor for the previous five years (2013-2017). The data included crashes along the 13th Street corridor extending from I-80 EB Ramp to Cass Street/I-480 WB Ramp as well as the downtown 14th Street corridor from Leavenworth Street to Cass Street/I-480 WB Ramp. This data detailed the date and time of the crash, severity, direction, and crash type.

A total of 728 crashes were reported, with 621 occurring within the study boundaries. Of the 621 reported crashes, there was one fatality (FAT), 12 disabling injuries (INJ-A), 55 visible injuries (INJ-B), 100 possible injuries (INJ-C), and 493 property damage only (PDO) crashes. 449 crashes were located at study intersections and 172 were located between study intersections.

A total of 202 crashes were reported along the 14th Street corridor, with 185 occurring within the study boundaries. No fatalities, 3 INJ-A, 15 INJ-B, 39 INJ-C, and 144 PDO crashes were reported on the corridor.

The one fatal crash involved a head on collision between northbound and southbound vehicles on 13th Street. The crash took place between Dorcas Street and Center Street. Disabling injuries (INJ-A) were distributed along the 13th Street corridor with no concentration at any intersections or segments.

The intersections with the highest number of crashes were 13th Street & Bancroft Street and 14th Street & Capitol Avenue with 46 crashes. Of the 46 total crashes at 13th Street & Bancroft, 36 were angle crashes. The high distribution of angle crashes at Bancroft Street is likely due to obscured intersection sight distance for westbound vehicles. The crash report for many incidents describe northbound buses or northbound right-turning vehicles blocking westbound drivers' vision. It should also be noted that there is unacceptable delay for the westbound movements which would exacerbate the sight distance issue during the peak hour.

Of the 46 crashes at 14th Street & Capitol Avenue, 30 were sideswipe in the same direction. 29 of these were in the southbound direction. Approximately 500 feet north of this intersection, I-480 EB merges with 14th Street in the southbound direction. The sideswipe crashes are likely the result of the interaction of drivers maneuvering under heavy traffic to position themselves ahead of the intersection with Capitol Avenue.

There was a total of 29 crashes that involved pedestrians along 13th and 14th Street corridors. Of these, 12 crashes occurred on 13th Street and eight crashes on 14th Street in the downtown section between Leavenworth and Capitol. In addition, there were five bicycle crashes within the study corridor with three occurring between Leavenworth and Capitol.

Table 4 shows the crash types for the 13th Street study corridor.

Table 4. Crash Summary by Type – 13th Street Corridor

Crash Type	# of Crashes
Rear End	141
Sideswipe Same Direction	95
Sideswipe Opposite Direction	1
Left Turn Leaving	59
Angle	214
Ran Off Road	23
Fixed Object	76
Head On	4
Overturn	1
Offtracking	1
Backing	6
Total Crashes	**621**

Improvements to on-street parking may mitigate some of the crash pattern involving fixed objects. Access management along the corridor should also be reviewed. Consolidation of access to 13th Street from businesses, houses, and alleys would reduce the number of conflict points along the corridor. The addition of a center turn lane at specific locations would also serve to reduce rear-end and sideswipe crashes which are both typical crash types on undivided roadway sections.

Throughout the study corridor, angle crashes were the most common, making up 35% of crashes. Rear end crashes made up 23% of crashes, sideswipes were 15% of the crashes, and fixed object crashes were 12% of the crashes. Many of the fixed object crashes involved parked vehicles.

Based on 2016 statewide crash data, angle crashes represented 40% of all reported crashes. The angle crashes at Bancroft, Farnam, and Capitol represented approximately 78%, 56%, and 63% of total reported crashes at these intersections, respectively.

Similarly, statewide statistics show that rear-end crashes represent 35% of total intersection crashes. Rear-end crashes represented approximately 60% of all crashes at the 13th & Jackson intersection. Of the 16 rear-end crashes, 12 of these were in the northbound direction on 13th Street. The south leg of this intersection is two-way that converts to one-way northbound north of the intersection. There is no northbound left-turn lane at this intersection.

Crash data was analyzed by both crash type and crash severity at study intersections and segments. Crash rates at each intersection were calculated using the following formula:

$$R = \frac{(number\ of\ crashes \times 1{,}000{,}000)}{number\ of\ years \times 365 \times ADT}$$

Critical crash rates were also calculated for each intersection using the following formula:

$$R_{cr} = R_a + k \times \sqrt{R_a / m} + (0.5 \times m)$$

Where k is a probability factor for a 95% confidence interval (1.642), R_a is the average crash rate for similar intersections, and m is the exposure. Vehicle exposure is calculated as number of vehicles entering an intersection over the data range (5 years in this case) per million entering vehicles. Note a separate average crash rate was calculated for signalized intersections (0.89 crashes/MV) and unsignalized intersections (0.51 crashes/MV) along the corridor.

Critical crash rates allow analysists to view the crash rates at intersections in the context of other intersections on the corridor by factoring vehicle exposure. An intersection with a critical crash rate greater than the average crash rate is flagged as a location to focus for improvements both for the high number of crashes and high vehicle exposure. Five intersections have been identified as having crash rates higher than the critical crash rates. The crash summary at these intersections are shown in **Table 5** below:

Table 5. Crash Summary – Intersections with Crash Rate > Critical Crash Rate

Intersection	Rear End	Sideswipe – Same Direction	Sideswipe – Opposite Direction	Left Turn Leaving	Angle	Ran Off Road	Other	Total	ADT (vpd)	Crash Rate (crashes/MV)	Critical Crash Rate (crashes/MV)
13th & Bancroft	2	2	0	5	36	0	1	46	29,230	0.86	0.68
13th & Jackson	16	4	0	0	6	0	1	27	11,560	1.28	1.25
13th & Farnam	3	8	0	1	20	2	2	36	10,775	1.83	1.26
13th & Capitol	4	1	0	3	19	1	2	30	12,950	1.27	1.23
14th & Capitol	5	30	0	2	7	0	2	46	13,298	1.90	1.45

A summary of crashes is shown in **Figure 3** and **Figure 4** found in **Appendix C**. Crash summary tables by type and severity at intersections and segments are included in **Appendix E** at the end of the memorandum.

PARKING ANALYSIS

As part of the existing conditions analysis, parking utilization and turnover were observed along the 13th Street Corridor between Martha and Pacific Streets. Two periods were observed, during a weekday midday between 10am and 4pm, and a Friday evening between 6pm and 10pm during an event at Sokol Auditorium (located at 13th Street & Martha Street). The total parking capacity directly on 13th Street was found to be approximately 170 spaces. The side street capacity along the corridor is 185 spaces.

During the weekday along the entire corridor, parking utilization directly on 13th Street was an average of approximately 20%. The highest utilization on 13th Street occurred between Hickory and Pierce at around 40%. The lowest utilization occurred on the southern end of the corridor between Martha and Center.

Between Hickory and Pierce, most vehicles parked for three hours or longer, with many for six or more hours, indicating a low turnover. Vehicles likely belong to nearby business employees. Between Martha and Hickory, most vehicles were parked for one or two hours.

During the Friday evening period, parking utilization along 13th Street was an average of approximately 16%. The highest utilization was between Martha and Center streets. This is consistent with expectations given an event at Sokol Auditorium. In addition, utilization between Hickory and Pierce was closer to the average utilization of the corridor, dropping from the midday hours. Note that most businesses are closed during this time.

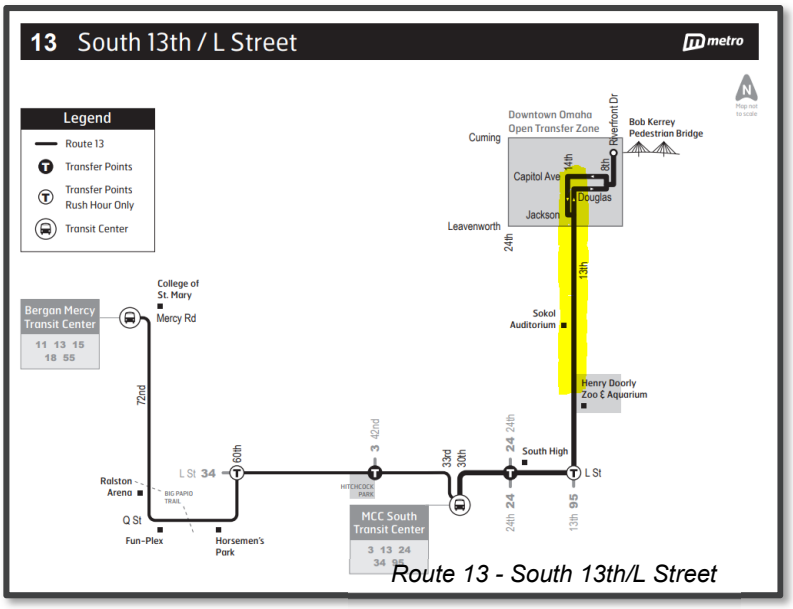
Between Martha and Center, most vehicles that were inventoried were parked through the duration of the data collection times and were generally parked for greater than two hours. This can be associated with an ongoing event at Sokol Auditorium. Between Hickory and Pierce Streets, turnover was higher than in the midday with vehicles generally parking for one or two hours at a time.

Generally, side street utilization was higher than the utilization along 13th Street. This is likely due to residents living directly on or adjacent to 13th Street. While no turnover data was recorded for side streets, it is anticipated that side street turnover would be low along the entire corridor. The Existing Parking Inventory is visualized in **Figure 5** found in **Appendix C.**

TRANSIT INVENTORY

Public transit service plays an important role for enhancing the 13th Street Corridor in the future. Metro Transit currently operates Route 13 the length of the corridor, in addition to 20 other Metro routes traveling through the northern edge of the corridor in downtown Omaha, which is a primary area for transferring to other Metro routes.

Route 13 operates seven days per week from approximately 5:00 am to midnight on weekdays, 6:00 am to midnight on Saturdays, and 6:30 am to 8:45 pm on Sundays. The base fare is $1.25 per one-way trip, with express routes at $1.50 per one-way trip. Other discounts include 10-Ride Cards and 30-day Day Passes. The highlighted area below indicates the 13th Street Corridor boundaries for this study.



Route 13 - South 13th/L Street

Route 13 travels from downtown south on 13th Street to L Street, then travels west to 72nd Street to the College of St. Mary, then returns downtown. The bus operates every 15 minutes during the weekday peak hours and every 30 minutes during non-peak hours. After 7:00 pm, service is every 60 minutes. Saturday service is every 30 minutes throughout the day and every 60 minutes after 7:00 pm. Sunday service operates every hour.

Ridership for Route 13 averages approximately 16,800 monthly one-way trips. Monthly trends reflect higher ridership during the warmer months, with the slowest ridership during the winter. Every weekday, approximately 663 one-way trips are provided on Route 13. Daily ridership activity by intersection within the 13th Street Corridor is shown in **Appendix F** on the following page. The highest ridership locations are shown below in **Table 6**. Route 13 typically ranks in the top 10 systemwide for all fixed routes. In March 2018, Route 13 ranked 7th highest in total ridership.

Table 6. Daily Ridership – Route 13

Intersection Location	Daily Ridership Activity (over 20)
14th Street/Douglas SW	164
13th Street/Farnam SE	71
13th Street/Martha	65
13th Street/Douglas SE	32
13th Street/Jones SE	32
13th Street/Vinton SE	23
13th Street/Jackson SW	22
13th Street/Castelar SE	22

The 13th Street Corridor has 41 bus stops located within the study area. Most bus stops have a pole and Metro bus stop sign to mark boarding and deboarding locations. Some benches and shelters are also located at stops. Bicycle racks are available on all the buses for extended connections.

Each of the 41 Metro bus stops within the 13th Street Corridor have different amenities, such as signage, bench, shelter, etc. As mentioned previously, most stops have a mounted Metro bus stop sign on an existing utility or sign post. **Appendix F** shows the existing amenities at each of the 41 Metro bus stops, along with data reflecting nearby accessibility.

The 13th Street Corridor plays a major role in the future for regional north/south transit service. The corridor was identified in the *2014 Regional Transit Vision* as a high frequency transit service area, with connections from North Omaha to Bellevue and to Offutt Airforce Base. In addition, the *2017 Sarpy County Transit Feasibility Study* also identified 13th Street as a primary corridor for enhanced transit service. The scope of this study focuses on a portion of 13th Street with existing frequent bus transit service, which will likely continue in the long-term with some consolidation of stops. Pedestrian access areas for boarding and deboarding transit vehicles is a priority for Metro along the corridor, while continuing to look for short-term improvements that move toward the goal of a higher level of service in the future.

Bus Stop at Pacific St (NW Corner)

Heavy Truck Analysis & Speed Data

Heavy truck use plays a big role on the 13th corridor due to industrial businesses south of downtown. A truck count was conducted at four locations: 13th Street north of Vinton, 13th Street south of William, 13th Street south of Harney and 14th street South of Harney. The counts were taken on 5/15/2018 at 12:00 AM and concluded on 5/17/2018 at 12:00 PM. Throughout the corridor, is stays consistent at 7-8 percent at all the locations except at location 3 which is 13th Street south of Harney where it jumps up to 10-11 percent of traffic.

Along with counts there was a speed study along 13th Street & 14th Street. The study was carried out over three days. The 85th percentile average speeds in the same locations are as follows: 39.3 mph, 43.5 mph, 30.6 mph, and 32.2 mph respectively. **Appendix G** shows the data recorded from these studies.

SUMMARY

The 13th Street corridor is currently being examined for improvements related to improving access to all modes of travel that use the corridor now or may use it in the future. The study is being conducted in the context of a public interest for more walkable and "complete" streets in Omaha, as well as the adoption of a Complete Streets Policy in 2015 which was officially approved by City Council in 2015. The Existing Conditions Memorandum, which is the first of four memorandums to supplement a Final Walkability Study examines the 13th Street corridor within six topics:

- Inventory of Existing Plans, Studies, and Facilities
- Level of Service Analysis
- Crash Analysis
- Parking Analysis
- Transit Inventory
- Heavy Truck Analysis & Speed Data

Inventory of Existing Plans, Studies, and Facilities

The first part of the analysis included summaries of existing street features, roadway projects under development, and relevant planning efforts. The MAPA Regional Bike and Pedestrian Plan, City of Omaha Master Plan, Omaha Transit Alternatives Analysis identify multiple projects that will include or cross 13th Street. These are all opportunities to integrate improvements to 13th Street within the context of the entire transportation network. Project such as the Jones Street and Leavenworth Street Reconstruction, which are described in this study, are examples of these opportunities.

This study will also include a significant public outreach component. The start of this outreach included a series of Block Talks that the City of Omaha, MAPA, and ONEOmaha are conducting. The results of these events are summarized in this study.

Finally, a detailed review of the corridor was conducted. This review focused on not only features and data relevant to the road bed, but those used by pedestrians and bikes. Generally, this inventory showed a presence of pedestrian facilities in some form throughout the corridor, but condition and connectivity varied. Several locations were identified where sidewalk repair, curb repair, or intersection treatments would greatly enhance the pedestrian experience.

Level of Service Analysis

Intersection capacity analyses were conducted along the corridor with the intent of identify the relationship between the current traffic volumes and available capacity. The intent is to identify areas of needed improvements, but also areas for opportunities to repurpose 13th Street to other modes of travel.

The analyses identified unacceptable delay (LOS E) at 14th Street & Capital Ave related to peak commuter volumes in the AM peak. It also noted unacceptable delay (LOS F) at 13th Street & Leavenworth Street during the PM peak hour. Other intersections with operational deficiencies include the Vinton Street and Bancroft Street intersections where movement delay is unacceptable or queuing is extending to other intersections.

Outside these locations, many of the intersections and individual movements are operating at acceptable levels of service, such that there is available capacity to be repurposed. This is particularly true in the area north of Leavenworth Street on 13th Street. Any lane reconfiguration will need to be checked as part of the alternatives analysis.

Crash Analysis

This portion of the study summarized and interpreted the history of crashes for the previous five years at study intersections and segments. There was a total of 621 crashes on 13th Street and 202 crashes on 14th Street within the study area. The prevalent crash types were angle crashes and rear-end crashes. Only one fatality was reported. This was a head-to-head crash north of the Dorcas Street intersection.

Of the crashes on the corridor, 34 involved bikes or pedestrians. No clear pattern or high crash location was identified during the analysis.

The five intersections that were identified as candidates for further evaluation, that is having a higher average crash rate than critical crash rate, were 13th & Bancroft, 13th & Jackson, 13th & Farnam, 13th & Capitol, and 14th & Capitol. Of these, 13th & Bancroft and 14th & Capitol had the highest number of crashes. Relevant factors and potential improvements are discussed in this memorandum.

Parking Analysis

A parking utilization and turnover study was conducted through the Little Bohemia (Martha to Pacific) area to supplement the information provided in the Downtown Parking Needs Assessment. This is the only other area on the corridor where parking is permitted. The intent of this analysis was to understand the parking needs today, so the alternatives analysis can adequately consider how to accommodate parking as part of any road reconfiguration.

During the weekday period, overall parking utilization in the Little Bohemia area is approximately 20% with the highest concentration of parking at 40% between Hickory and Pierce Streets. Turnover in these areas is typically greater than three hours, with many vehicle parking for more than six hours. It should be noted that there are two-hour parking restrictions in this area.

An evening period was also analyzed during an event at Sokol Auditorium. This showed the overall utilization to be 16% with the concentrated parking shifting south of Center Street down to Martha Street.

In all periods, side street utilization was much higher than 13th Street, suggesting a higher utility and comfort for parking off 13th Street.

Transit Inventory

Transit plays an integral role in improving the walkability of a corridor like 13th Street. As such, considerations for integrating transit will only serve to improve the whole corridor. Route 13, which is one of Metro's most used routes, runs along 13th Street from L Street to the Riverfront. This route carries almost 700 riders per day and stops at 41 locations within the study area. Amenities at stops range from a sign to benches and shelters.

Long-term this route will serve a primary role in Metro's system. Conversations with Metro during this phase of the Walkability Study indicate opportunities to collaborate and improve transit service. This includes consolidating stops, improving amenities, and finding opportunities for wayfinding.

06.29.2018

Appendix - A

Block Talk Reports

06.28.2018

Block Talk Comment Summary

Downtown (South) Block Talk

13th & Farnam SE

- (-) State building is boring
- (-) Access to ped/bike sidewalks uneven
- (+) Planters are inviting
- (+) Easy walk/wide sidewalks
- [Redevelopment of library, Options for the GLM, Land use, Issues around services provided here]

13th & Jackson NE

- (-) High speeds
- (-) Needs greenspace
- (+) Freshly painted sidewalks
- (+) Street art nice
- (+) Lots of empty space
- [Entrance to the Old Market, shift in land use]

14th & Leavenworth NW

- (-) Not enjoyable with buildings boarded up
- (-) Speeds too fast to park
- (-) No street crossing
- (-) No street lights
- (-) Better right of way

14th & Howard SE

- (-) Extend crossing times
- (-) Parking Education
- (-) Uneven sidewalks
- (-) Busy traffic
- (-) High speeds
- (-) Too much parking

14th & Farnam NE

- (+) Wide sidewalk accessibility
- (+) Street planting

Downtown (North) Block Talk

13th & Dodge SE

- (-) Blank walls
- (-) Left-turn for buses
- (+) Protection from street/landscaping

12th & Chicago SE

- (-) Unsafe at night
- (-) Steep downhill
- (+) Landscaping protection
- (+) Creative lighting art under interstate

13th & Capital SE

- (-) Nothing to do
- (-) Too many garages
- (-) Loud
- (-) No greenspace
- (-) Empty meters

Gene Leahy Bridge

- (-) Park not accessible
- (-) Surrounding uses separated
- (-) Unsafe overnight
- (-) Blank walls
- (-) Needs to be activated
- (+) Beautiful at night
- (+) Space for Summer Arts Festival

Dahlman Block Talk

13th & Hickory SW

- (-) Narrow sidewalks/accessibility issues
- (-) N 14th safer
- (-) Emptiness/vacant lots
- (+) Brick Street
- (+) Mature trees
- (+) People outside

13th & William SE

- (-) Fast traffic
- (-) Needs more crossings
- (-) Loud traffic
- (-) Wide street
- (-) Not enough signals
- (-) Street use not congruent with building use
- (+) Wide sidewalks
- (+) Beautiful buildings

11th & alleyway south of William

- (-) People don't shovel sidewalks
- (-) Not accessible, steep hill
- (-) More lighting needed
- (-) Prefer path with sidewalk
- (+) Better than most roads
- (+) Paved
- (+) Public art/greenspace
- (+) Nice shortcut

10th & Worthington

- (-) Need to pick up trash

14th & Pacific SE

- (-) Not handicap accessible
- (-) No sidewalk feels like private
- (-) Connection to downtown is bad
- (-) Obstacles
- (+) Better than other neighborhoods
- (+) Parking separated people from street

13th & Hickory NW

- (-) No place to stop
- (-) Uneven sidewalks
- (-) Debris
- (-) Rundown feeling
- (-) High speeds
- (-) Lack of crosswalks
- (-) Lack of attractions
- (+) Feeling of belonging
- (+) Street trees
- (+) Human scale
- (+) Sidewalk width
- (+) Windows on street
- (+) Variety of uses on street
- (+) Bus service

14th & Pacific SE

- (-) Lack of lighting
- (-) Needs more sidewalk maintenance
- (-) Abandoned lots & houses
- (-) Lack of eyes on the street
- (-) Empty
- (-) Needs more decorative landscaping
- (+) Decent walkability
- (+) Quiet
- (+) Shady
- (+) Bikeable

13th & William SE

- (-) Uneven sidewalks
- (-) Litter
- (-) High speeds
- (+) Improved curbs
- (+) Wide sidewalks
- (+) Good lighting
- (+) Art

11th & alleyway south of William

- (-) Alley is not friendly
- (-) Lack of lighting in neighborhood
- (+) Old architecture
- (+) Feeling of life
- (+) Quiet scenery
- (+) Feeling of caring

Deer Park Block Talk

14th & Vinton NE

- (-) Close to street
- (-) Speed
- (-) Noise
- (-) Hard to bike
- (+) Access to transit

13th & Martha SW

- (-) Two streets contrasted
- (-) Houses and sidewalks different
- (+) Well integrated houses
- (+) Narrow streets
- (+) No litter

13th & Arbor NE

- (-) Bad sidewalks
- (-) Narrow sidewalks
- (-) Bus sign down
- (+) Places to go
- Crosswalks

10th & Bancroft

13th & Bancroft SE

- (-) Litter
- (-) Traffic
- (-) Noise
- (-) Unsafe corner
- (+) Good sidewalks
- (+) Kids playing
- (+) Spacing between street and sidewalk
- (+) Trees

Downtown

Policy

What is our group's top 2 ideas for short-term and long-term?
Enforce sidewalk ordinance for maintenance/upkeep
Increase cost of parking (to drive and fund use of transit)
Who should lead it?
ODID
Ken Smith, Metro, City
What is the first step to accomplish?
working with Public Works
Get City and Metro together to work in coordination
What is the estimated timeline to accomplish?
as soon as possible
5-10 years

Project

What is our group's top 2 ideas for short-term and long-term?
Paint Pillars under 480
Sidewalk access on 14th
Who should lead it?
Private Foundations
Public Works
What is the first step to accomplish?
Getting a cost estimate
Crosswalk and sidewalk inventory
What is the estimated timeline to accomplish?
2 years
5 years

Project

What is our group's top 2 ideas for short-term and long-term?
Marketing Parking (Park Omaha App Promotion)
Unify Downtown "Districts"
Who should lead it?
Ken Smith, Downtown Omaha Inc, Omaha Downtown Improvement District
DOI and ODID, Leaders of districts/organizations, residents, ONE Omaha
What is the first step to accomplish?
What is the estimated timeline to accomplish?

Dahlam

Policy

What is our group's top 2 ideas for short-term and long-term?
Speed warning signs / speed control
Lane width policy
Who should lead it?
Public works, OPS, city council, and neighborhoood assoc.
What is the first step to accomplish?
Add to 13th street study
Contact city leadership
What is the estimated timeline to accomplish?
Speed warning-less than 1 year
Lane width policy- a year or more

Project

What is our group's top 2 ideas for short-term and long-term?
Trash/recycling project
Identify pedestrian crosswalk spots
Who should lead it?
K.O.B.
Public Works
What is the first step to accomplish?
Pedestrian count
Traffic study to identify safe crossing opportunities
What is the estimated timeline to accomplish?
Trash/recycling project: 2 years
Identify pedestrian crosswalk spots: 2 - 4 years

Program

What is our group's top 2 ideas for short-term and long-term?
Neighborhood identity program- beautification, trash cans/litter, landscaping
Education
Who should lead it?
NID: Neighborhood association, ONE Omaha, PJ Morgan, Omaha Creative Institu
Edu: Residents, Metro Transit, KOB, ModeShift, Durham, Restoration Exchange
What is the first step to accomplish?
Engage residents, documenting program proposal, outcomes, meeting
Reach out to universities, research
What is the estimated timeline to accomplish?
As soon as possible

Deer Park

Policy

What is our group's top 2 ideas for short-term and long-term?
No parking on sidewalk
Standardize sidewalk design w/ new development
Who should lead it?
Police, landlords, Neighborhood Association, Citizen patrol, ModeShift, Mayor's Of
Planning, PW, developers, Neighborhood Association, Mayor's Office, City Attorne
What is the first step to accomplish?
Investigate why not enforced
Identify pilot neighborhood
What is the estimated timeline to accomplish?
12 months
Less than 2 years/neighborhood; 5 years city wide

Project

What is our group's top 2 ideas for short-term and long-term?
Mural
Fix sidewalks
Who should lead it?
OCI, Daniel (?), BSM, Boy/Girl Scouts, Great Programs, Katie White
Heritage services, Peter Kiewit, City Public Works
What is the first step to accomplish?
Find location/ permission & Public input meeting
Study, Talk to Krista
What is the estimated timeline to accomplish?
3-6 months
5 years

Program

What is our group's top 2 ideas for short-term and long-term?
Public Service Announcements (Neighborhood Code of Ethics)
Innovative Traffic and Ticket Program
Who should lead it?
ONE Omaha and City Planning Dept
Public Works, Park Omaha, and City Mobile App
What is the first step to accomplish?
What is the estimated timeline to accomplish?
Less than a year
2 years

06.29.2018

Appendix - B

Existing Conditions Summary

13th Street

Intersections	13th Cir	Bancroft	Vinton	Arbor	Castelar	Martha	Dorcas	Center	Hickory	Pine	William	Pierce	Pacific	Leavenworth	Jones	Jackson	Howard	Harney	Farnam	Douglas	Dodge	Capital
Intersection Geometry																						
Maj. Rd. Turn Lanes	Yes			No		Yes	No						Yes	n/a								
Min. Rd. Turn Lanes	Yes			No										Yes	No		n/a					
Maj. Rd. Ped Crossing (ft.)	55	55	57	60															45/60	45/55	45	45/37
Min. Rd. Ped Crossing (ft.)	72	30	43	30	36	41	22	25	26	24	43	40	30	56	39	47	40	56	58	75	45	63
ADA Compliant Curb Ramps	Yes																					
Traffic Data																						
Intersection Control	Signal	Stop	Signal	Stop	Signal (ped)	Signal	Stop	Stop	Stop	Stop	Signal	Stop	Signal	Signal	Stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal
Intersection ADT																						
Auto	27,975	29,230	31,220		26,445	27,415		16,700			16,615		16,128	16,685		11,560	8,915	11,410	10,775	16,120	13,530	12,950
Truck	7%							7%									10%					
Pedestrian	48	68	214		146	248		142			244		188	204		865	2,018	1,809	1,505	1,607	6,012	2,655
Bicycle	-	-	18		8	34		-			-		28	48		-	24	37	-	9	-	24
Auto LOS	B (B)	-	A(C)	-	-	B(C)	-	-	-	-	B(B)	-	A(B)	C(F)	-	C(B)	B(B)	B(B)	B(B)	B(B)	B(B)	A(B)
Fatalities/Injury Crashes	0/9	0/16	0/7	0/3	0/6	0/11	0/11	0/4	0/1	0/0	0/6	0/1	0/3	0/14	0/4	0/9	0/3	0/6	0/8	0/9	0/4	0/7
Crash Rate	0.88	1.68	1.03		0.69	1.37		0.49			1.26		0.96	2.13		2.37	1.54	1.36	3.14	1.7	0.88	2.19

Segments	13th Cir - Bancroft	Bancroft - Vinton	Vinton - Arbor	Arbor - Castelar	Castelar - Martha	Martha - Dorcas	Dorcas - Center	Center - Hickory	Hickory - Pine	Pine - William	William - Pierce	Pierce - Pacific	Pacific - Leavenworth	Leavenworth - Jones	Jones - Jackson	Jackson - Howard	Howard - Harney	Harney - Farnam	Farnam - Douglas	Douglas - Dodge	Dodge - Capital
General																					
Functional Classification	Other Principal Arterial																				Min. Art.
Context Zone	Neigborhood Commercial													Downtown							
Speed Limit (mph)	35							30						25							
Existing Typology	Urban Connector													General Urban							
Number of Lanes	5		4									5		4							
1-way/2-way	2-way															1-way (NB)					
Center Turn Lane/Median	CTL		n/a									CTL		n/a							
Bikeway	n/a																				
Parking (West/East)	N/N						Y/Y					N/N		Y/Y					N/N	Y/Y	
Roadway Dimensions																					
Right-of-Way Width (ft)	92	90			100												103	105	100		
Total Roadway Width (ft)	55	55	57	60															45	60	
Lane Width (ft)	11												12	11							
Sidewalks																					
ADA-Compliant (West/East)	Y/N	N/Y	Y/N	N/N	N/Y	Y/N	N/N	N/Y	Y/Y	Y/N	Y/N	Y/N	N/Y	Y/N	Y/Y	N/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/N
Frontage Zone (ft) (West/East)	(10)/9	(14)/2	(10)/8	(9)/9	(5)/12	(6)/10	(14)/5	(4)/Varies	(2)/12	(4)/4	(4)/4	4	(10)/12	(6)/5	(4)/Varies	(4)/6	(6)/4	(4)/4	(4)/4	(6)/1	(Varies)/1
Pedestrian Zone (ft)	5(5)	(Varies)/4	(7)/5	(5)/5	(5)/5	(9)/5	(5)/5	(9)/7	(5)/7	(9)/7	(7)/10	(7)/5	(2)/5	(5)/8	(12)/Varies	(10)/Varies	(8)/10	(12)/Varies	(5)/5	(10)/8	(Varies)/5
Greenscape/Furnishing Zone (ft)	4(4)	(Varies)/8	(2)/3	(3)/3	(2)/3	(2)/2	(3)/3	(6)/Varies	(6)/3	(5)/5	(7)/3	(3)/2	(6)/2	(7)/3	(4)/3	(6)/4	(8)/6	(8)/Varies	(1)/1	(6)/9	(Varies)/8
Traffic Data																					
ADT (vpd)																					
Autos	24,650	28,900	25,150	26,180	24,515	20,030	16,350	16,050	15,750	15,350	14,200	13,575	12,200	9,600	9,100	7,300	6,800	7,700	6,700	7,000	6,000
Trucks	7%						7%										10%				
Buses	106																				
Pedestrian	40	94	-	-	150	-	-	-	-	-	164	-	194	-	-	1,126	1,054	1,054	649	1,486	1,532
Bicycle	-	12	12	0	20	20	-	-	-	-	-	20	27	-	-	14	14	-	5	3	9
Fatalities/Injury Crashes	0/1	0/2	0/4	0/2	0/1	0/6	1/1	0/0	0/0	0/2	0/0	0/0	0/1	0/1	0/1	0/0	0/0	0/2	0/0	0/0	0/0
Crash Rate (crashes/HMVM)	371.5	379.2	317.7	813.9	165.6	962.5	558.6	455.2	217.4	703.1	454	96.1	271.6	951.3	2007.1	1251	3069.7	1694.3	-	559.1	652.3

14th Street

Intersections	Jackson	Howard	Harney	Farnam	Douglas	Dodge	Capital
Intersection Geometry							
Maj. Rd. Turn Lanes	Yes						
Min. Rd. Turn Lanes	Yes						
Maj. Rd. Ped Crossing (ft.)	62			54	54	47	44
Min. Rd. Ped Crossing (ft.)	60	60	59	60	64	59	48
ADA Compliant Curb Ramps	Yes						
Traffic Data							
Intersection Control	Signal	Signal	Signal	Signal	Signal	Signal	Signal
Intersection ADT							
Auto	6,382	7,354	9,387	10,134	18,268	15,108	13,298
Truck	7%						
Pedestrian	500	699	920	1,625	3,206	5,456	844
Bicycle	-	34	36	-	-	-	-
Auto LOS	A (B)	A (B)	B (B)	B (B)	B (B)	B (C)	E (B)
Fatalities/Injury Crashes	0/1	0/0	0/0	0/1	0/3	0/0	0/0
Crash Rate	1.72	0.37	0.82	0.97	0.63	1.05	1.9

Segments	Jackson - Howard	Howard - Harney	Harney - Farnam	Farnam - Douglas	Douglas - Dodge	Dodge - Capital
General						
Functional Classification	Other Principal Arterial					Min. Art.
Context Zone	Downtown					
Speed Limit (mph)	25					
Existing Typology	General Urban					
Number of Lanes	3					
1-way/2-way	1-way (SB)					
Center Turn Lane/Median	n/a					
Bikeway	On-Street (5')					
Parking (West/East)	Y/Y					
Roadway Dimensions						
Right-of-Way Width (ft)	101	100	105	103		
Total Roadway Width (ft)	60			45	60	
Lane Width (ft)	11					
Sidewalks						
ADA-Compliant (West/East)	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y
Frontage Zone (ft) (West/East)	0 (4)	5 (0)	4 (0)	2 (6)	3 (0)	6 (5)
Pedestrian Zone (ft)	8 (5)	9 (7)	9 (10)	10 (12)	9 (9)	16 (5)
Greenscape/Furnishing Zone (ft)	2 (10)	Varies(8)	6 (10)	10 (7)	12 (8)	3 (9)
Traffic Data						
ADT (vpd)						
Autos	4,789	5,755	5,557	7,980	7,796	6,922
Trucks	7%					
Buses	106					
Pedestrian	300	415	723	1,232	2,258	1,000
Bicycle	-	46	-	-	-	-
Fatalities/Injury Crashes	0/0	0/0	0/2	0/0	0/0	0/0
Crash Rate (crashes/HMVM)	163.45	408.05	422.59	294.28	301.22	565.43

06.29.2018

Appendix - C

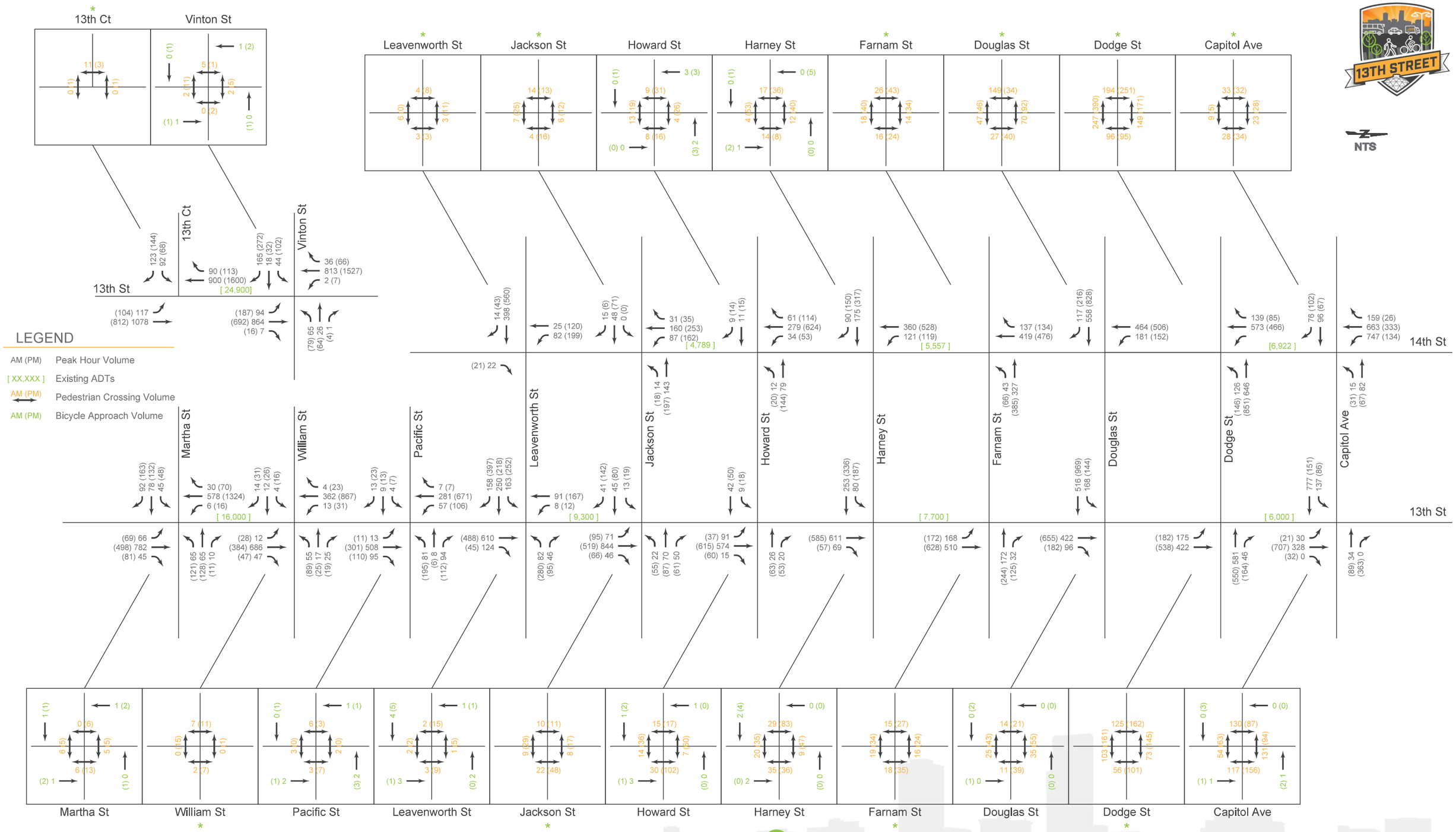
Figures

Traffic Volumes

Capacity Analysis Summary

Crash Data (2)

Parking Occupancy



*Bicycle data unavailable at intersection

Figure 1 - Traffic Volumes

LEGEND

- AM (PM) — Signalized Intersection LOS
- AM (PM) — Movement LOS
- STOP — Stop Controlled Intersection
- Stop Sign
- Lane Geometry

NTS

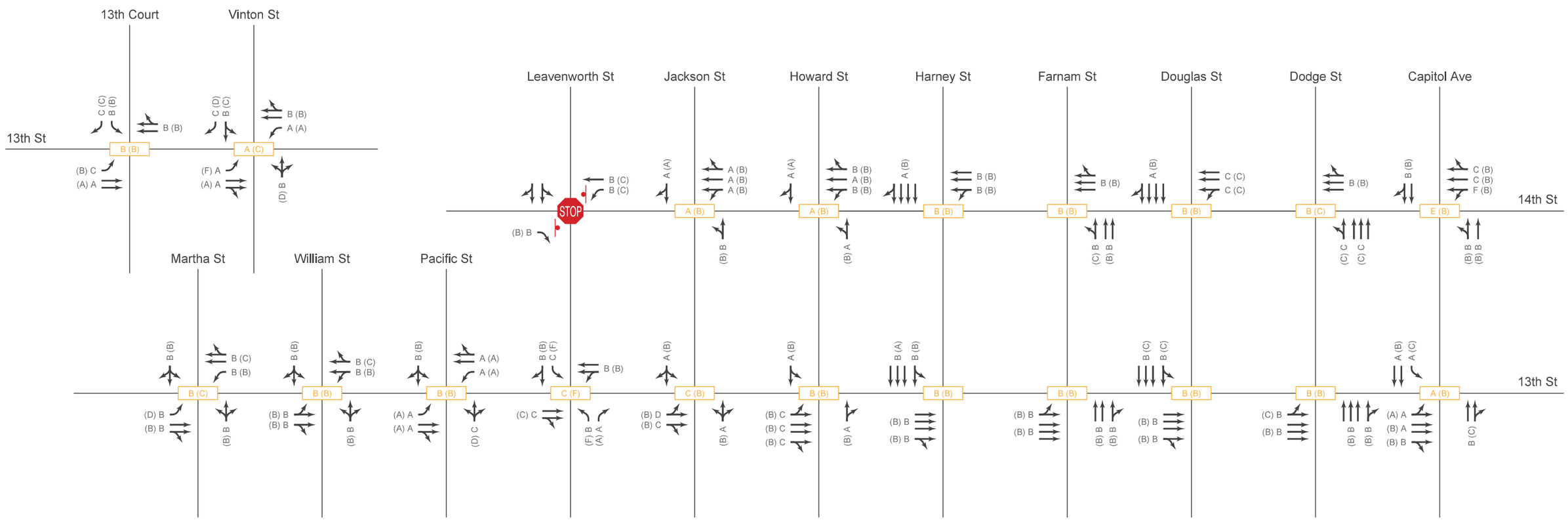


Figure 2 - Capacity Analysis Summary

NTS

To Dorcas St.

Martha St.

4 Crashes

Type	Severity
1 Rear End	1 INJ-B
1 Left Turn Leaving	3 PDO
2 Ran Off Road	

39 Crashes

Type	Severity
16 Rear End	1 INJ-A
4 Sideswipe Same Direction	3 INJ-B
4 Left Turn Leaving	5 INJ-C
13 Angle	30 PDO
2 Ran Off Road	

Castelar St.

14 Crashes

Type	Severity
5 Rear End	2 INJ-B
1 Sideswipe Same Direction	12 PDO
2 Angle	
2 Ran Off Road	
4 Fixed Object	

18 Crashes

Type	Severity
6 Rear End	1 INJ-A
3 Left Turn Leaving	3 INJ-B
7 Angle	2 INJ-C
1 Ran Off Road	14 PDO
1 Fixed Object	

Arbor St.

6 Crashes

Type	Severity
1 Rear End	1 INJ-A
2 Sideswipe Same Direction	1 INJ-B
3 Angle	1 INJ-C
	3 PDO

5 Crashes

Type	Severity
2 Rear End	2 INJ-B
1 Left Turn Leaving	0 INJ-C
2 Angle	3 PDO

Vinton St.

5 Crashes

Type	Severity
2 Rear End	1 INJ-C
2 Sideswipe Same Direction	4 PDO
1 Ran Off Road	

35 Crashes

Type	Severity
12 Rear End	3 INJ-B
2 Sideswipe Same Direction	4 INJ-C
9 Left Turn Leaving	28 PDO
10 Angle	
2 Fixed Object	

Bancroft St.

7 Crashes

Type	Severity
4 Rear End	1 INJ-C
2 Ran Off Road	6 PDO
1 Fixed Object	

45 Crashes

Type	Severity
2 Rear End	1 INJ-A
2 Sideswipe Same Direction	2 INJ-B
4 Left Turn Leaving	13 INJ-C
36 Angle	38 PDO
1 Offtracking	

Connell Ct.

2 Crashes

Type	Severity
2 Sideswipe Same Direction	2 PDO

2 Crashes

Type	Severity
1 Angle	1 INJ-B
1 Overturn	1 PDO

S 13th Ct.

3 Crashes

Type	Severity
1 Rear End	3 PDO
2 Ran Off Road	

27 Crashes

Type	Severity
11 Rear End	3 INJ-B
1 Sideswipe Same Direction	6 INJ-C
6 Left Turn Leaving	18 PDO
8 Angle	
1 Fixed Object	

To Pacific St.

1 Crash

Type	Severity
1 Angle	1 PDO

Pierce St.

12 Crashes

Type	Severity
2 Rear End	12 PDO
1 Sideswipe Same Direction	
2 Angle	
1 Ran Off Road	
6 Fixed Object	

2 Crashes

Type	Severity
1 Rear End	1 INJ-B
1 Angle	1 PDO

William St.

13 Crashes

Type	Severity
1 Sideswipe Opposite Dir.	2 INJ-C
1 Left Turn Leaving	11 PDO
1 Angle	
10 Fixed Object	

21 Crashes

Type	Severity
9 Rear End	1 INJ-A
2 Sideswipe Same Direction	2 INJ-C
4 Left Turn Leaving	17 PDO
4 Angle	
1 Ran Off Road	
1 Fixed Object	

Pine St.

3 Crashes

Type	Severity
1 Sideswipe Same Direction	3 PDO
1 Angle	
1 Ran Off Road	

1 Crash

Type	Severity
1 Left Turn Leaving	1 PDO

Hickory St.

8 Crashes

Type	Severity
3 Rear End	8 PDO
1 Sideswipe Same Direction	
1 Left Turn Leaving	
1 Fixed Object	
1 Head On	
1 Backing	

6 Crashes

Type	Severity
1 Rear End	1 INJ-A
4 Angle	5 PDO
1 Ran Off Road	

Center St.

12 Crashes

Type	Severity
3 Rear End	1 FATAL
2 Sideswipe Same Direction	11 PDO
1 Ran Off Road	
5 Fixed Object	
1 Head On	

9 Crashes

Type	Severity
3 Rear End	1 INJ-A
1 Sideswipe Same Direction	3 INJ-C
3 Left Turn Leaving	5 PDO
1 Angle	
1 Head On	

Dorcas St.

17 Crashes

Type	Severity
5 Rear End	1 INJ-B
1 Sideswipe Same Direction	3 INJ-c
1 Angle	13 PDO
10 Fixed Object	

15 Crashes

Type	Severity
5 Rear End	1 INJ-A
1 Sideswipe Same Direction	2 INJ-B
3 Left Turn Leaving	4 INJ-C
5 Angle	7 PDO
1 Fixed Object	

To Martha St.

LEGEND

FATAL	Fatal Injury Crash
INJ-A	Disabling Injury Crash
INJ-B	Visible Injury Crash
INJ-C	Possible Injury Crash
PDO	Property Damage Only Crash

Note: Crashes reported here occured between 01/01/2015 and 12/31/2017.

Figure 3 - Crash Data

NTS

13TH STREET

To Farnam St.

Harney St.

16 Crashes

Type	Severity
2 Rear End	16 PDO
5 Sideswipe Same Direction	
3 Backing	
6 Fixed Object	

16 Crashes

Type	Severity
3 Rear End	1 INJ-A
2 Sideswipe Same Direction	1 INJ-B
1 Left Turn Leaving	3 INJ-C
10 Angle	11 PDO

Howard St.

7 Crashes

Type	Severity
1 Ran Off Road	7 PDO
1 Head On	
5 Fixed Object	

14 Crashes

Type	Severity
4 Rear End	2 INJ-C
7 Sideswipe Same Direction	12 PDO
3 Angle	

Jackson St.

14 Crashes

Type	Severity
1 Rear End	1 INJ-C
4 Sideswipe Same Direction	13 PDO
5 Angle	
4 Fixed Object	

27 Crashes

Type	Severity
16 Rear End	1 INJ-B
4 Sideswipe Same Direction	5 INJ-C
6 Angle	21 PDO
1 Fixed Object	

Jones St.

7 Crashes

Type	Severity
1 Rear End	1 INJ-B
1 Sideswipe Same Direction	6 PDO
1 Backing	
4 Fixed Object	

9 Crashes

Type	Severity
3 Sideswipe Same Direction	2 INJ-B
6 Angle	1 INJ-C
	6 PDO

Leavenworth St.

14 Crashes

Type	Severity
1 Ran Off Road	3 PDO
2 Fixed Object	

33 Crashes

Type	Severity
5 Rear End	1 INJ-A
5 Sideswipe Same Direction	3 INJ-B
7 Left Turn Leaving	4 INJ-C
14 Angle	25 PDO
1 Ran Off Road	
1 Fixed Object	

Mason St.

5 Crashes

Type	Severity
1 Sideswipe Same Direction	1 INJ-B
4 Angle	4 PDO

Pacific St.

16 Crashes

Type	Severity
2 Rear End	1 INJ-B
8 Sideswipe Same Direction	14 PDO
2 Left Turn Leaving	
3 Angle	
1 Ran Off Road	

To Pierce St.

5 Crashes

Type	Severity
1 Rear End	1 INJ-C
3 Sideswipe Same Direction	4 PDO
1 Ran Off Road	

Capitol Ave.

30 Crashes

Type	Severity
4 Rear End	1 INJ-A
1 Sideswipe Same Direction	2 INJ-B
3 Left Turn Leaving	3 INJ-C
19 Angle	24 PDO
1 Ran Off Road	
2 Fixed Object	

3 Crashes

Type	Severity
2 Sideswipe Same Direction	3 PDO
1 Fixed Object	

Dodge St.

13 Crashes

Type	Severity
1 Rear End	2 INJ-B
3 Sideswipe Same Direction	2 INJ-C
2 Left Turn Leaving	9 PDO
6 Angle	
1 Ran Off Road	

3 Crashes

Type	Severity
1 Sideswipe Same Direction	3 PDO
1 Backing	
1 Fixed Object	

Douglas St.

29 Crashes

Type	Severity
5 Rear End	4 INJ-B
8 Sideswipe Same Direction	4 INJ-C
1 Left Turn Leaving	21 PDO
14 Angle	
1 Fixed Object	

Farnam St.

36 Crashes

Type	Severity
3 Rear End	5 INJ-B
8 Sideswipe Same Direction	2 INJ-C
1 Left Turn Leaving	29 PDO
20 Angle	
2 Ran Off Road	
2 Fixed Object	

10 Crashes

Type	Severity
6 Sideswipe Same Direction	1 INJ-B
1 Angle	1 INJ-C
3 Fixed Object	8 PDO

To Harney St.

LEGEND

FATAL	Fatal Injury Crash
INJ-A	Disabling Injury Crash
INJ-B	Visible Injury Crash
INJ-C	Possible Injury Crash
PDO	Property Damage Only Crash

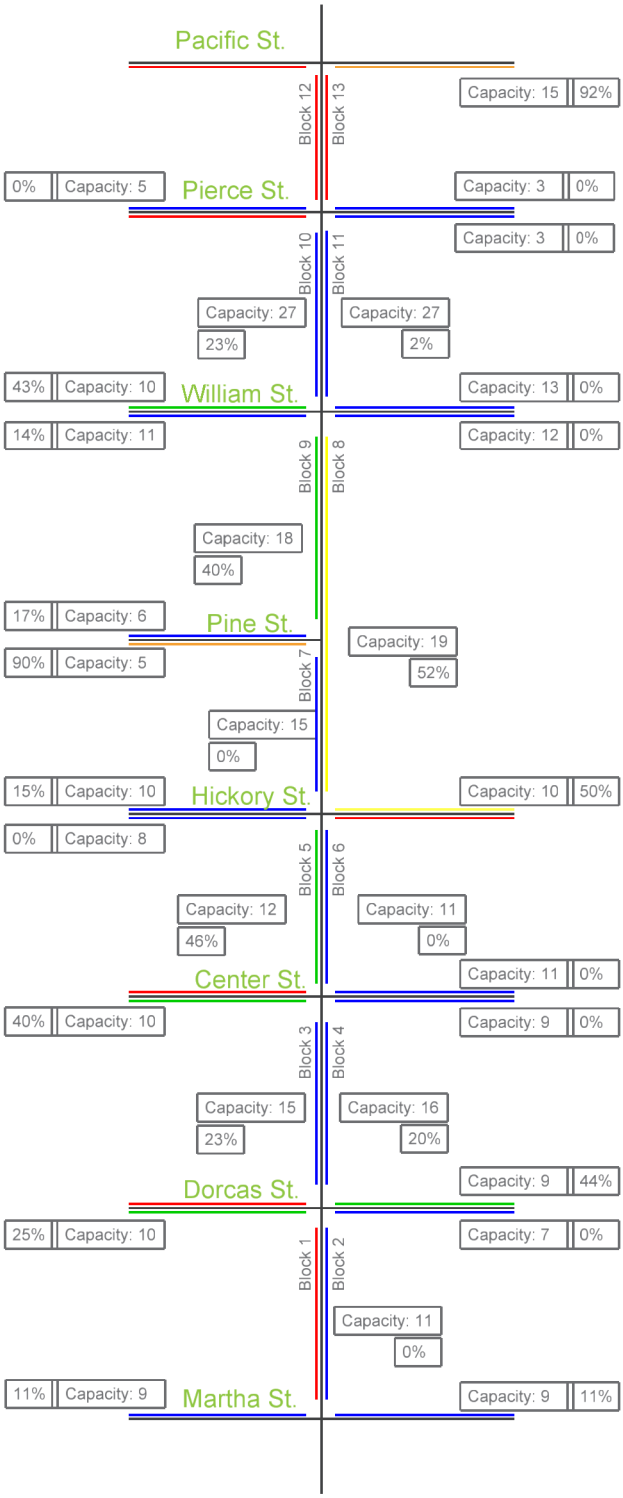
Note: Crashes reported here occured between 01/01/2015 and 12/31/2017.

Figure 4 - Crash Data (cont'd)

LEGEND

- 0-24% Parking Occupancy
- 25% - 49% Parking Occupancy
- 50% - 74% Parking Occupancy
- 75% - 100% Parking Occupancy
- No Parking Permitted

NTS



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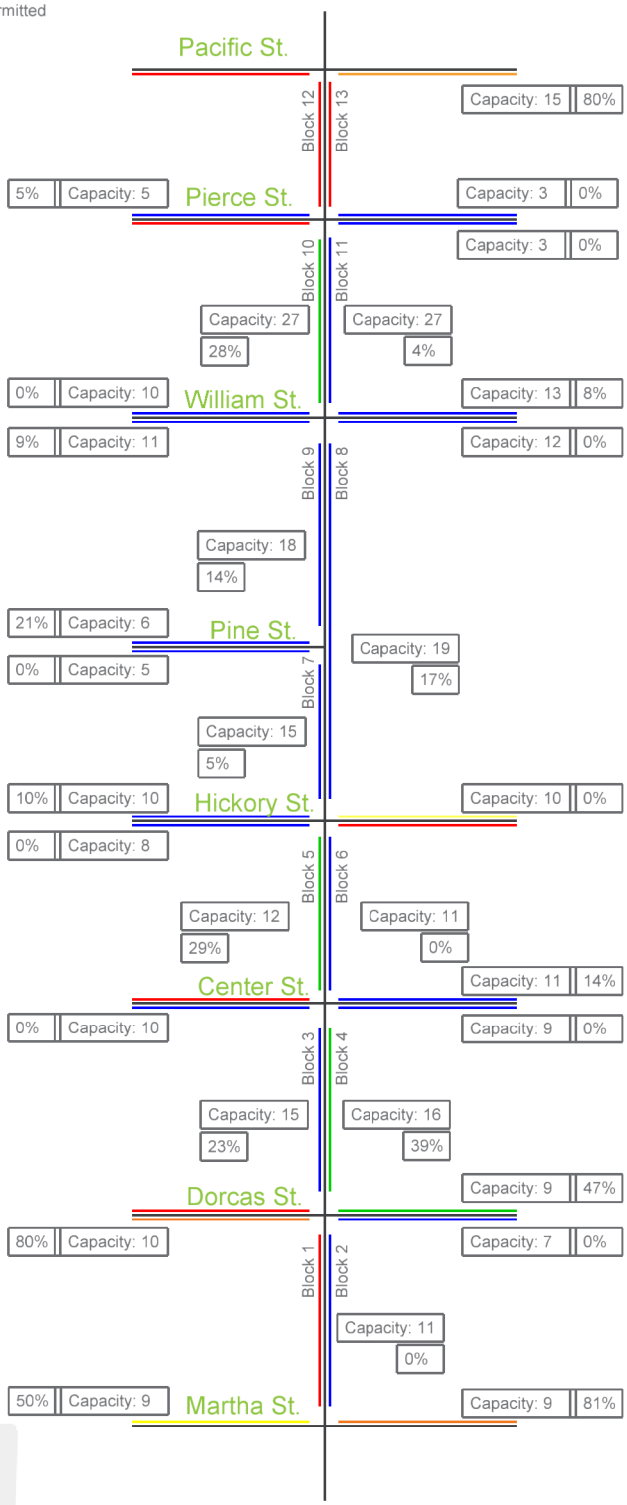

Friday: 6:00pm - 10:00pm

Figure 5 - Parking Occupancy

06.29.2018

Appendix - D

Capacity Analysis Worksheets

Available Upon Request

06.29.2018

Appendix - E

Crash Data

Table 1 - Crash Summary - Intersections by Severity - 13th Street						
Intersection	PDO	Injury - Type A	Injury - Type B	Injury - Type C	Fatal	**Total**
13th St & I-80 EB	25			4		29
13th St & I-80 WB	21		1	1		23
13th St & Frederick	3		1	3		7
13th St & 13th Ct	18		3	6		27
13th St & Connell	1		1			2
13th St & Bancroft	38	1	2	13		54
13th St & Vinton	28		3	4		35
13th St & Arbor	3		2	1		6
13th St & Castelar	14	1	3	2		20
13th St & Martha	30	1	4	6		41
13th St & Dorcas	8	1	2	8		19
13th St & Center	5	1		3		9
13th St & Hickory	5	1				6
13th St & Pine	1					1
13th St & William	17	1		5		23
13th St & Pierce	1		1			2
13th St & Pacific	14		2	1		17
13th St & Leavenworth	25	1	4	9		39
13th St & Jones	6		2	2		10
13th St & Jackson	21		1	8		30
13th St & Howard	12			3		15
13th St & Harney	11	1	1	4		17
13th St & Farnam	29		5	3		37
13th St & Douglas	21		5	4		30
13th St & Dodge	9		2	2		13
13th St & Capitol	24	1	3	3		31
13th St & Cass	29		1			30
13th St & I-480 WB/Cass	7					7
Total Crashes	426	10	49	95	0	**580**

*Note: Injury crashes include all injured parties

Table 2 - Crash Rate Summary - Segments by Severity - 13th Street						
Segment	PDO	Injury - Type A	Injury - Type B	Injury - Type C	Fatal	**Total**
13th St, I-80 EB to I-80 WB	2		1			3
13th St, I-80 WB to Frederick	1					1
13th St, Frederick to 13th Ct	3					3
13th St, 13th to Connell	2					2
13th St, Connell to Bancroft	6			1		7
13th St, Bancroft to Vinton	4			2		6
13th St, Vinton to Arbor	3	1	1	2		7
13th St, Arbor to Castelar	12		2			14
13th St, Castelar to Martha	3		1			4
13th St, Martha to Dorcas	13		2	4		19
13th St, Dorcas to Center	11	1			1	13
13th St, Center to Hickory	8					8
13th St, Hickory to Pine	3					3
13th St, Pine to William	11			2		13
13th St, William to Pierce	12					12
13th St, Pierce to Pacific	1					1
13th St, Pacific to Mason	4		1			5
13th St, Mason to Leavenworth	3					3
13th St, Leavenworth to Jones	6		1			7
13th St, Jones to Jackson	13			1		14
13th St, Jackson to Howard	7					7
13th St, Howard to Harney	16					16
13th St, Harney to Farnam	8		1	1		10
13th St, Douglas to Dodge	3					3
13th St, Dodge to Capitol	3					3
13th St, Capital to Chicago	4			1		5
Total Crashes	162	2	10	14	1	**189**

*Note: Injury crashes include all injured parties

Table 3 - Crash Rate Summary - Intersections by Type - 13th Street												
Intersection	Rear End	Sideswipe - Same Direction	Sideswipe - Opposite Direction	Left Turn Leaving	Angle	Ran Off Road	Other	**Total**	ADT (vpd)	Crash Rate (per 1,000,000 vehicles)	Vehicle Exposure	Critical Crash Rate
13th St & I-80 EB	20	1		1	5	2		29				
13th St & I-80 WB	16	2			2	2	1	23				
13th St & Frederick	1				4		1	6				
13th St & 13th Ct	11	1		6	8		1	27	27,975	0.53	51.05	1.12
13th St & Connell					1		1	2				
13th St & Bancroft	2	2		5	36		1	46	29,230	0.86	53.34	0.68
13th St & Vinton	12	2		9	10		2	35	31,220	0.61	56.98	1.10
13th St & Arbor	2			1	2			5				
13th St & Castelar	6			3	7	1	1	18	26,445	0.37	48.26	0.69
13th St & Martha	16	4		4	13	2		39	27,415	0.78	50.03	1.12
13th St & Dorcas	5	1		3	5		1	15				
13th St & Center	3	1		3	1		1	9	16,700	0.30	30.48	0.74
13th St & Hickory	1				4	1		6				
13th St & Pine				1				1				
13th St & William	9	2		4	4	1	1	21	16,615	0.69	30.32	1.19
13th St & Pierce	1				1			2				
13th St & Pacific	2	8		2	3	1		16	16,128	0.54	29.43	1.19
13th St & Leavenworth	5	5		7	14	1	1	33	20,700	0.87	37.78	1.15
13th St & Jones		3			6			9				
13th St & Jackson	16	4			6		1	27	11,560	1.28	21.10	1.25
13th St & Howard	4	7			3			14	8,915	0.86	16.27	1.30
13th St & Harney	3	2		1	10			16	11,410	0.77	20.82	1.25
13th St & Farnam	3	8		1	20	2	2	36	10,775	1.83	19.66	1.26
13th St & Douglas	5	8		1	14		1	29	16,120	0.99	29.42	1.19
13th St & Dodge	1	3		2	6	1		13	13,530	0.53	24.69	1.22
13th St & Capitol	4	1		3	19	1	2	30	12,950	1.27	23.63	1.23
13th St & Cass	3	20			4	2	1	30				
13th St & I-480 WB/Cass	1	5			1			7				
Total Crashes	152	90	0	57	209	17	19	**544**				

Table 4 - Crash Rate Summary - Segments by Type - 13th Street											
Segment	Rear End	Sideswipe - Same Direction	Sideswipe - Opposite Direction	Left Turn Leaving	Angle	Ran Off Road	Other	**Total**	ADT	Length of Segment	Crash Rate (per 100,000,000 vehicle-miles)
13th St, I-80 EB to I-80 WB		2				1		3			
13th St, I-80 WB to Frederick					1			1			
13th St, Frederick to 13th Ct	1					2		3			
13th St, 13th to Connell		2						2			
13th St, Connell to Bancroft	4					2	1	7	24,650	0.07	222.29
13th St, Bancroft to Vinton	2	2				1		5	28,900	0.05	189.60
13th St, Vinton to Arbor	1	2			3			6	25,150	0.08	163.40
13th St, Arbor to Castelar	5	1			2	2	4	14	26,180	0.06	488.36
13th St, Castelar to Martha	1			1		2		4	24,515	0.09	99.34
13th St, Martha to Dorcas	5	1			1		10	17	20,030	0.09	516.73
13th St, Dorcas to Center	3	2				1	6	12	16,350	0.13	309.36
13th St, Center to Hickory	3	1		1			3	8	16,050	0.1	273.12
13th St, Hickory to Pine		1			1	1		3	15,750	0.08	130.46
13th St, Pine to William			1	1	1		10	13	15,350	0.11	421.87
13th St, William to Pierce	2	1			2	1	6	12	14,200	0.17	272.38
13th St, Pierce to Pacific					1			1	13,575	0.07	57.66
13th St, Pacific to Mason		1			4			5	12,220	0.07	320.29
13th St, Mason to Leavenworth						1	2	3	12,220	0.15	89.68
13th St, Leavenworth to Jones	1	1					5	7	9,600	0.07	570.78
13th St, Jones to Jackson	1	4			5		4	14	9,100	0.07	1,204.28
13th St, Jackson to Howard						1	6	7	7,300	0.07	750.61
13th St, Howard to Harney	2	5					9	16	6,800	0.07	1,841.83
13th St, Harney to Farnam		6			1		3	10	7,700	0.07	1,016.60
13th St, Douglas to Dodge		1					2	3	7,000	0.07	335.48
13th St, Dodge to Capitol		2					1	3	6,000	0.07	391.39
13th St, Capital to Chicago	1	3				1		5			
Total Crashes	32	38	1	3	22	16	72	**184**			

Table 5 - Crash Summary - Intersections by Severity - 14th Street						
Intersection	PDO	Injury - Type A	Injury - Type B	Injury - Type C	Fatal	**Total**
14th St & Leavenworth	3	1	1	5		10
14th St & Jones	2			2		4
14th St & Jackson	15		4	4		23
14th St & Howard	4			1		5
14th St & Harney	11		5			16
14th St & Farnam	14			6		20
14th St & Douglas	16		2	3		21
14th St & Dodge	22		2	7		31
14th St & Capitol	39	1	1	7		48
14th St & EB Ramp/Chicago	3			2		5
14th St & WB Ramp/Cass	7			1		8
Total Crashes	136	2	15	38	0	**191**

*Note: Injury crashes include all injured parties

Table 6 - Crash Rate Summary - Segments by Severity - 14th Street						
Segment	PDO	Injury - Type A	Injury - Type B	Injury - Type C	Fatal	**Total**
14th St, Jones to Jackson	2			1		3
14th St, Jackson to Howard	1					1
14th St, Howard to Harney	3					3
14th St, Harney to Farnam	2			1		3
14th St, Farnam to Douglas	1	1		2		4
14th St, Douglas to Dodge	3					3
14th St, Dodge to Capitol	5					5
14th St, Capital to Chicago	1		1	3		5
Total Crashes	18	1	1	7	0	**27**

*Note: Injury crashes include all injured parties

Table 7 - Crash Rate Summary - Intersections by Type - 14th Street												
Intersection	Rear End	Sideswipe - Same Direction	Sideswipe - Opposite Direction	Left Turn Leaving	Angle	Ran Off Road	Other	**Total**	ADT (vpd)	Crash Rate (per 1,000,000 vehicles)	Vehicle Exposure	Critical Crash Rate
14th St & Leavenworth					8			8	7788	0.56	14.21	0.92
14th St & Jones					3			3				
14th St & Jackson	3	5			11		1	20	6382	1.72	11.65	1.60
14th St & Howard	2	1			2			5	7354	0.37	13.42	1.57
14th St & Harney	1	10			2		1	14	9387	0.82	17.13	1.52
14th St & Farnam	4	3			11			18	10134	0.97	18.49	1.50
14th St & Douglas		13			8			21	18268	0.63	33.34	1.40
14th St & Dodge	5	4			18		2	29	15108	1.05	27.57	1.43
14th St & Capitol	5	30		2	7		2	46	13298	1.90	24.27	1.45
14th St & EB Ramp/Chicago					4	1		5				
14th St & WB Ramp/Cass	2				6			8				
Total Crashes	22	66	0	2	80	1	6	**177**				

Table 8 - Crash Rate Summary - Segments by Type - 14th Street											
Segment	Rear End	Sideswipe - Same Direction	Sideswipe - Opposite Direction	Left Turn Leaving	Angle	Ran Off Road	Other	**Total**	ADT	Length of Segment	Crash Rate (per 100,000,000 vehicle-miles)
14th St, Jones to Jackson		1					2	3	2321	0.07	1,011.78
14th St, Jackson to Howard		1						1	4789	0.07	163.45
14th St, Howard to Harney		2					1	3	5755	0.07	408.05
14th St, Harney to Farnam		2					1	3	5557	0.07	422.59
14th St, Farnam to Douglas		1					2	3	7980	0.07	294.28
14th St, Douglas to Dodge		1					2	3	7796	0.07	301.22
14th St, Dodge to Capitol		2					3	5	6922	0.07	565.43
14th St, Capital to Chicago	2	1				1		4	10414	0.07	300.66
Total Crashes	2	11	0	0	0	1	11	**25**			

Appendix F

Transit Inventory

Figure 1: Route 13 - Ridership Activity by Stop

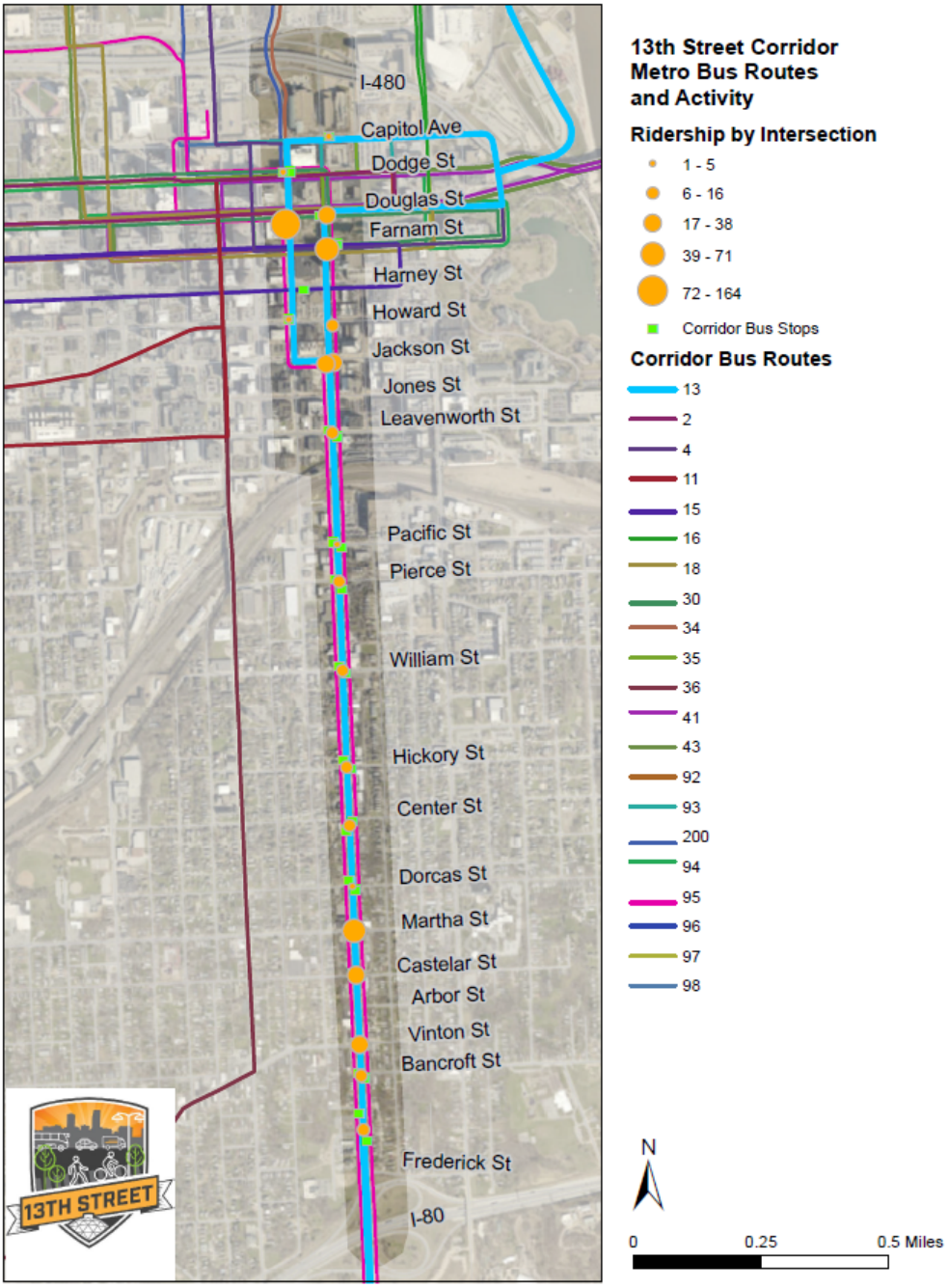

Figure 2: Bus Stop Amenities - 13th Street Corridor

Stop Name	Amentities	Accessibility	Routes Served
14th & Harney SE	Sign, signalled crossing to E & W of stop	MIdblock; curb cuts at E & W corners of block	15
13th & Martha SE	Sign, bus bench, signalled crossing	Curb cuts at stop	13
13th & Castelar SE	Sign, signalled crossing on N side of Castelar	Curb cut at stop to cross Castelar	13
13th & Dorcas SE	Sign	Curb cut at stop to cross Dorcas	13
13th & Leavenworth SE	Sign, bus bench, signalled crossing	Curb cuts at stop	13
13th & Howard SE	Sign, signalled crossing	Curb cuts at stop	13, 95
13th & Pacific NW	Sign, signalled crossing	Curb cuts at stop	13
13th & Pierce SE	Sign	Curb cut N of stop to cross Pierce	13
13th & William SE	Sign, signalled crossing	Curb cuts at stop	13
13th & Hickory SE	Sign	Curb cut at stop to cross Hickory	13
13th St & Douglas SE	No sign (buses stop here), signalled crossing	Curb cuts at stop, protected bridge sidewalk	13, 30, 95
13th & Center SE	Sign	Curb cut at stop to cross Center	13
13th & Vinton SE	Sign, bus bench, signalled crossing	Curb cuts at stop	13
13th & Martha NW	Sign, signalled crossing	Curb cuts at stop	13
13th & Center NW	Sign	Break in sidewalk S of stop	13
13th & 13th Court NW	Sign, signalled crossing S of stop	Curb cut N of stop to cross Connell Ct	13
13th & Hickory NW	Sign	Curb cut S of stop to cross Hickory	13
13th & Bancroft SE	Sign	Curb cut N of stop to cross Bancroft	13
13th & Vinton NW	Sign, signalled crossing	Curb cuts at stop	13
13th & Pacific SE	Sign, signalled crossing	Curb cuts at stop	13
13th & Douglas SW	Sign, 2 bus benches, signalled crossing	Curb cuts at stop	2, 4, 11, 16, 18, 30, 34, 35, 94, 96, 97, Blue, Yellow
14th & Douglas SW	Sign, 2 benches, new shelter site	Curb cuts on corner N of stop	2, 11, 13, 16, 18, 30, 34, 35, 36, 92, 93, 94, 95, 96, 97, 98, Blue, Yellow
13th & Castelar NW	Sign, signalled crossing	Curb cuts at stop	13
13th & William NW	Sign; signalled crossing	Curb cuts at stop	13
13th & Pierce NW	Sign	Curb cut S of stop to cross Pierce	13
13th & Farnam NE	Sign, signalled crossing E of stop	Curb cuts on corner W of stop	4, 16, 18, 30
13th & 13th Court SE	Sign, signalled crossing N of stop	Curb cut N of stop	13
14th & Dodge NE	Sign, bus bench, signalled crossing	Curb cut at stop	2, 11, 30, 35, 36, 92, 93, 94, 95, 96, 97, 98, Blue, Yellow
14th & Dodge NW	Sign, signalled crossing	Curb cut at stop	4, 13, Green
13th & Capitol Ave NE	Sign, seating N of stop, signalled crossing	Curb cut on corner W of stop	13
13th & Leavenworth NW	Sign, signalled crossing	Curb cuts at stop	13
14th & Howard NW	Sign, signalled crossing	Curb cuts at stop	13, 95
13th & Jackson SW	Sign, signalled crossing	Curb cuts at stop	13, 95
13th & Farnam SE	Sign, 2 bike loops S of stop, signalled crossing	Curb cuts on corner N of stop	4, 16, 18, 30
13th & Dorcas NW	Sign	Curb cut S of stop to cross Dorcas	13
13th & Bancroft NW	Sign, 2 bus benches	NA	13
13th & Jones SE (Located at Jackson)	Sign, signalled crossing	Curb cuts at stop	13, 95

06.29.2018

Appendix - G

Heavy Truck Analysis & Speed Data

	Location 1		Location 2		Location 3		Location 4	
Day:	85% Speed	Truck %	85% Speed	Truck %	85% Speed	Truck %	85% Speed	Truck %
1	39.3	7%	43.5	7%	30.9	9%	31.9	7%
2	39.5	7%	43.5	7%	30.7	10%	32.2	7%
3	39.0	8%	43.5	6%	30.1	11%	32.3	7%
Average	39.3	7%	43.5	7%	30.6	10%	32.2	7%

Location 1	13th North of Vinton
Location 2	13th South of William
Location 3	13th South of Harney
Location 4	14th South of Harney

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B.

APPENDIX

Selection Criteria Memorandum

08.10.2018

Selection Criteria & Screening

To
Krista Wassenaar, PE
Gayle Sturdivant, PE

From
Christopher M. Rolling, PE, PTOE

CC
File

INTRODUCTION & OBJECTIVE

This memorandum is intended to identify the criteria and process by which alternatives for the 13th Street corridor will be screened and selected. Two sets of criteria will be described. The first set will be the basic engineering criteria by which alternatives will initially be screened. The second set of criteria will reflect the needs and desires expressed by stakeholders and public during public meetings. These criteria, deemed Critical Success Factors, will be used in intermediate screening that will allow the alternatives to be tested against the aspects that are specific to the corridor or not necessarily considered within a technical analysis.

The second goal of the memo is to define the screening process. This will outline the steps that will be taken in alternatives screening using the selection criteria.

TECHNICAL CRITERIA

Initial alternative development and screening is proposed to be based on technical feasibility. Alternatives presented to the public must meet basic safety and capacity criteria. This will satisfy City of Omaha policies as well as federal funding requirements if federal funds are pursued for future projects. The technical criteria will serve as the basis for a quantitative evaluation by which we compare final alternatives among each other.

Level of Service

The Highway Capacity Manual, 6th Edition (HCM) provides methodology by which level of service (LOS), a metric used to quantify a transportation facility's capacity, is calculated for all modes of travel. For this study, alternatives will be initially screened to verify intersection capacity. Analyses will be conducted using the Highway Capacity Manual, 6th Edition delay methodologies. For simplicity, the amount of control delay is equated to a grade or Level of Service (LOS) based on thresholds of driver acceptance. The amount of delay is assigned a letter grade A through F, LOS A representing little or no delay and LOS F representing very high delay. The City of Omaha considers acceptable delay to be LOS C for intersections and LOS D for any individual movement. Intersection analysis will consider the 95th percentile queue to understand what the potential interactions are with adjacent intersections, parking, or driveways.

Travel Time

Alternatives under consideration could include a reduction of lanes or a road diet. The primary concern with reducing vehicular capacity is a corresponding increase in delay or queues. Because 13th Street is an arterial and a truck route, changes to the cross section should result in minimal, if any, change to vehicular delay. A clear way of demonstrating this is a review of before and after travel times. This information would be valuable in presenting alternatives to the public as it would provide a tangible, quantitative, metric by which someone could understand the impacts of changes to the roadway on overall travel time.

As part of the alternatives analysis, base travel time runs would be performed to document the current travel time and compare to calculated values. These will be compared to calculated values of proposed alternatives. Travel times will be calculated using intersection control delay and travel time between intersections and presented as an anticipated percentage of base free-flow speed. Travel time will be used as an initial screening criterion to help demonstrate the relative difference between alternatives to the stakeholder committee.

Safety

Data collected for this study including crashes, 85th percentile speed, traffic volumes, sidewalk condition, will be referenced in a qualitative approach to assessing the relative safety of each alternative. This approach will apply engineering judgement to proposed countermeasures to assess the impact they will have on speed reduction and overall improvements to the pedestrian environment. This assessment will be guided by information contained within various reference manuals.

Highway Safety Manual (AASHTO)

This document, and the associated Crash Modification Factor (CMF) Clearinghouse, provides quantitative methodology by which predicted and expected crash frequency can be determined for roadway segments using existing geometric conditions and other factors influencing crash frequency. While a detailed calculation of crash frequency will not be performed, the CMFs will provide guidance and the relative impact of certain roadway treatments such as reducing the number of through lanes.

Traffic Engineering Handbook (ITE)

This handbook contains a wide variety of information related to traffic operations including appropriate selection of street characteristics for all users. The chapters on Design and Operation of Complete Street and Intersections (CH. 11) and Traffic Calming (Ch. 14) will be referenced.

Design Walkable Urban Thoroughfares: A Context Sensitive Approach (ITE)

This is a report prepared by ITE in conjunction with the Congress for New Urbanism that focuses on designing streets based on context, including considerations for the surrounding land use and the full spectrum of users. Later chapters of this document present principles and guidance for street design with safety and comfort of all users in mind.

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (FHWA)

This is a relatively recent publication from the Federal Highway Admiration that provides guidance on the planning and design of unsignalized pedestrian crossings. There is also guidance on the appropriate selection of crossing treatments based on the type of roadway being crossed.

Level of Traffic Stress

Those not familiar with LOS may not readily understand the difference between a facility classified as LOS B to one classified as LOS C. Because the relative functionality of a bike or pedestrian facility is contingent on the perception of safety and comfort, as opposed to delay, it is often more helpful to grade these facilities in qualitative terms. This evaluation will be used in later phases of the alternatives analysis to demonstrate the benefits of selected street characteristics.

This methodology as applied to the bicycle mode was developed by the Mineta Transportation Institute. It provides an intuitive measure of how a facility serves the needs of bicyclists. As such, the methodology will be termed bike level of traffic stress (BLTS) for this study. It specifically addresses speed of adjacent traffic, separation from adjacent traffic, width of bike facilities, auto mixing at intersections, and numbers of lanes crossed at intersections. It differs the HCM LOS in that BLTS is based on qualitative assessment of each factor versus a calculated grade that quantifies street and user experience factors.

This methodology features four classifications, ranging from BLTS 1, which is suitable for children, to BLTS 4, which is suitable for riders who are comfortable sharing the road with automobiles traveling 35 mph or more. BLTS scores 1 and 2 are the target scores for attracting bicyclists who are interested in cycling more but are concerned about their safety. The data inputs are limited to number of lanes, ADT, prevailing or posted speed, presence and width of bike lanes or shoulders, presence of parking next to bike lanes, and if present, the width of the combined bike lanes and parking lanes.

Oregon DOT (ODOT) has also developed a similar methodology to calculate pedestrian level of traffic stress (PLTS). This methodology follows a similar philosophy as BLTS but from the pedestrian perspective. Target scores are also 2 or better for creating a safe and inviting pedestrian environment. Per the ODOT Analysis Procedures Manual, PLTS considers the following criteria:

Segment data:

- Sidewalk condition and width
- Buffer type and width
- Bike lane width
- Parking width
- Number of lanes and posted speed
- Illumination presence
- General land use

Crossing data:

- Functional class
- Number of lanes and posted speeds
- Roadway average daily traffic (AADT)
- Sidewalk ramps
- Median refuge & illumination presence
- Signalized general intersection features

CRITICAL SUCCESS FACTORS

Community input will be an essential component to the success of the walkability study and ultimately the projects derived from it. While technical analysis needs to support the viability of an alternative, incorporating the public input will find alignment with the specific needs of those who use it every day. This will enhance the functionality of the street and give the community ownership in study and corridor.

Input at the Stakeholder Kick-off Meeting

Public and Stakeholder Input

Two meetings, one with a stakeholder group and one with the public, were conducted prior to alternatives development to gain an understanding of the public wants, needs, and desires. Each meeting format was a facilitated, open, group discussion. Discussions were conducted segment-by-segment looking at aerials, so input could be organized geographically. The following topics were those that received the most attention through this process.

Speed Control

Vehicular speed was cited as an issue by all parties at the stakeholder kickoff meeting and public meeting. Speed data collection efforts Olsson conducted showed that 85th percentile speeds are between 5 mph and 10 mph over the posted speed at multiple locations. A successful project would create visual cues for drivers to slow speed. Because this is an arterial roadway, traffic calming measures will have to be carefully selected based on posted speed and traffic volumes such that potential safety issues are created.

Accommodate Truck Deliveries

This corridor is a truck route and a primary route for industrial users on 13th Street, the USPS regional distribution center, and businesses in downtown Omaha. As such, truck volumes are between 7% and 10% along the entire corridor. The corridor is a vital artery to these businesses, so it is imperative that truck access remain. Alternatives considered for 13th Street should allow for the throughput of trucks and deliveries to businesses that front 13th Street.

Improve Corridor Aesthetics

A walkable corridor not only provides the opportunity, but the desire to walk the street. By improving the corridor aesthetics, the environment becomes more welcoming and interesting which prompts use. Decorative street lights, benches, trash cans, bike racks, public art, landscaping, and wayfinding signage help to improve the aesthetics. These amenities provide great opportunities to incorporate community involvement, giving residents and business owners a stake in the corridor.

Additionally, there was universal support for recreating 13th Street as the gateway or front door of downtown Omaha. Starting at I-80, through Little Bohemia, and past the railroad bridge into downtown, the message that residents and visitors alike should receive is that the corridor is a destination and that you are on your way to somewhere with regional significance.

Connect Pedestrians to Downtown

The Little Bohemia commercial area directly south of William Street is currently under redevelopment. The style of development will focus on creating pedestrian activity within and into the area. There is a desire to connect this area to downtown by a walkable route. This will also serve as a pedestrian connection for the neighborhoods south of downtown. Alternatives should result in an accessible, safe, welcoming pedestrian environment south out of downtown through Little Bohemia and the whole of the corridor. This criterion is related to improvements to the railroad bridge north of Pacific Street.

Improve Railroad Bridge

The railroad bridge between Pacific Street and Leavenworth Street, which serves as the division line in this study between the two stakeholder groups, is a barrier to pedestrian connectivity and visual continuity into downtown. Both stakeholder groups and many individual members of the public have expressed that this structure creates safety concerns and degrades aesthetics. For example, water seepage from the abutment across the sidewalk creates slick surfaces and an off-putting image of disrepair. Also, ballast and ties have fallen onto the roadway sidewalk which creates obvious safety concerns.

13th Street Looking South at Railroad Bridge

Improve Sidewalk Condition

Perhaps the most effective way to enhance walkability is to improve the condition of the sidewalk. Sidewalks with good surfaces and free from obstructions and tripping hazards provide an avenue by which pedestrians of all abilities can use the corridor. The alternatives developed for the corridor should consider opportunities to reconstruct sidewalks whether within a larger project or as standalone projects.

Sidewalk Condition near Pierce Street

Additional or Improved 13th Street Crossings

Like many urban arterials focused on serving vehicles, 13th Street currently acts as a barrier that separates the neighborhoods and businesses across the street from each other. For most of the corridor, the pedestrian crossings are up to 60-feet-long. South of Pacific Street, there is up to one-half mile between signalized crossings. Alternatives should consider shortened crossing distances, improved pedestrian visibility, and additional opportunities to cross 13th Street. Improvements to crossings also can serve a dual purpose as traffic calming in some instances.

Additional Considerations

The following topics were focal points during stakeholder and public outreach that will not be given explicit consideration. This is due to overlap with other previously-identified criteria or limitations due the scope to this study.

Traffic Congestion & Lane Reductions

Modifications to through capacity was identified as a concern from the standpoint of accommodating current traffic on 13th Street. As a truck route and arterial street, auto throughput will be a high priority. Maintaining vehicle capacity and minimum LOS criteria will be addressed as part of the technical analysis. Alternatives that do not meet the criteria, will either be eliminated or included after conscientious examination.

Parking

Olsson performed a review of the Downtown Parking Needs Assessment, which states that parking is currently underutilized in downtown. Olsson also conducted a parking data collection effort between Pacific Street and Martha Street. This showed underutilized parking during a typical day, but hotspots of high utilization during events, such as concerts at Sokol Auditorium. As redevelopment around the Little Bohemia, the need for parking will increase. Alternatives should provide parking where it is needed most, plan for additional demand, and consider repurposing parking that is not used. A potential use could be as a truck loading zone. That said, plans are underway to modify parking in the Little Bohemia commercial district. Furthermore, parking modifications to the remaining portions of 13th Street would be best served by a detailed, comprehensive parking study that is beyond the scope of the walkability study. Alternatives will consider, but not focus on improvements to parking.

Bike Lanes

Downtown is already an area seeing increased bicycle traffic. As urban infill occurs, particularly with the residential redevelopment south of Jones Street, more cyclists are becoming more prevalent in downtown. This results in a desire to include bicycle facilities on 13th Street and 14th Street in downtown. Additionally, cycling is an increasingly popular mode of travel in Omaha. To the greatest extent possible, consideration should be given in alternatives development to accommodating cycling as a transportation mode. This study will include a criterion that prioritizes modes. This showed bicycling to be a preference in downtown, but not the rest of the corridor. Satisfying this preference is considered to adequately account for the bicycling mode such that an individual criterion specific to bike lanes would be valuable. Furthermore, the inclusion of bike lanes will be explored and vetted as part of the technical analysis.

Reduce Traffic Noise

Vehicular traffic, particularly truck, contributes to a noisy and unwelcoming pedestrian environment along the entire study area. Traffic is generally considered “noisy” or a nuisance when it is louder than a typical conversation. While it will be difficult to mitigate traffic noise to desirable levels, alternatives should reduce noise through traffic calming and create visual barriers between pedestrians and vehicles to reduce the perceived

noise levels where appropriate. This criterion is considered to overlap significantly with the goal of beautification and traffic calming and was therefore not considered individually.

Applying Public Input

The criteria previously identified will be used when discussing the proposed alternatives with the stakeholder committee. Subsequent meetings with that group will be focused on verifying their input and then using that as a foundation to discuss potential changes to the roadway. Two surveys were conducted each intended to understand the preferences among the public meeting attendees. People were able to rank the criteria or travel modes by what they considered most relevant. The surveys were conducted considering the north and south halves of the project separately. This is because the character of the road changes at the railroad tracks such that it was expected that needs and desires would change.

Critical Success Factors

The criteria developed from the stakeholder input and discusses above, herein referred to as critical success factors (CSF), were presented to attendees at the public meeting. The attendees were surveyed to gauge their preferences for which topic they felt was most important. **Table 1a** below summarizes the rankings of each CSF.

Table 1a: Critical Success Factor Summary

Topic	North			South		
	Tally	Pct.	Rank	Tally	Pct.	Rank
Improve Sidewalk Condition	*29*	*21%*	1	*31*	*11%*	4
Accommodate Truck Deliveries	*16*	*12%*	5	*74*	*27%*	1
Speed Control	*27*	*20%*	2	*65*	*24%*	2
Improve Corridor Aesthetics	*24*	*17%*	3	*41*	*15%*	3
Improve Railroad Bridge	*13*	*9%*	6	*29*	*11%*	5
Connect Pedestrians to Downtown	*22*	*16%*	4	*26*	*9%*	6
Additional 13th Crossings	*7*	*5%*	7	*9*	*3%*	7

The intent of this survey was not necessarily to enumerate the ranking of each CSF, so much as to understand the relative importance of them. For example, accommodating truck deliveries, speed control, improvements to corridor aesthetics were the most important issues south of the railroad bridge. Improving the sidewalk condition, speed control, corridor aesthetics, and pedestrian connections to downtown ranked highest in the north portion of the corridor. This suggests that slowing traffic and improving the look of the corridor are common needs for 13th Street.

Mode Preference

A second poll was conducted to identify which modes that felt should be given highest priority. **Table 2** below summarizes the rankings of each CSF.

Table 1b: Mode Choice Summary

Mode	North Half			South		
	Tally	Perc	Rank	Tally	Perc	Rank
Pedestrian	*37*	*36%*	*1*	*62*	*37%*	*1*
Auto	*24*	*23%*	*2*	*48*	*29%*	*2*
Bicycle	*22*	*21%*	*3*	*27*	*16%*	*4*
Transit	*20*	*19%*	*4*	*31*	*18%*	*3*

The auto and pedestrian mode ranked highest south of the railroad tracks. This is consistent with the Complete Street Design Guide (CSDG) for Urban Connector. North into downtown, the pedestrian mode becomes the highest preference with the other three modes ranking approximately the same. Note that bike lanes are a request north of the bridge where the street type changes to General Urban. The CSDG incidentally, folds the bike mode into preferred modes within the General Urban type.

What is the Corridor Vision?

Incorporating public input will be essential to the success of the study. A unifying corridor vision will be the starting point towards a consensus-built plan. What are the commonalities by which the discussions can begin? Technically feasible solutions must also be deemed a success by the community through their involvement.

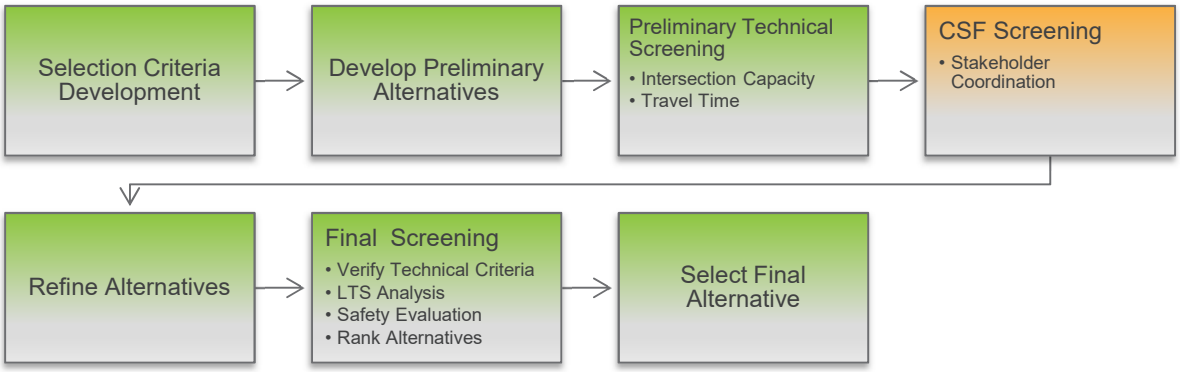
Safety: Traffic speeds were a universal concern on the corridor. There is a desire to slow traffic which improves safety for all modes. High speeds also detract from pedestrian comfort which has a negative impact on walkability and pedestrian-scale commercial development.

Accommodates Existing Users: 13th Street is the current home to many established businesses, as well as the US Post Office, all of which rely on truck accessibility. Additionally, 13th Street is an arterial roadway that needs to provided capacity for travelers into and out of downtown. Alternatives developed for this study will honor that existing need while enhancing other modes of transportation.

Enhances Pedestrian Environment (Walkability): Of the other modes that need to be accommodated, the pedestrian mode was consistently cited as the most important to include. Improving conditions for the pedestrian mode will be critical to the success of the study. This includes improved sidewalk condition, provisions for walkability into downtown, and enhanced aesthetics. This would enhance 13th Street as the downtown gateway.

ALTERNATIVE SCREENING PROCESS

The screening process will begin with a generating a series of alternatives that may meet the technical criteria and address the critical success factors. These alternatives, and permutations thereof, will be evaluated in the steps outlined in the Alternative Screening Process Diagram below.



Alternative Screening Process Diagram

1. Preliminary Alternatives Development – This will be a high-level "brainstorming" of all the possible alternatives that may satisfy the technical criteria and would address the CSF. Alternatives will be given little scrutiny in this step as the goal is to find all the possible cross sections as well as clearly define the boundaries of what does not meet the selection criteria.
2. Preliminary Technical Screening – This will be the first test of the alternatives against the technical criteria. This will include intersection capacity analysis and travel time calculations for all the preliminary alternatives. The goal will be to filter the preliminary alternatives to three that will be presented to the Stakeholder Committee to test against the CSF.
3. Critical Success Factor Screening – Alternatives that pass the technical screening will be presented to the Stakeholder Committee to gauge their input and perform the CSF screening. This will be the opportunity for the stakeholders, as representatives of the public, to provide input as to which alternatives they feel best meets their needs, wants, and desires. The goal of this step would be to modify the candidate alternatives, as needed, and rank them based on public input.
4. Final Technical Analysis and Ranking – Finalist alternatives will be verified against the technical criteria for final ranking. The goal of this step is to create the final rankings and determine the preferred alternative.

C.

APPENDIX

Alternatives Analysis Memorandum

09.21.2018

Alternatives Analysis

To:
Krista Wassenaar, PE
Gayle Sturdivant, PE

From
Christopher M. Rolling, PE, PTOE File

CC
Nicholas Gordon, PE, PTOE

Introduction and Objective

This memorandum documents the results of traffic analyses conducted for 13th Street between I-480 and I-80 in Omaha, Nebraska. The analyses were performed as part of the 13th Street Walkability Study and are intended to define the technically feasible alternatives that were considered during the visioning process. This corridor is being considered for changes in lane configuration, including reductions in the numbers of through lanes, the addition of a center turn-lanes, and other cross-section modifications including the addition of on-street bicycle lanes.

The purpose of the analysis was threefold. The first goal was to establish a series of alternative cross sections to test capacity of each against the future traffic volumes on the corridor. Second was the capacity analysis of each alternative which would define the technically feasible alternatives. This would define the potential roadway cross-sections and determine geometric and traffic control needs along 13th Street that will provide adequate capacity and safety for existing and future traffic conditions. Finally, an analysis was performed to determine the impact and benefit of various pedestrian and bicycle improvements in the right-of-way.

The study provides recommendations in five key areas:

- Roadway Cross-section
- Bicycle and Pedestrian Facilities
- Truck Accommodations

To accomplish these goals, capacity analyses, an access management review, and safety analyses were performed to determine potential improvements to access spacing, intersection geometry, traffic control, and roadway cross-section along the 13th Street corridor. Additionally, a level of traffic stress (LTS) analysis was performed for bicycle and pedestrian modes to determine the most effective treatments to apply to the corridor.

Two volume scenarios were analyzed: Existing Conditions and 2040 Conditions. A series of alternatives were then developed to test capacity using the volume scenarios and generate technically feasible alternatives. Technically feasible alternatives were presented to the stakeholders to give feedback on the alternatives. Each alternative analyzed is described later in this report. Specific conclusions and recommendations are included at the end of this report.

Data Collection

The data collection effort is described in more detail in the Existing Conditions Memorandum, but this task generally included acquiring the following traffic data:

- Eight-Hour Turning Movement Counts for vehicles, bicycles, and pedestrians
- Average Daily Traffic (ADT) Counts
- Daily Truck Counts
- Speed Data
- Documentation of current roadway geometrics and traffic control.
- Crash Data for the 5 most recent years available

Intersection turning movement counts were conducted on various dates throughout the corridor.

ADT volumes were acquired from the Nebraska Department of Transportation (NDOT) in the study area. These were compared to the 2017 counts performed for this study to develop existing daily volumes for the corridor. Turning movement counts were conducted in AM and PM peak hours (7:00am – 11:00 am and 2:00pm – 6:00pm). Both AM and PM peak hours were evaluated as part of this study.

Traffic volumes range from 25,000 vehicles per day (vpd) near the I-80 interchange to less that 12,000 vpd near Pacific Street. Once 13th Street goes to one-way, both this and 14th Street carry approximately 8,000 vpd each. Bicycle volumes are quite low throughout the project. Daily volumes along 13th Street and 14th Street in downtown are 20 bicycles per day (bpd). This number increases slightly at 13th Street & Leavenworth Street to 27 bpd. Note that there are bicycle lanes along Leavenworth Street, which is a popular cycling corridor in Omaha. Most intersections, especially those in downtown, have more cyclist traffic crossing the corridor than traveling along it.

Pedestrian volumes are generally low (< 250 ppd) south of downtown and increase dramatically north of Jackson Street. Most downtown intersections on 13th Street and 14th Street have between 1,500 pedestrians per day (ppd) and 3,000 ppd with both Dodge Street intersections experiencing daily pedestrian volumes exceeding 5,000 ppd.

Existing Conditions

The existing conditions analysis is discussed in detail within the Existing Conditions Memorandum. The following sections provide a summary of these analyses to help frame the alternatives analysis later in this document.

Capacity Analysis

Intersection capacity analyses were conducted along the corridor to identify the relationship between the current traffic volumes and available capacity. Intersection level of service (delay) is considered acceptable at LOS C or better and an individual movement at LOS D or better. Additionally, 95th percentile queues should not extend beyond adjacent intersections or major driveways or out of existing turn lane storage length.

The existing conditions capacity analysis identified unacceptable intersection delay (LOS E) at 14th Street & Capital Avenue related to peak commuter volumes in the AM peak. It also identified unacceptable intersection delay (LOS F) at 13th Street & Leavenworth Street during the PM peak hour. Other intersections to note include the Vinton Street and Bancroft Street intersections where movement delay is unacceptable, or queuing is extending through adjacent intersections.

Outside these locations, intersections and individual movements are operating at acceptable levels of service, such that there is available capacity to be repurposed. This is particularly true in the area north of Leavenworth Street on 13th Street. Detailed information on existing conditions can be found in the Existing Conditions Memorandum.

Crash Analysis

This portion of the study summarized and interpreted the history of crashes for the previous five years at study intersections and segments. There was a total of 621 crashes on 13th Street and 202 crashes on 14th Street within the study area. The prevalent crash types were angle crashes and rear-end crashes. Only one fatality was reported. This was a head-to-head crash north of the Dorcas Street intersection. While there was a pattern of side-swipes in the undivided section between Martha Street and Pierce Street, no location showed a crash rate more than average segment crash rates.

Of the crashes on the corridor, 34 involved bicycles or pedestrians. No clear pattern or high crash location was identified during the analysis for pedestrians.

The five intersections that were identified as candidates for further evaluation, that is having a higher average crash rate than critical crash rate, were 13th & Bancroft, 13th & Jackson, 13th & Farnam, 13th & Capitol, and 14th & Capitol. Of these, 13th & Bancroft and 14th & Capitol had the highest number of crashes.

Future Traffic Volumes

Current traffic volumes and projected roadway ADT volumes were used as a basis for peak hour volume projections. The year 2040 was chosen to represent the long-term horizon year analysis. To evaluate the horizon year scenarios, it was necessary to establish background peak hour volumes for 2040.

Peak hour volumes were established for 2040 conditions. Current traffic volumes and historic average daily traffic (ADT) volumes were used as a basis for peak hour volume projections. Year 2040 volumes were applied to the network and were used to analyze multiple roadway alternatives.

The Metropolitan Area Planning Agency (MAPA) provided base year and year 2040 projected ADT volumes at thirteen intersections along 13th Street between the I-80 ramps and Capitol Street. Volume projections are included in **Appendix A**.

These ADT volumes were used with existing counts to establish 2040 peak hour volumes based on techniques described in NCHRP 255, 'HIGHWAY TRAFFIC DATA FOR URBANIZED AREA PROJECT PLANNING AND DESIGN', Chapter 8 and probable traffic patterns given the facility and area characteristics. This process is largely dependent on peak hour “K” and directional distribution “d” factors which indicate proportion and direction of ADT flow for a given peak hour. Year 2040 traffic volumes are shown on **Figure 1** located in **Appendix B**.

Alternatives Analysis

One of the primary goals of this analysis was to develop technically feasible cross-sections for 13th Street along the corridor. The current roadway cross-section has two lanes in each direction between I-80 and Jackson Street where it transitions to a four-lane one-way section to I-480. Left-turn lanes exist at most intersections south of Martha Street (inclusive) and at Pacific Street.

A series of alternatives that did not affect through capacity of 13th Street were designated as Alternative 1a and 1b. These were intended to reflect the maximum vehicular capacity but demonstrate the limited ability to realize walkability goals.

Four alternatives were analyzed that varied the location of a transition to a three-lane cross section. These four transitions were located at Martha Street (Alternative 2a), William Street (Alternative 2b), Pacific Street (Alternative 2c), and Leavenworth Street (Alternative 2d). These locations were chosen as transition points as they are signalized and would be where changes to the through capacity would affect delay along 13th Street. The cross-section on 13th Street between Jackson Street to I-480 reduced one lane of through capacity in all sub-alternatives of Alternative 2.

Two additional alternatives, which demonstrated the impact of an aggressive road diet along 13th Street, were developed as Alternatives 3a and 3b. This features a three-lane cross section from Vinton Street north (3a) and

from Martha Street north (3b). Two through lanes were provided in both scenarios in the downtown area north of Leavenworth Street.

Capacity Analysis

The following section describes the results of the capacity analyses by intersection. All analyses were conducted using the 2040 peak hour volumes. Each lane cross section under consideration is discussed by intersection. The results of the analysis are shown on **Figure 2** which is found in **Appendix B.**

Martha Street

13th Street was analyzed as a three-lane section with exclusive left-turn lanes and dropped right-turn lanes. The analysis results indicated that there are multiple failing movements (LOS E or LOS F). The queues along 13th Street are expected to extend through adjacent intersections. Northbound queues would be approximately 600 feet in the AM peak and southbound would be 1000 feet in the PM peak. Given the unacceptable delay and queueing, alternatives that included 13th Street as a three-lane section at Martha Street were not carried forward.

With 13th Street analyzed as a five-lane section, the southbound through and northbound left-turning movement is expected to experience LOS E and F, respectively, in the PM peak. Additional through capacity would be needed to mitigate this delay, but this is not possible due to right-of-way constraints. Additionally, the northbound left-turn movement is relatively low volume and is expected to have queues contained within its storage lane. The southbound queue is not expected to impact adjacent intersections. Generally, side street movements are expected to suffer in the PM peak hour without the addition of turn lanes. The current cross-section along Martha Street is wide enough to provide space for left-turn lanes so this should be considered for future intersection improvements. A five-lane section at this intersection is preferred due to the limited right-of-way and generally acceptable traffic operations.

William Street

The William Street intersection was analyzed as a three-lane section along 13th Street. The minor legs were analyzed with a dedicated left-turn lane. With 13th Street as a three-lane roadway, southbound queues are expected to exceed 550 feet and delay for that movement is expected to be LOS F in the PM peak hour. Southbound queue lengths are anticipated to spill back through adjacent drives and the Pierce Street intersection. It should be noted that the southbound lanes were restricted due to construction during this study, which allowed field observations of how the intersection would operate with a single through lane. This appeared to confirm the results of the capacity analysis, as similar queues were observed as were reported in the analysis. A three-lane section is not feasible at William Street.

As a four-lane section on 13th Street, it is expected that all movements operate with acceptable delay. Queues are anticipated to reach no more than 100 feet, which will not spill back into adjacent drives or intersections. Due

to the operational issues introduced from a three-lane section, a four-lane section was chosen as the preferred cross-section through William Street.

Note that northbound and southbound left-turning volumes were low in both peak hours and that the crash analysis did not identify any existing patterns that would suggest the left-turn lanes would be desired at this intersection. Furthermore, leaving 13th Street as a four-lane road would minimize crossing distances for pedestrians at William Street.

Pacific Street

The Pacific Street intersection analyzed as a three-lane section generally resulted in acceptable operations and queue lengths. Longer queue lengths (300 feet) are limited to the minor streets as one-lane approaches. As a five-lane section, turning movement and intersection operations generally improve over the three-lane section with shorter queue lengths. Because operations are generally acceptable, both options were considered viable at this intersection and were considered in concepts.

Leavenworth Street

The intersection of Leavenworth Street was analyzed with single northbound and southbound through lanes, a northbound right-turn lane, and exclusive left-turn lanes. The east and west legs of the intersection are planned to be reconfigured as part of a project to restripe Leavenworth east of 13th Street. This will result in adding a right-turn lane for eastbound traffic.

With a single through lane in each direction, the intersection is expected to operate at LOS F in the PM peak with multiple movements experiencing unacceptable delay and a northbound queue of greater than 400 feet. In addition, eastbound queue lengths exceeded 300 feet and would spill back near 14th Street, potentially blocking turning movements. This lane configuration was considered unacceptable.

Leavenworth Street was also analyzed with two northbound through lanes and an exclusive eastbound right-turn lane. This generally resulted in reduced queue lengths and delay. The eastbound right-turning movement is expected to operate at LOS F, however, the queue is not expected to exceed 250 feet. Leavenworth Street operates at LOS F in existing conditions. This intersection is the confluence of two primary routes into downtown, so some unacceptable delays will be experienced during peak periods. Additionally, intersections upstream and downstream of Leavenworth Street operate with acceptable LOS. Adding capacity to 13th Street to improve this intersection would be unnecessary elsewhere. A two-lane northbound approach with an exclusive eastbound right-turn lane is the preferred option at this intersection.

Jackson Street

This intersection was analyzed as it is in existing conditions and with 13th Street as a three-lane section from the south. Note that this is the transition to a one-way street, so the north leg has no southbound movements. As a four-lane roadway from the south (two lanes in each direction), Jackson Street is expected to operate at LOS B in both peak hours. The 95th percentile queues are expected to be less than 100 feet.

With the south leg of 13th Street & Jackson Street as a three-lane cross section, the intersection and the northbound through movement are expected to experience LOS F in the AM peak hour. This is likely due to peak commuter traffic. An alternative to the standard three-lane cross section (with a TWLTL) would be two mark the center lane as a northbound shared thru-left lane. This would provide additional through capacity, but would need to be examined during final design to determine how to transition from the Leavenworth Street intersection.

It should be noted that this being the downtown core and improvements to upstream intersections like Jones Street make other alternative routes possible to avoid delay. Jones Street will be reconstructed east of 13th Street to improve the condition of the street (OPW 52878), making it a much more desirable alternate route into downtown. It is expected that as delay increases at Jackson, vehicles will choose alternate routes into downtown. A three-lane cross section here also affords the freedom to connect residential development and existing bicycle facilities in south downtown to the downtown core along 13th Street. This lane configuration should be considered to help realize the overall corridor goals.

We also analyzed a scenario with two northbound throughs with a shared left and a shared right. This alternative drops the northbound through queue length from 500 feet to 60 feet, but the lane configuration presents challenges when shifting the lanes west somewhere between Leavenworth and Jackson.

Downtown Core (North of Jackson Street)

The downtown core along 13th Street north of Jackson Street was analyzed with two and three northbound vehicle lanes. As a two-lane one-way section, the downtown intersections generally operated acceptably. Similarly, a three-lane section resulted in acceptable operations through the downtown core.

In addition, 14th Street was analyzed as a two-lane section south of Douglas Street. There were generally acceptable operations between Douglas Street and Leavenworth Street with minimal queue lengths along the corridor. This option was considered a viable alternative for further evaluation.

Table 1 shows the intersection and arterial street LOS for all alternatives evaluated. Note that intersections between Jackson Street and Capital Avenue are excluded from the table as they operated at acceptable LOS in all alternatives. Detailed results of these analyses can be found in **Appendix C.**

Table 1 - Intersection Level of Service

	Alternatives															
	1A		1B		2A		2B		2C		2D		3A		3B	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Intersection																
13th Ct (13th)	B	D	B	E	B	D	B	D	B	D	B	D	B	D	B	D
Vinton St (13th)	A	E	A	E	B	E	A	E	A	E	A	E	D	F	D	F
Martha St (13th)	B	D	B	D	D	F	B	D	B	D	B	D	E	F	E	F
William St (13th)	B	B	B	B	C	E	C	E	B	B	B	B	C	E	C	E
Pacific St (13th)	B	B	B	B	C	C	C	D	B	C	B	B	C	C	C	C
Leavenworth St (13th)	C	F	C	F	D	F	D	F	D	F	E	F	D	F	D	F
Jackson St (13th)	B	B	B	B	F	B	F	B	F	B	F	B	F	B	F	B
Capitol Ave (13th)	B	C	C	C	B	C	B	C	B	C	B	C	C	F	C	F
Capitol Ave (14th)	B	B	B	B	B	B	B	B	D	B	D	B	D	B	D	B
Arterial Segment																
13th St (I-80 to Pacific NB)	C	C	C	C	C	C	C	C	C	C	C	C	D	C	D	C
13th St (Pacific to I-80 SB)	B	D	B	D	B	D	B	D	B	D	B	D	C	F	C	F
13th St (Pacific to I-480 NB)	E	E	E	E	E	E	E	E	F	E	F	E	E	F	E	F
14th St (I-480 to Jackson SB)	D	D	D	D	D	D	D	D	D	D	D	D	D	D	E	D

Bicycle and Pedestrian Analyses

While the primary way to measure vehicle operations is average delay, this metric is less relevant to the bicycle and pedestrian modes. Rather factors like connectivity, and comfort traveling along the street and through intersections are applicable. Sidewalk condition and continuity are other relevant factors for pedestrians. One way to concisely define these factors is through level of traffic stress (LTS)

The Selection Criteria memorandum discussed level of traffic stress for bicyclists and pedestrians. This qualitative approach was used because the relative functionality of a bicycle or pedestrian facility is contingent on the perception of safety and comfort, as opposed to delay, and multiple alternatives are being evaluated as part of this planning-level corridor study.

The Mineta Transportation Institute developed a methodology that provides an intuitive measure of how a facility serves the needs of bicyclists. It specifically addresses speed of adjacent traffic, separation from adjacent traffic, width of bicycle facilities, auto mixing at intersections, and numbers of lanes crossed at intersections. It differs the HCM LOS in that bicycle level of stress (BLTS) is based on qualitative assessment of each factor versus a calculated grade that quantifies street and user experience factors.

This methodology features four classifications, ranging from BLTS 1, which is suitable for children, to BLTS 4, which is suitable for riders who are comfortable sharing the road with automobiles traveling 35 mph or more. BLTS scores 1 and 2 are the target scores for attracting bicyclists who are interested in cycling more but are concerned about their safety. Oregon DOT (ODOT) has also adapted a similar methodology to calculate pedestrian level of traffic stress (PLTS) using similar factors specific to the pedestrian experience. Target scores are also 2 or better for creating a safe and inviting pedestrian environment for a wide variety of users.

The qualitative nature of the methodology allows for a planning-level use without requiring a robust multimodal level of service analysis. Specific to the 13th Street corridor, this methodology provides an opportunity to weigh alternatives and to identify viable improvement options that could reduce the levels of traffic stress. This would ultimately draw additional users to the corridor.

Bicycle Level of Stress

The current BLTS along the 13th Street corridor ranges from BLTS 3 in the downtown core to BLTS 4 south of Leavenworth Street to I-80. This is primarily due to high traffic volumes and speed as well as few dedicated areas for cyclists in the cross section. There were several bicycle treatments that were considered to reduce the BLTS along the 13th Street corridor, including: protected bicycle lanes, buffered bicycle lanes, and standard bicycle lanes.

The current BLTS on the 13th Street corridor south of Leavenworth Street to I-80 has been identified as BLTS 4. There are currently no bicycle lanes on 13th Street with four lanes of two-way traffic. In this area of the corridor, public input indicated that automobiles and pedestrians are higher on the modal hierarchy from the connection to the interstate and Little Bohemia redevelopment adjacent to the surrounding neighborhoods. Both buffered and non-buffered bicycle lanes were evaluated using the Mineta methodology. A standard and buffered bicycle lane reduced the BLTS from 4 to 3 through the corridor. Both applications would not meet the target. A protected bicycle lane would provide BLTS 1.

Because the capacity analysis identified the need to maintain two through lanes in this area, installing any on-street bicycle facility would require the removal of on-street parking along this section of the corridor. This should be weighed against the desire of business owners during the visioning process, especially given the modal priorities in this section of 13th Street.

The current BLTS on the 13th Street corridor in the downtown core has been identified as BLTS 3. There are currently no bicycle lanes on 13th Street with four lanes of one-way traffic north of Jackson Street. In this area of the corridor, bicycles become more of a priority, with existing bicycle lanes on Leavenworth Street and 14th Street. In addition, a northbound bicycle lane on 13th Street would complete a one-way bicycle lane pair with 14th Street and increase bicycle network connectivity in the downtown core. A buffered lane and protected bicycle lane were evaluated using the Mineta methodology. A buffered bicycle lane reduced the BLTS from 3 to 2 and the protected bicycle lane reduced the BLTS to 1. Both applications meet the target scores and are considered viable options in this section of the corridor. A buffered bicycle lane would allow for a buffer between on-street parking and the through travel lanes. A summary of the existing and proposed conditions BLTS is included in **Appendix D.**

Pedestrian Level of Stress

The PLTS was calculated for both intersections and segments along the 13th Street corridor. Each have different characteristics that relate to pedestrian comfort. The overall PLTS is controlled by the lowest score along the route, whether at an intersection or along a segment.

Intersections

At intersections, PLTS today ranges from PLTS 4 to cross 13th Street at unsignalized intersections and PLTS 1 at signalized intersections. Signalized intersections are generally PLTS 1 due to increased conspicuity provided by markings and signage, as well as a dedicated phase in the traffic signal. All minor leg crossings at unsignalized intersections are also considered PLTS 1 as they are crossing collector or local roads with speeds at or less than 25 mph (due to the stop condition). Crossing 13th Street is generally considered PLTS 4 due to the number of lanes to cross (4), traffic volumes (>9,000 vpd), and the prevailing speed (<30 mph).

Introducing mid-block chokers, intersection nodes, raising landscaping buffers, and constructing a bicycle lane are potential improvements. Mid-block chokers and intersection nodes can create traffic calming along the corridor. Intersection nodes will decrease crossing distances and improve pedestrian visibility which will improve PLTS. This is especially true in the Little Bohemia area where speeding is common, and intersections have long crossing distances. Constructing a bicycle lane through downtown also decreases number of vehicular lanes to cross.

Segments

The segment level of traffic stress ranged from PLTS 1 to PLTS 4 along 13th Street. This analysis considers sidewalk condition, buffer type, buffer width and general land use. Both sides of 13th Street were evaluated. Scores varied from side-to-side in only a few locations mostly south of Martha Street where the sidewalk cross section is inconsistent. If the LTS score was different, the highest score was reported. For example, the segment south of Vinton Street has a 4-foot-wide curb walk on the west side and a 20-foot-wide paved area, like the rest of the corridor, on the east. The score attributed to the west side was reported.

South of Martha Street is considered PLTS 4 due to poor sidewalk condition, multiple areas with little setback, and high traffic volumes and speeds. From Martha Street to Leavenworth Street, the score improves to PLTS 3. The main factor in this score is sidewalk condition, as the setbacks and pedestrian traveled way width improve dramatically. Once in the downtown area, all segments score PLTS 1 except for the segment between Douglas Street and Farnam Street (PLTS 3). This is the bridge over the Gene Leahy Mall which has a vertical barrier, but no setback.

The most effective way to improve the PLTS from Leavenworth Street to Martha Street is to improve the sidewalk condition. This would bring many segments to PLTS 2 or 1, which are the target scores.

South of Martha Street creating wider setbacks with landscaping or street trees would also provide significant benefit. Many of the segments in this area have no or very narrow setbacks and feature the highest vehicular traffic volumes. Increasing the setback (buffering width) to the City of Omaha standard of 6.5 feet would result in a PLTS 3 when combined with improved sidewalk conditions. To improve to LTS 2, which is the target, setbacks would need to be greater than 10 feet.

Through the Little Bohemia area (Dorcas to Pierce), curb extensions and mid-block chokers create opportunities for raised landscaping beds will increase the depth and effectiveness of the sidewalk setbacks. Combined with improved sidewalk conditions, the level of traffic stress improves to PLTS 1.

While most downtown segments are already at PLTS 1, including a bicycle lane will provide some benefit to pedestrians on the east side of 13th Street. The segment between Douglas and Farnam will also improve to PLTS 1 after the bridge is demolished and replaced with an at-grade roadway and a sidewalk cross section consistent with the rest of downtown as part of the Gene Leahy Mall redevelopment.

A summary of the existing and proposed conditions PLTS is included in **Appendix D.**

Truck Accommodations

The City of Omaha has a policy to provide one 12-foot lane on all truck routes. This is to provide greater room for wider vehicles and allow trucks more flexibility when turning. Because 13th Street is truck route, a 12-foot lane will be to be provided where possible.

From I-80 to Martha Street, where the street is 55-feet wide with five lanes, the lanes are 11 feet each which the minimum for an arterial street. From Martha Street to Leavenworth Street, the street is 60-feet wide with four 11-foot through lanes and two 8-foot parking lanes. These are also at the minimum widths and constrained by the existing back of curb width. It is not anticipated that the street would widen in these areas to make room for the additional two feet. This would require extensive reconstruction and would be counterproductive to the walkability goals. Furthermore, the street operates today with 11-foot lanes with minimal delay or crashes related to trucks on narrow roadways.

North of Leavenworth Street where one lane will be repurposed, there is an opportunity to provide the 12-foot lane as prescribed by the policy. This lane would be most appropriate as the easternmost lane of 13th Street and 14th Street. This would allow a truck to favor the lane which they would turn eastbound along Douglas Street to access I-480. Westbound trucks would access the interstate north of I-480 where wider lanes already exist.

Conclusions & Recommendations

This analysis was conducted as part of the 13th Street Walkability Study to define the technically feasible alternatives that would be carried forward through the visioning process. Technically feasible alternatives were those that provided adequate through capacity for vehicles, given that 13th Street is an arterial street and a truck route. This also summarized the qualitative assessment of the various bicycle and pedestrian improvements that could be applied to the corridor using level of traffic stress as the metric. Specific recommendations for roadway cross section and intersection treatments are summarized below.

Roadway Cross Section

- Provide two through lanes in each direction between I-80 an Leavenworth Street (inclusive).
- Incorporate center left-turn lanes where possible, but especially at intersections between I-80 and Martha Street where turning volumes are higher.
- Provide three through lanes on 13th Street and 14th Street north of Leavenworth Street. Note that the segment on 13th Street between Leavenworth Street and Jackson Street will be one lane in each direction with a center turn lane.
- Provide on-street bicycle facilities on 13th Street between Leavenworth Street and Capitol Avenue. This should provide a minimum 2-foot buffer to the adjacent through lane and to adjacent parking. Final determination of where to locate the bicycle lane on the cross section should be determined as part of a final design effort and further coordination with the City of Omaha.
- Restripe 14th Street to provide a minimum 2-foot buffer to the adjacent through lane and to adjacent parking.

Intersection Improvements

- Consider locations for marked crossings between Center Street and Pierce Street on 13th Street. The crossings should be installed after specific engineering studies to determine the best location, geometric improvements, and traffic control. Potential locations include:
    - North of Pine Street: This compliments the redevelopment of Little Bohemia
    - South of Pierce Street: This was identified as a location where pedestrians currently cross to reach shops on either side of 13th Street
    - South of Hickory Street: This is intended to provide crossing opportunities for residents south of the Little Bohemia area.
- Where possible, treatments that will reduce PLTS should be considered, but especially through the Little Bohemia area and segments south of Martha Street. Potential improvements include:
    - Increase sidewalk setbacks to 6.5 feet at a minimum or greater than 10 feet where possible.
    - Incorporate midblock chokers and intersection nodes to improve pedestrian visibility, reduce crossing distances, and provide traffic calming effects

Other Considerations

- Perform detailed engineering studies for the 13th Street & Bancroft Street and the 14th Street & Capitol Avenue intersections to identify ways to mitigate existing crash patterns.
- Lane widths should generally be 11 feet to match the current cross section, meet Nebraska Minimum Design Standards, and minimize pedestrian crossing distance. The exception will be to accommodate 12' lanes for the easternmost through lanes on 13th Street and 14th Street between Leavenworth Street and Capital Avenue. This will allow trucks additional space in the downtown area.

APPENDIX A
MAPA 2040 VOLUME PROJECTIONS

13th St, I-80 to I-480

5/25/2018

Intersection	Leg	2010 Base Year Count	2016 Trafic Flow Map Count	2040 Model Forecast
13th & I-80 Ramps	WB Entrance	7000	10900	8400
	WB Exit	4000	4700	5200
	EB Entrance	4500	2500	5200
	EB Exit to North	4000	No Count	4700
	EB Exit to South	5000	1800	7200
13th & Bancroft	North	22000	23400	25500
	East	3500	3700	4700
	South	26000	21200	30400
	West	No Count	No Count	No Forecast
13th & Vinton	North	20000	20900	23300
	East	No Count	200	No Forecast
	South	22000	23400	25500
	West	4500	5500	5000
13th & Martha	North	13000	12900	16800
	East	4000	3600	3600
	South	15000	19700	17900
	West	4250	3500	5300
13th & Pacific	North	11000	12100	13100
	East	5000	4900	7500
	South	11500	12200	14300
	West	No Count	No Count	No Forecast
13th & Leavenworth	North	10000	10200	11800
	East	No Count	4400	No Forecast
	South	10500	12100	12600
	West	6000	5900	8000
13th & Jackson	North	8800	6400	10000
	East	4500	2900	5000
	South	9200	8000	10100
	West	4500	3000	4500
13th & Howard	North	8000	4900	8700
	East	2000	1100	2400
	South	8500	6000	9700

	West	2000	1100	2900
13th & Harney	North	7000	6000	7800
	East	4000	3800	4200
	South	8000	4900	2040
	West	5000	3600	5200
13th & Farnam	North	6900	5200	7900
	East	5200	2300	5200
	South	7000	6000	7800
	West	5000	3100	5400
13th & Douglas	North	6400	5500	7200
	East	12500	8700	12400
	South	6900	5200	7900
	West	11200	9300	11700
13th & Dodge	North	6300	4700	7100
	East	7000	6900	7400
	South	6400	5500	7200
	West	7500	5900	8000
13th & Capitol	North	8500	6400	9800
	East	6500	4100	7400
	South	6300	4700	7100
	West	6000	5100	7400

Note: volumes are 2-way AAWTs

Forecast volumes are post-processed estimates based on NCHRP 225 and use 2010 traffic counts as a base.
Sources:
2040 assignments: Streets_n35d40.dbd as supplied
by MAPA on June 15th, 2015

2016 Counts: 2016 Traffic Flow Map, MAPA Website

14th St., Leavenworth to Capitol Ave

5/25/2018

Intersection	Leg	2010 Base Year Count	2016 Trafic Flow Map Count	2040 Model Forecast
14th & Leavenworth	North	2000	1800	2600
	East	6000	5500	8000
	South	No Count	1000	No Forecast
	West	6000	4700	7300
14th & Jackson	North	8800	3400	10000
	East	4500	3600	5000
	South	9200	2200	10100
	West	4500	3000	4500
14th & Howard	North	8000	4700	8700
	East	2000	1100	2400
	South	8500	3700	9700
	West	2000	1500	2900
14th & Harney	North	7000	4900	7800
	East	4000	3600	4200
	South	8000	4700	8700
	West	4500	3100	4700
14th & Farnam	North	6900	5400	7900
	East	4500	3500	5200
	South	7000	4500	7800
	West	5000	5000	5400
14th & Douglas	North	6400	6000	7200
	East	12500	7900	12400
	South	6900	6200	7900
	West	12000	8100	11700
14th & Dodge	North	6300	5600	7100
	East	7000	7600	7400
	South	6400	5800	7200
	West	7500	7500	8000
14th & Capitol	North	8500	1500	9800
	East	6500	4400	7400
	South	6300	6000	7100
	West	6000	2900	7400

Note: volumes are 2-way AAWTs
Forecast volumes are post-processed estimates based on NCHRP 225 and use 2010 traffic counts as a base.
Sources:
2040 assignments: Streets_n35d40.dbd as supplied by MAPA on June 15th, 2015

2016 Counts: 2016 Traffic Flow Map, MAPA Website

APPENDIX B
FIGURES

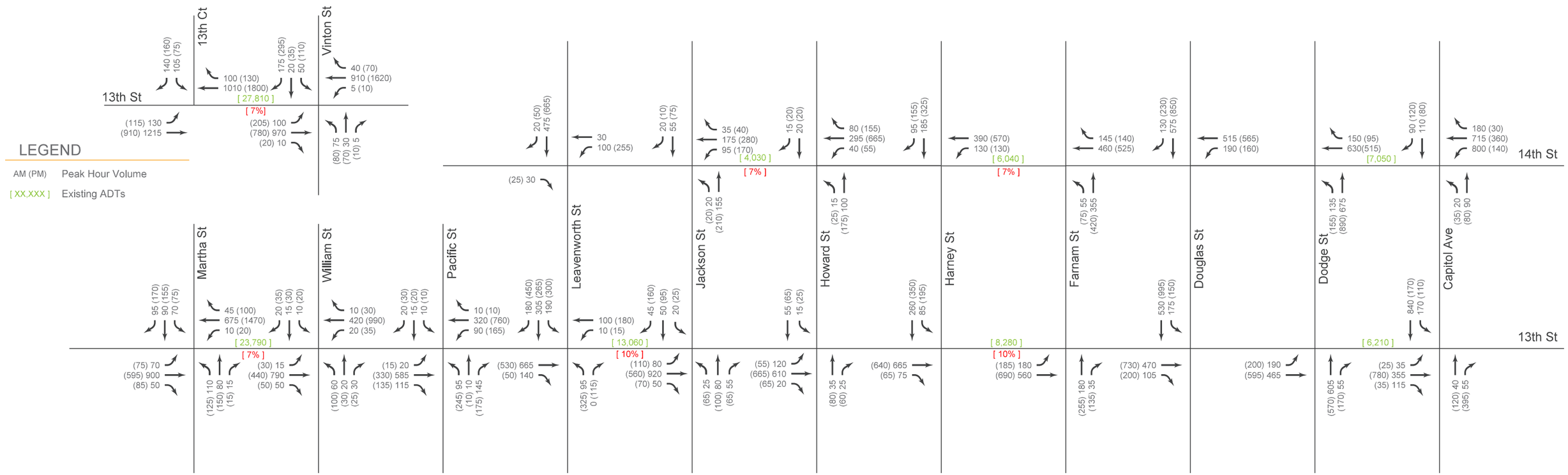


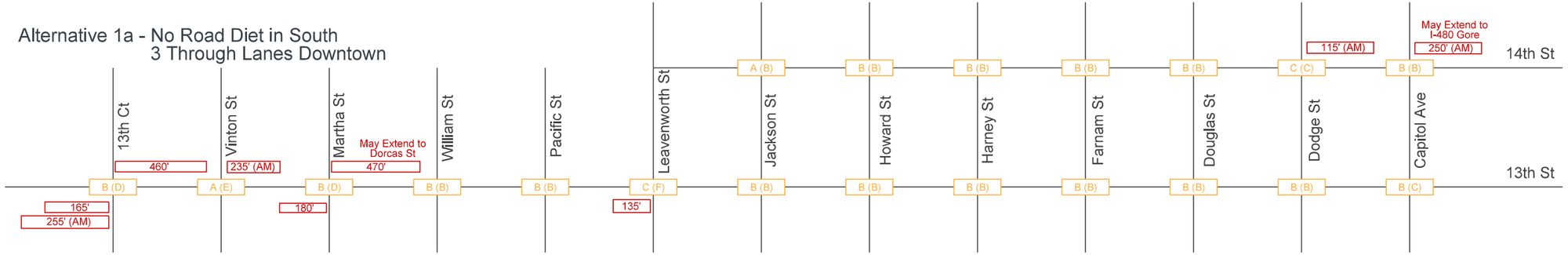
Figure 1 - 2040 Projected Traffic Volumes

LEGEND

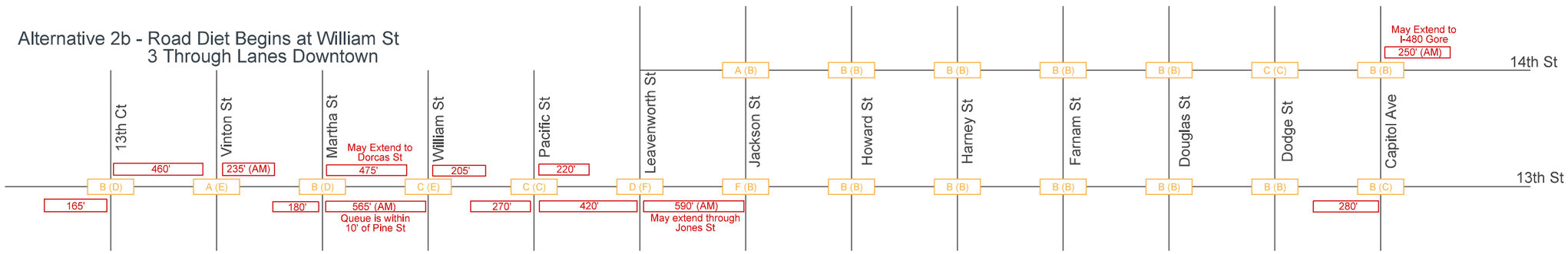
- AM (PM) — Signalized Intersection LOS
- [XXX] — Distance Between Intersections (ft)
- XXX — 95th Percentile Queue (ft) PM Peak (unless otherwise noted)

NTS

Alternative 1a - No Road Diet in South 3 Through Lanes Downtown



Alternative 2b - Road Diet Begins at William St 3 Through Lanes Downtown



Alternative 2a - Road Diet Begins at Martha St 2 Through Lanes Downtown

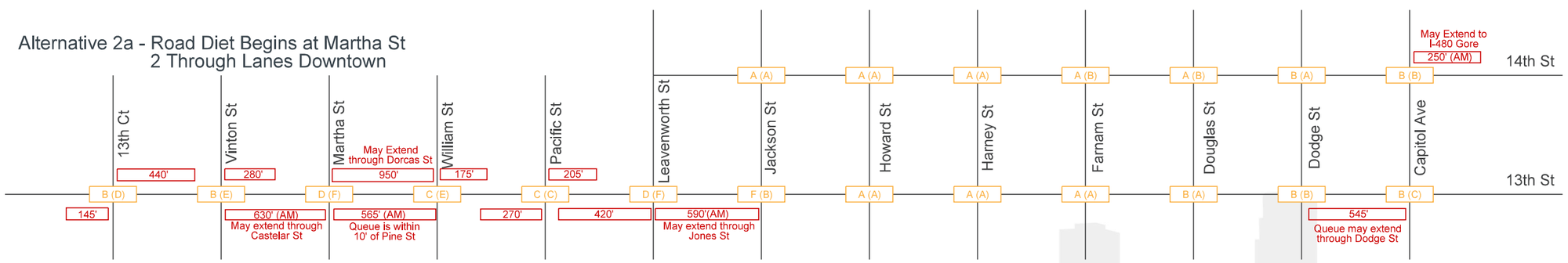


Figure 2 - Year 2040 Capacity Analysis Summary

APPENDIX C
CAPACITY ANALYSIS SUMMARIES

Available Upon Request

APPENDIX D
LEVEL OF TRAFFIC STRESS SUMMARIES

Bicycle Level of Traffic Street - Existing Conditions

13th Street	AADT	Effective ADT*	SB Lanes	NB Lanes	Posted Speed Limit	Level of Traffic Stress
Between Capital and Dodge	5877	8,815	0	4	25	LTS 3
Between Dodge and Douglas	6797	10,196	0	4	25	LTS 3
Between Douglas and Farnam	6848	10,271	0	4	25	LTS 3
Between Farnam and Harney	7682	11,523	0	4	25	LTS 3
Between Harney and Howard	6808	10,211	0	4	25	LTS 3
Between Howard and Jackson	7279	10,918	0	4	25	LTS 3
Between Jackson and Leavenworth	10305	10,305	2	2	25	LTS 3
Between Leavenworth and Pacific	13351	13,351	2	2	30	LTS 4
Between Pacific and William	13887	13,887	2	2	30	LTS 4
Between William and Martha	17688	17,688	2	2	30	LTS 4
Between Martha and Castelar	24498	24,498	2	2	30	LTS 4
Between Castelar and Vinton	25673	25,673	2	2	35	LTS 4
Between Vinton and Bancroft	28880	28,880	2	2	35	LTS 4

*Effective ADT = ADT for two-way roads; Effective ADT = 1.5 * ADT for one-way roads

Bicycle Level of Traffic Street - Buffered Bike Lane

13th Street	AADT	Effective ADT*	SB Lanes	NB Lanes	Posted Speed Limit	Level of Traffic Stress
Between Capital and Dodge	5877	8,816	0	3	25	LTS 2
Between Dodge and Douglas	6797	10,196	0	3	25	LTS 2
Between Douglas and Farnam	6848	10,272	0	3	25	LTS 2
Between Farnam and Harney	7682	11,523	0	3	25	LTS 2
Between Harney and Howard	6808	10,212	0	3	25	LTS 2
Between Howard and Jackson	7279	10,919	0	3	25	LTS 2
Between Jackson and Leavenworth	10305	10,305	2	3	25	LTS 2
Between Leavenworth and Pacific	13351	13,351	2	2	30	LTS 3
Between Pacific and William	13887	13,887	2	2	30	LTS 3
Between William and Martha	17688	17,688	2	2	30	LTS 3
Between Martha and Castelar	24498	24,498	2	2	30	LTS 3
Between Castelar and Vinton	25673	25,673	2	2	35	LTS 3
Between Vinton and Bancroft	28880	28,880	2	2	35	LTS 3

14th Street	Bike and Parking Lane	SB Lanes	NB Lanes	Posted Speed Limit	Level of Traffic Stress
Between Capital and Dodge	5' Bike lane + 10' Parking Lane	3	0	25	LTS 2
Between Dodge and Douglas	5' Bike lane + 10' Parking Lane	3	0	25	LTS 2
Between Douglas and Farnam	5' Bike lane + 10' Parking Lane	3	0	25	LTS 2
Between Farnam and Harney	5' Bike lane + 10' Parking Lane	3	0	25	LTS 2
Between Harney and Howard	5' Bike lane + 10' Parking Lane	3	0	25	LTS 2
Between Howard and Jackson	5' Bike lane + 22 back-in diagonal parking	3	0	25	LTS 2

Pedestrian Level of Traffic Stress - Existing Segments

13th Street	AADT	Effective ADT*	SB Lanes	NB Lanes	Prevailing/ Posted Speed Limit	Sidewalk Condition	Physical Buffer Type	Total Buffering Width	General Land Use	Level of Traffic Stress
Between Capital and Dodge	5,773	8,660	0	3	30	1	1	1	1	LTS 1
Between Dodge and Douglas	6,797	10,196	0	3	30	1	1	1	1	LTS 1
Between Douglas and Farnam	6,848	10,271	0	3	30	1	1	3	1	LTS 3
Between Farnam and Harney	7,682	11,523	0	3	30	1	1	1	1	LTS 1
Between Harney and Howard	6,808	10,211	0	3	30	1	1	1	1	LTS 1
Between Howard and Jackson	7,279	10,918	0	3	30	1	1	1	1	LTS 1
Between Jackson and Leavenworth	10,305	10,305	2	2	30	3	2	1	1	LTS 3
Between Leavenworth and Pacific	13,351	13,351	2	2	35	2	2	3	1	LTS 3
Between Pacific and William	13,887	13,887	2	2	35	3	2	2	1	LTS 3
Between William and Martha	17,688	17,688	2	2	35	3	2	2	1	LTS 3
Between Martha and Castelar	24,498	24,498	2	2	35	1	2	4	1	LTS 4
Between Castelar and Vinton	25,673	25,673	2	2	40	3	2	4	1	LTS 4
Between Vinton and Bancroft	28,880	28,880	2	2	40	3	2	4	1	LTS 4

*Effective ADT = ADT for two-way roads; Effective ADT = 1.5 * ADT for one-way roads

Pedestrian Level of Traffic Stress - Improved Segments

13th Street	AADT	Effective ADT*	SB Lanes	NB Lanes	Prevailing/ Posted Speed Limit	Sidewalk Condition	Physical Buffer Type	Total Buffering Width	General Land Use	Level of Traffic Stress
Between Capital and Dodge	5,877	8,816	0	3	25	1	1	1	1	LTS 1
Between Dodge and Douglas	6,797	10,196	0	3	25	1	1	1	1	LTS 1
Between Douglas and Farnam	6,848	10,272	0	3	25	1	1	1	1	LTS 1
Between Farnam and Harney	7,682	11,523	0	3	25	1	1	1	1	LTS 1
Between Harney and Howard	6,808	10,212	0	3	25	1	1	1	1	LTS 1
Between Howard and Jackson	7,279	10,919	0	3	25	1	1	1	1	LTS 1
Between Jackson and Leavenworth	10,305	10,305	2	2	25	1	1	1	1	LTS 1
Between Leavenworth and Pacific	13,351	13,351	2	2	30	1	1	1	1	LTS 1
Between Pacific and William	13,887	13,887	2	2	30	1	1	1	1	LTS 1
Between William and Martha	17,688	17,688	2	2	30	1	1	1	1	LTS 1
Between Martha and Castelar	24,498	24,498	2	2	30	1	1	3	1	LTS 3
Between Castelar and Vinton	25,673	25,673	2	2	35	1	1	3	1	LTS 3
Between Vinton and Bancroft	28,880	28,880	2	2	35	1	1	3	1	LTS 3

*Effective ADT = ADT for two-way roads; Effective ADT = 1.5 * ADT for one-way roads

Pedestrian Level of Traffic Stress - Existing Intersections (E/W Crossings)

13th Street	SB Lanes	NB Lanes	Prevailing/ Posted Speed Limit	Arterial Unsig Crossing without median refuge	Adjutments for Crosswalk Enhancements	Level of Traffic Stress
13th & Jones	2	2	30	LTS 4	0	LTS 3
13th & Pierce	2	2	30	LTS 4	0	LTS 3
13th & Pine	2	2	40	LTS 4	0	LTS 3
13th & Hickory	2	2	40	LTS 4	0	LTS 3
13th & Center	2	2	40	LTS 4	0	LTS 3
13th & Dorcas	2	2	40	LTS 4	0	LTS 3
13th & Arbor	2	2	40	LTS 4	0	LTS 3

*Signalized Intersections usually provide a protected way across the roadway and are typically rated PLTS 1

Pedestrian Level of Traffic Stress - Existing Intersections (N/S Crossings)

13th Street	AADT	Effective ADT*	SB Lanes	NB Lanes	Prevailing/ Posted Speed Limit	Arterial Unsig Crossing without median refuge
13th & Jones	1500	1,500	1	1	25	LTS 1
13th & Pierce	500	750	1	1	25	LTS 1
13th & Pine	500	750	1	1	25	LTS 1
13th & Hickory	500	750	1	1	25	LTS 1
13th & Center	480	720	1	1	25	LTS 1
13th & Dorcas	500	750	1	1	25	LTS 1
13th & Arbor	500	500	1	1	25	LTS 1

*Signalized Intersections usually provide a protected way across the roadway and are typically rated PLTS 1

Pedestrian Level of Traffic Stress - Improved Intersections (E/W Crossings)

13th Street	SB Lanes	NB Lanes	Prevailing/ Posted Speed Limit	Arterial Unsig Crossing without median refuge	Adjutments for Crosswalk Enhancements	Level of Traffic Stress
13th & Jones	1	1	25	LTS 3	1	LTS 2
13th & Pierce	2	2	25	LTS 4	1	LTS 3
13th & Pine	2	2	30	LTS 4	1	LTS 3
13th & Hickory	2	2	30	LTS 4	1	LTS 3
13th & Center	2	2	30	LTS 4	1	LTS 3
13th & Dorcas	2	2	30	LTS 4	1	LTS 3
13th & Arbor	2	2	30	LTS 4	1	LTS 3

*Signalized Intersections usually provide a protected way across the roadway and are typically rated PLTS 1

*Existing Conditions all unsignalized intersections are PLTS 4

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APPENDIX

Public Involvement Memorandum

08.31.2018

Public Involvement

To
Krista Wassenaar, PE
Gayle Sturdivant, PE

From
Stacey Roach

CC
Christopher M. Rolling, PE, PTOE File

PURPOSE OF PUBLIC INVOLVEMENT

While the overall goal of the 13th Street Walkability Study was to define the ultimate cross section(s) and street improvements, a large portion of that effort was focused on incorporating public input. Olsson generated a series of technically feasible alternatives. These alternatives needed to be tested against the needs and desires of the local users through a series of outreach meetings for the general public and targeted stakeholders. This effort culminated in developing a unified vision by which technically feasible alternatives were measured.

PUBLIC INVOLVEMENT PLAN

A Public Involvement Plan (PIP) was developed for this project. The PIP generally describes the activities of the public involvement effort to be implemented for the project and is included in **Appendix A**. The goals of the communication and public engagement effort were to inform and engage local stakeholders in the decision-making process through a series of design charrettes and exercises aimed at developing a vision for the 13th Street corridor.

The PIP also described the purpose and need for the project and described public engagement activities such as:

- Database development and maintenance
- Stakeholder committee development and engagement
- Stakeholder meetings and workshops
- Open house meetings
- Social media and other online content

These activities are summarized below. A summary of comments from the meetings is included in **Appendix B** of this report.

SCHEDULE OF PUBLIC INVOLVEMENT ACTIVITIES

A schedule of public involvement activities was included in the PIP. The execution of those activities varied slightly from the original schedule, largely due to the extensive effort to identify and coordinate with the stakeholder committee. The schedule also shifted to respect other project activities occurring during the same time frame in the surrounding area like the Block Talks, 10th Street visioning study and 24th Street Improvement Project. The final schedule of public and stakeholder outreach is as follows:

- March 15 to April 15, 2018 – Stakeholder Outreach
- May 3, 2018 – Stakeholder Committee Kick-off Meeting
- May 14, 2018 – Public Open House #1
- June 28, 2018 – Location Specific Stakeholder Workshops
- July 12, 2018 – Unified Stakeholder Workshop
- July 26, 2018 – Public Open House #2

STAKEHOLDER OUTREACH AND ENGAGEMENT

A Stakeholder Committee was developed as part of this project to identify goals, objectives and performance measures, ultimately resulting in a unified vision for the corridor. Significant outreach to those living and working in and travelling through the corridor was done to seek participation in the committee, which resulted in 19 participating members. Four Stakeholder Committee meetings were held during the study.

Kick-off Meeting

The Stakeholder Committee kick-off meeting was held May 3, 2018 from 10:00 am to 1:00 pm at the W. Dale Clark Library, 215 S. 15th Street. The purpose of the meeting was to introduce the project to the Committee, allow the Committee members to introduce themselves and share their concerns and ideas for corridor. After introductions, Olsson presentation to the group to introduce the project. Topics included the purpose and need, study limits, committee goals and expectations, project schedule, existing conditions and previous and relevant work. Information about Complete Streets vision and principals was also shared.

The group then split into two groups, depending on their location of interest or concern – a north group and a south group segmented by the Union Pacific railroad. North and south aerials were displayed for the group to begin sharing their concerns and ideas. The consultant team facilitated discussions and recorded comments for both groups. After everyone had a chance to share, the group came back together to listen to and comment on what was shared. The consultant team used this information as a starting point to begin to understand the needs and desires of the group. Nineteen stakeholders attended, plus an additional 5 members of the City project team.

Location-Specific Stakeholder Workshops

Location-Specific Stakeholder Workshops were held June 28, 2018 at the Greater Omaha Chamber, 808 Conagra Dr. The South group met from 8:00-10:00 am, and the North group from 1:00-3:00 pm. The purpose of the meeting was to review the information and comments from the public open house held May 14, share the vision for the corridor that was developed based on the purpose and need of the study and stakeholder input, share the components of a successful walkability plan, and take a closer look at initial alternatives. After the presentation, each group looked at more detailed roadway sections in their respective segments to give feedback on specific alternatives developed by the project team based on public and stakeholder group input and technical feasibility. Overall, the group generally liked the alternatives presented. Concerns ranged from noise, speed, traffic flow, bike lanes/safety, pedestrian safety and crossings, and the desire for amenities beyond the curb line.

Unified Stakeholder Workshop

The final stakeholder workshop was held July 12, 2018 from 1:00-3:00 pm at the Greater Omaha Chamber. The purpose of this workshop was to share concepts and ideas for site amenities beyond the curb lines of the corridor. Concept boards with landscaping, seating areas, public art, bike racks, trash cans and others were shown to get the group thinking about what they would like to see in the area. The project team showed key sections of the corridor with sample amenities, and the stakeholder group provided feedback and shared some of their own ideas. Opportunities for transit, bicycle and pedestrian facilities were discussed, as well as planned public improvements from private development. This includes the renovation of Gene Leahy Mall and the Landmark Building Redevelopment.

The project team concluded the workshop by sharing components of the Walkability Study plan, and a preview of what would be presented to the public at the final open house July 26.

Other Stakeholder Meetings

PJ Morgan Tenants

The project team met with the developer and several future tenants of properties being developed in the south segment of the corridor by PJ Morgan Real Estate on May 22, 2018 from 1-2 pm at the Omaha Creative Institute. This was an opportunity for the project team to meet the future tenants and listen to their needs and concerns relevant to the operation of their businesses. Most of the businesses represented rely on drive-by or walk-in customers (retail and salons) and share a desire for slower traffic speeds, parking/wayfinding, safety and public art. Creating a sense of place was important to the group.

13th Street Industrial/Commercial Business Owners

The project team also met with owners of several long-standing industrial and commercial business owners in the south segment of the corridor on June 13, 2018 from 4:30-6:00 pm at Cascio's. Much of the group shared concerns about maintaining truck access on the corridor for large trucks to make pick-ups and deliveries to their businesses and maintaining traffic flow south to Interstate 80. Most of the businesses represented do not rely on drive-by or walk-in traffic and are more of a destination for customers.

Union Pacific Railroad (UPRR)

Given the focus during other public outreach efforts on the condition of the railroad bridge south of downtown, the project team felt it advantageous to meeting directly with UPRR to discuss options for bridge improvements. It should be noted that the there is a parallel structure south of the UPRR bridge that is owned by BNSF Railway. The meeting occurs on July 24, 2018 from 3:00 to 4:00 at the UPRR corporate headquarters. Olsson and Omaha Public Works met with Kyle Nodgaard, the Manager of Industry & Public Projects for Nebraska and Iowa. The purpose of the meeting was to gather information about UPRR plans for bridge improvements and find opportunities to spur other improvements that could be led by the city or other organizations.

Results of the conversation are summarized as follows:

- UPRR has no immediate plans bridge repair, including the abutments.
- While there are no immediate repairs, future efforts that would require lane closures should be coordinated to allow the opportunity to address repairs that may arise.
- Improvements that would likely be permitted include:
    - The installation of a canopy
    - Ballast curb
    - Abutment drainage improvements
    - Crash wall extensions
- Pier encasement would not be permitted due to inspection needs.
- Painting the bridge is unlikely to be permitted but may be if done right after an inspection.
- Any projects would need to be administered through the city, regardless of how it is funded.

Kyle also mentioned a potential funding source from UPRR that would be applied to community development projects. These funds, while provided by UPRR, would not be permitted for use on improvements to UPRR right-of-way. Additional information on the grant is found at:

https://www.up.com/aboutup/community/foundation/grant-program/index.htm

ENGAGING THE GENERAL PUBLIC

To engage the general public on the Walkability Study, the project team held two public open house meetings, and utilized a website, www.13thstreetwalkability.com. This site also linked to the Public Works main page, www.keepomahamoving.com which is used to share information about the project and gather public feedback.

Public Open House #1

The first public open house was held May 14, 2018 from 4:30-6:00 pm at Outrspaces, 1258 S. 13th Street. The purpose of the meeting was to introduce the Walkability Study project to the public and gather feedback about what they felt as the most important issues and rate their top modes of transportation in the area. Attendees visited multiple stations, moving around the room to give comments and concerns about specific areas on aerial maps of the corridor. The room was divided with aerials of south segments on one side and north segments on the other. After sharing their location specific information, they we asked to vote with stickers for the mode of transportation they feel needs to be accommodated, and which concern they feel needs addressed most.

A presentation was given at 5:45 to share the purpose of the project, the goals of the study, project limits and schedule, public engagement including the Stakeholder Committee, and existing conditions of the corridor. After the presentation, the meeting resumed in an open house format. Written comments on comment forms were also collected at the meeting and compiled. Approximately 110 people attended.

Public Open House #2

A second public open house was held July 26, 208 from 5:00-6:30 pm at the Rail & Commerce Building, 950 S. 10th St. The purpose of the meeting was to share with the public the vision and the proposed concepts that were developed during the previous months and gather feedback. Attendees visited several stations, each with an aerial map, example concept photos and concept sketches.

A presentation was given at 5:15 to review the purpose for the project, share public and stakeholder outreach efforts during the study process, discuss the vision and components of a successful walkability plan, and finally, the concepts that have been developed as part of the study. After the presentation, the open house meeting resumed where attendees could ask questions of the project team and give feedback. Written comments on comment forms were also collected at the meeting and compiled. Approximately 85 people attended.

Public meeting materials, including presentation slides, boards, and handouts, can be found on the project website.

Appendix - A

Date: March 9, 2018

Subject: 13th Street Walkability Study (OPW 53287) - Public Involvement Plan

Public Involvement Plan Objectives

The purpose of this plan is to generally describe the activities of the public involvement effort to be implemented for the 13th Street Walkability Study project in Omaha, Nebraska. A detailed meeting plan will be developed for each meeting or series of meetings. The goals of the communication and public participation effort are to inform and engage local stakeholders in the decision-making process. This will be accomplished through a series of design charrettes and exercises aimed at developing a vision for the 13th Street corridor and recommendations to improve walkability for those living, working and visiting the study area. The study area is generally between Interstates 80 and 480 on 13th Street.

Project Purpose and Need

The purpose of the study is to determine how to best utilize the existing right-of-way width to accommodate all users including autos, transit, bicycles, and pedestrians now and in the future. The project will result in a Walkability Plan that will include concept plans and an implementation program.

Public Engagement Activities

All information to be sent to the public or posted to the web shall be reviewed by the City of Omaha (City) Project Manager prior to distribution. All information that will be viewed by the public (digital, print, etc.) will meet the Keep Omaha Moving branding guidelines and will incorporate project-specific branding where possible. Information sent to the public will be sent to the City for review by the City 3-5 business days in advance of distribution.

Database Development and Maintenance

The Consultant will develop and maintain a database of project contacts including project team members, key stakeholders, residents, property owners, organizations, agencies, and others who may be interested or impacted by the project. The database will contain pertinent contact information, along with a record of individual contacts and comments. The database will be hosted by the Consultant on Smartsheet which will be accessible to the project team (including City Staff) at any time.

Stakeholder Committee

The Consultant will convene two separate stakeholder committees to identify goals, objectives and performance measures for the study. The committees will be defined geographically, with the boundary between these stakeholder groups at the Union Pacific bridge between Leavenworth and Pacific Streets.

Anticipated key stakeholders include:

- Omaha Downtown Improvement District
- Old Market South Neighborhood Association
- Downtown Northeast Redevelopment Association
- Dahlman Neighborhood Association

- Deer Park Neighborhood Association
- South Omaha Neighborhood Alliance
- Old Market Business Association
- Little Italy business owners
- Little Bohemia business owners
- United States Postal Service
- Area developers

Other stakeholders may also include Henry Doorly Zoo, Lauritzen Gardens, Metropolitan Entertainment & Convention Authority (MECA) and College World Series. It is anticipated that members of the Omaha City Council, City staff (Public Works, Planning, Parks, Police, Fire), MAPA, Omaha Public Schools staff, and State of Nebraska staff (Department of Transportation and State Patrol) will also participate in the study process.

Stakeholder Committee Outreach

The Consultant will work with the City to identify representatives from the key stakeholder groups to serve on the committee. Letters and phone calls will be used to contact the potential committee members to invite them to participate.

Stakeholder Meetings

Kickoff Meeting

Because the stakeholder groups will have overlapping interests, the Consultant will convene a Joint Stakeholder Kickoff Meeting. The meeting will be conducted in three parts:

- Initial discussion of the project description and project goals (both committees)
- Identify preliminary concerns, goals and objectives for each segment of the corridor (north/south committees individually)
- Report on the discussion of the individual committees as a larger group (both committees)

This meeting is anticipated to take up to three hours including the lunch hour, and a meal will be provided to participants. Pending the outcome of this meeting, additional follow up with stakeholders may be necessary (up to six one-on-one interviews.)

The Consultant will coordinate all meeting logistics including invitations, venue and meeting materials.

Deliverables include stakeholder kickoff meeting, presentation, display boards, meeting summary and up to six additional stakeholder interviews.

Performance Measure Matrix

Using information collected and developed from the Stakeholder Kickoff Meeting, national best practices, and the Complete Streets Design Guide (CSDG), the Consultant will develop a performance measures matrix identifying the performance standards for 13th Street in its various conditions. The Consultant will share this matrix with the City and Stakeholder Committee for review via digital platform and collect comments via a web-based survey to efficiently facilitate changes to and acceptance of the matrix.

Deliverables include the performance measures matrix, web-based survey, and a technical memorandum summarizing this effort.

Stakeholder Workshops

The Consultant will schedule and facilitate three Stakeholder Workshops. The first two meetings will be location-specific corridor workshops in each of the two corridor segments. The purpose of these workshops will be to engage the stakeholders in the development of practical alternatives for the roadway cross-section. The stakeholder workshops will provide a collaborative experience as a part of the preliminary planning process for future improvements along the corridor.

Following these meetings, the Consultant (in partnership with City staff) will develop optimized alternatives for the corridor.

A third meeting of the full stakeholder committee will unveil the alternatives for the entire corridor to gain acceptance prior to a public meeting. It is assumed that each of the three meetings would take two hours.

The Consultant will coordinate all meeting logistics including invitations, venue and meeting materials.

Deliverables include two stakeholder workshops, a unified stakeholder meeting, presentation materials, boards and meeting summaries.

Open House Meetings

The Consultant will coordinate two public open house meetings during the study.

The purpose of the first meeting is to introduce the project, its goals, share existing design limitations and gain feedback on potential design elements from the public. The meeting will be held in an open house format with display boards showing areas/locations where improvements are anticipated.

The purpose of the second public open house meeting is to introduce the new concept to the community and gather feedback related to implementation of the corridor improvements. The meeting will be held in an open house format with display boards showing the proposed improvements.

Deliverables for both public open house meetings include postcard mailers to be distributed to residents with 1/4 mile of the project location, presentation materials, boards and meeting summaries.

Social Media/Online Content

The Consultant will provide content to the City for use in social media posts and updates to the Keep Omaha Moving website. It is anticipated that this content would include project updates and the dissemination of relevant documents as agreed upon by the City. It is anticipated that up the 15 social media posts and 10 website updates would be provided.

Deliverables include content (text, photos or project documents) for use in online communication.

Final Public Involvement Report

The Consultant will write a final report documenting the public involvement process. The report will include tools and techniques utilized, numbers of people participating, meeting notes, lists of meeting attendees and general description of public reaction.

Schedule

March 12-30, 2018: Stakeholder Outreach

Week of April 2, 2018: Stakeholder Kickoff Meeting

Week of April 9, 2018: Public Open House #1

Week of April 16, 2018: Individual Stakeholder Meetings

May, 2018: Performance Matrix Development

Week of June 4, 2018: Location Specific Stakeholder Workshops

Week of June 18, 2018: Unified Stakeholder Workshop

Week of June 25, 2018: Public Open House #2

July, 2018: Final Public Involvement Memo

Appendix - B

Public Involvement Log

	Contact Name	Business/Organization	Address	City, State, Zip	Phone	Email	5/3/18	5/14/18	6/28/18	7/12/18	7/26/18
1	All contact information and records of communication with the stakeholder committee and others related to the project will be logged here in the Attachments or Comments columns.						☐	☐	☐	☐	☐
2	**Stakeholder Committee**	Click Here To Return To Project Dashboard					☐	☐	☐	☐	☐
3	Adam Denney		14949 Dayton St.	68137	402-445-4405	adam.denny@fhu.com	☐	☑	☐	☐	☑
4	Adrian Hernandez		5015 Underwood Ave.	68132	402-504-4000	ahernandez@dundeebanking.com	☐	☑	☐	☐	☑
5	Aileen Tobin	Bemis Center				aileen@bemiscenter.org	☐	☐	☐	☐	☐
6	Alex Liekhus					alex@commercevillageomaha.com	☐	☑	☐	☐	☑
7	Alex Weiland	Tomasek Machine	1631 S 13th St.				☐	☑	☐	☐	☐
8	Andy Heck, Owner	E.J. Heck & Sons	1625 So. 13th Street	Omaha, NE	341-6666		☐	☑	☐	☐	☐
9	Ann Kinder	PJ Morgan - Property Manager for Soma Rows			402-714-7992	akinder@pjmorgan.com	☐	☐	☐	☐	☐
10	Anne Alston					anne.alston@nebraska.gov	☐	☐	☐	☐	☐
11	Arnie Breslow	Old Market South Neighborhood Association				architectural_bldg_concepts@hotmail.com	☐	☐	☐	☐	☐
12	Arnold Reeves	ODID Board of Directors			402-630-4314	areeves@omahaperformingarts.org	☐	☐	☐	☐	☑
13	Ashley Carroll	Live Well Omaha				ashley@livewellomaha.org	☐	☐	☐	☐	☐
14	Barbara L. Hicks Karasek		3430 S 15th St.	68108	402-619-2002		☐	☑	☐	☐	☐
15	Becky Wells	ODID Board of Directors				newlifelmt@msn.com	☐	☐	☐	☐	☐
16	Ben Turner	Heartland Bike Share/ALAC			402-577-0515	ben@heartlandbikeshare.org	☑	☐	☑	☐	☐
17	Benjamin Cass					benrcass@gmail.com	☐	☐	☐	☐	☐
18	Bernadette Kowal		1446 S 14th St.	68108	402-346-6483	bernardettek@cox.net	☐	☑	☐	☐	☐
19	Bill Goodwin	ODID Board of Directors				leaders06@hotmail.com	☐	☐	☐	☐	☐
20	Bill Needham	Fairmont Creamery				Needbjnest@cox.net	☐	☐	☐	☐	☐
21	Bill Owen	ODID Board of Directors				bowen5558@yahoo.com	☐	☐	☐	☐	☐
22	Bill Seidler				402-651-2327	bjseidler@seidleromaha.com	☐	☑	☐	☐	☑
23	Bill Stock		1201 Pacific St.		402-444-1650	bstock@jhcomaha.com	☐	☑	☐	☐	☐
24	Bob Eona		1418 S 12th St.	68108	402-991-3662		☐	☐	☐	☐	☑
25	Bob Ortmann	ODID Board of Directors				ortmann1@live.com	☐	☐	☐	☐	☐
26	Bob Peters	Soma Rows Resident, Past Planning Director			402-561-2300	rpeters@robertpeterscompany.com	☐	☐	☐	☐	☐
27	Bob Schlott	Warren Distributing				bschlott@wd-wpp.com	☐	☐	☐	☐	☐
28	Brian Littler, President 2018	Old Market Business Association, ODID Board of Directors				brian@focalrealty.com	☐	☐	☐	☐	☐
29	Bryan Knoelk					bsknoelk@gmail.com	☐	☐	☐	☐	☐
30	Bryan Smith		6516 Emmet St.	68104		bs.personal@gmail.com	☐	☐	☐	☐	☑
31	Byron O'Dowd, Owner	O'Dowds Vacuum Service	1254 So. 13th Street	Omaha, NE	342-8300		☐	☑	☐	☐	☐
32	C.J. Keenan		1818 Martha St.	68108	402-342-4262	charlesjkeenan@hotmail.com	☐	☑	☐	☐	☐
33	C.M. Carter		1301 Jones St. #401			carter_cecelia@yahoo.com	☐	☑	☐	☐	☐
34	Caitlin Osborn	Omaha Creative Institute	1419 S 13th St. Ste. 103		402-996-1092	c8linozz@gmail.com	☐	☑	☐	☐	☐
35	Calvin	ODID Board of Directors				securitysolutions.lionsgate@gmail.com	☐	☐	☐	☐	☐
36	Carol Prokop		2403 S 8th St.	68108	402-210-6789	cjprokop@hotmail.com	☐	☐	☐	☐	☑
37	Caroline McBride	ODID Board of Directors			402-561-0520	Caroline@rebel-interactive.com	☐	☑	☐	☐	☐
38	Caryl Fisher		19266 260th St.	Carter Lake, IA 51503	402-880-8815	caryljo.fisher@gmail.com	☐	☑	☐	☐	☐
39	Charles Downey	Warren Distributing				cpd@wd-wpp.com	☐	☐	☐	☐	☐
40	Cheryl Wallace		708 45th	Des Moines, IA	575-306-0874	cheryldwallace@gmail.com	☐	☑	☐	☐	☐
41	Chris Cook	Bemis Center for Contemporary Arts	724 S. 12th Street	Omaha, NE 68102	402-341-7130 x 11	chris@bemiscenter.org	☐	☐	☐	☐	☐

	Contact Name	Business/Organization	Address	City, State, Zip	Phone	Email	5/3/18	5/14/18	6/28/18	7/12/18	7/26/18
42	Chris Hochstetler	KANEKO	1111 Jones Street	Omaha, NE 68102	402-341-3800	chris@thekaneko.org	☐	☐	☐	☐	☐
43	Chris Jerram	Omaha City Council				chris.jerram@cityofomaha.org	☐	☐	☐	☐	☐
44	Chrissie Matthews		1218 Docene Blvd	Carter Lake, IA 51510	712-307-0330	matthewschristiane@gmail.com	☐	☑	☐	☐	☐
45	Christina Randall	ODID Communications & Development Director	1620 Dodge St. Suite 140	Omaha, NE 68102	402-916-1796	christina@omahadowntown.org	☐	☐	☐	☑	☐
46	Cindy Christensen		1216 Pierce				☐	☑	☐	☐	☐
47	Cliff Ehlers, Owner (Mary)	Midwest Tire Co.	1102 So. 13th Street	Omaha, NE	342-2248	cliff@midwesttireomaha.com	☑	☑	☑	☐	☑
48	Cody Anderson		1318 Martha St.	68108			☐	☑	☐	☐	☐
49	Colleen Mason	PJ Morgan	7801 Wakeley Plaza	Omaha, NE 68114	402-397-7775	cmason@pjmorgan.com	☑	☑	☑	☐	☑
50	Connie & Robert Tarascio		1116 Arbor St.		402-320-2609		☐	☐	☐	☐	☑
51	Crystal Sierra	Omaha by Design	619 S 11th Street	Omaha, NE 68102		crystal@omahabydesign.org	☐	☐	☑	☐	☐
52	Curt Simon	Metro	2222 Cuming Street	Omaha, NE 68102	402-341-7560	csimon@ometro.com	☐	☐	☐	☐	☐
53	Daisy Mora					daisyandazola@yahoo.com	☐	☐	☐	☐	☐
54	Damian Zuerlein		1248 S 10th St.	68108	402-934-7706		☐	☐	☐	☐	☑
55	Dan Emanuel	ODID Board of Directors				dje@emanuelcs.com	☐	☐	☐	☐	☐
56	Daniel Keenan		1618 Martha St.	68108	412-736-7075	dankeenan@post.com	☐	☑	☐	☐	☐
57	Daniel Silva		1515 Dorcas St.	68108	402-206-0041	nobleformula@icloud.com	☐	☑	☐	☐	☐
58	Darcy Williams					chadarcy@yahoo.com	☐	☐	☐	☐	☐
59	Dasha & Nele Sudar		1726 S 14th St.	68108	402-650-7364	dashansudar@gmail.com	☐	☐	☐	☐	☑
60	Dasha Sudar					dasha.gatrost@gmail.com	☐	☐	☐	☐	☐
61	Dave Deborer	MUD			402-504-7209		☐	☐	☐	☐	☐
62	Dave Hempel, Owner	Hempel Sheet Metal	1255 So. 13th Street	Omaha, NE	341-9305	daveh@hempelsheetmetal.com	☑	☑	☐	☐	☐
63	David Johnson	ODID Board of Directors	900 Farnam St. #711	68102	402-614-2999	davj@cox.net	☐	☑	☐	☐	☐
64	DeLone Wilson		9229 Mormon Bridge Plaza, Ste.	68152	402-453-2463	delone.wilson@cubbys.com	☐	☑	☐	☐	☐
65	Derick Lewin		5818 Woolworth Ave.		402-651-1830	dlewin@pjmorgan.com	☐	☐	☐	☐	☑
66	Diane Speck	ODID Board of Directors				diane.speck@yahoo.com	☐	☐	☐	☐	☐
67	Donn Seidholz	ODID Board of Directors				dseidholz@gmail.com	☐	☐	☐	☐	☐
68	Ed Dooley		2724 S 13th St.	68108	402-516-4696	ekdooley@msn.com	☐	☐	☐	☐	☑
69	Emily Andersen		1717 Vinton St.	68108	917-860-9203	emily@d-aarch.com	☐	☐	☐	☐	☑
70	Eric & Melanie Elnes		1424 S 13th St.	68108	402-681-1720	eric.elnes@gmail.com	☐	☑	☐	☐	☐
71	Eric Downs		1414 S 17th St.	68104	402-886-5677	eric@grainandmortar.com	☐	☐	☐	☐	☑
72	Eric VanHunnik		1219 Pacific St. #1	68108	402-521-4452	eric.vanhunnik1@gmail.com	☐	☑	☐	☐	☐
73	Evan Schweitz	Metro	2222 Cuming Street	Omaha, NE 68102	402-341-7560	eschweitz@ometro.com	☑	☐	☑	☐	☐
74	Fonda Allen		1453 S 11th St.	68108	712-592-2073	fonda.allen.74@gmail.com	☐	☑	☐	☐	☐
75	Frank & Diane Burrow		1027 Marcy Plz	68108	402-321-4558	oldmarket@mac.com	☐	☑	☐	☐	☑
76	Frank Horejsi		1420 S 13th St.		402-699-6935		☐	☑	☐	☐	☐
77	Frank L. Ciciulla Jr.		1439 S 13th St.	68108	402-341-2452	rciciulla@cox.net	☐	☑	☐	☐	☐
78	Frank Lercara		2320 S 12th St.		402-651-9396	flercara@gmail.com	☐	☑	☐	☐	☐
79	Gage Eden		7801 Wakelley Plz		402-397-7775	geden@pjmorgan.com	☐	☑	☐	☐	☐
80	Garry Bernandt		1702 Ontario St.		402-733-2389	garryg@cox.net	☐	☑	☐	☐	☐
81	Gary Allen		1418 S 13th St.		402-346-1523	garyallen10@msn.com	☐	☑	☐	☐	☐
82	Geoff DeOld		1717 1/2 Vinton St.	68108		gdeold@gmail.com	☐	☑	☐	☐	☑
83	Gerard Greim & Patricia Poczapski		1316 Dorcas St.	68108	402-342-3888	gagreine@cox.net	☐	☑	☐	☐	☑

	Contact Name	Business/Organization	Address	City, State, Zip	Phone	Email	5/3/18	5/14/18	6/28/18	7/12/18	7/26/18
84	Graham Nabity		21401 Greenbrier Dr.	68022	402-680-4651	gnabity@cbre-mega.com	☐	☐	☐	☐	☑
85	Greg Youell					gyouell@mapacog.org	☐	☐	☐	☐	☐
86	Hannah Adepen	Parking Services				hannah.adeponu@cityofomaha.org	☑	☐	☐	☐	☐
87	Heidi Walz					hwalz@vgagroup.com	☐	☐	☐	☐	☐
88	Helen Curtis & Cherise Eckel		2225 S 11th St.	68108	402-707-1531	ceckel@cox.net	☐	☑	☐	☐	☐
89	Holly Barrett	Omaha Downtown Improvement District	1620 Dodge Street #140	Omaha, NE 68102	402-916-1796	Holly@omahadowntown.org	☑	☐	☐	☐	☐
90	Isaiah Sheese	Archetype Coffee	1419 S 13th St., Ste. 101	68108	918-284-8928	isaiah@archetype.coffee	☐	☐	☐	☐	☑
91	J Hodges	ODID Board of Directors				jhodges@lionsgatesecuritysolutions.com	☐	☐	☐	☐	☐
92	Jackie Strba					jfstrba@gmail.com	☐	☐	☐	☐	☐
93	Jacob Weiss					jacobweiss.isu@gmail.com	☐	☐	☐	☐	☑
94	Jaimee Trobough		1220 Pierce St.	68108		jaimeetro@hotmail.com	☐	☑	☐	☐	☐
95	Jamie Berglund	Omaha by Design - RESIGNING	619 S 11th Street	Omaha, NE 68102		jamie@omahabydesign.org	☐	☐	☐	☐	☐
96	Jared Kennedy					jaredkennedy55@gmail.com	☐	☐	☐	☐	☐
97	Jed Moulton	City of Omaha - Planning (Historic Preservation)			402-444-5208	jed.moulton@cityofomaha.org	☐	☐	☐	☐	☐
98	Jeff Jorgensen	ODID Board of Directors	1425 S 8th St.	68108		jeff@otannenbaum.com	☐	☑	☐	☐	☐
99	Jeff Spiehs	South Omaha Neighborhood Alliance, Coordination for Block			402-444-6866 ext 214	jeffreyspiehs@gmail.com	☑	☑	☑	☑	☐
100	Jeffrey Rumery		102 Stanford Cir.	68102	308-293-2152	jrumery@gmail.com	☐	☐	☐	☐	☑
101	Jennifer Coore-Yin		1223 S 11th St.	68108	917-287-7876	jenncoore1985@gmail.com	☐	☑	☐	☐	☐
102	Jesse Harding		1414 S 13th St.	68108	402-547-9340		☐	☑	☐	☐	☑
103	Jim & Sherry Douglas		1226 S 10th St.	68108	402-905-0353	jd4321@hotmail.com	☐	☐	☐	☐	☑
104	John & Joe Mangiameli, Owners	Bumper & Auto Co.	1715 So. 13th Street	Omaha, NE	341-9544	joe@bumperauto.com	☐	☐	☐	☐	☑
105	John Coolidge	ODID Board of Directors				john.coolidge@LRA-Inc.com	☐	☐	☐	☐	☐
106	John Fruhwirth & Barbara Balok		1502 S. 10th St. #109	68108	402-637-1215		☐	☐	☐	☐	☑
107	John Fullerton		805 Moore Dr.		402-213-9945	jfullerton@tworld.com	☐	☑	☐	☐	☐
108	John Luis		2225 S 13th St.	68108	402-346-9399		☐	☑	☐	☐	☑
109	John Mainelli					johnmainelli@msn.com	☐	☑	☐	☐	☐
110	John Martin	Sports Car Garage	1461 South 13th ST	Omaha, NE 68108	402-341-4244	john@sportscargarageomaha.com	☐	☑	☐	☐	☑
111	John Rosenberg					johnrosenberg84@gmail.com	☐	☐	☐	☐	☐
112	John Sova	ODID Board of Directors				jsova@rdgusa.com	☐	☐	☐	☐	☐
113	Joseph Randazzo, Jr.		1934 S 10th St.	68108	402-880-4669		☐	☐	☐	☐	☑
114	Julie Smith	ONEOmaha, Coordination for Block Talks				julie.smith@oneomaha.org	☐	☐	☐	☐	☐
115	Jun Kaneko	KANEKO				jun@junkaneko.com	☐	☐	☐	☐	☐
116	Karen Bluvas	Dahlman Neighborhood	824 Worthington		402-341-7193	kbluvas@juno.com	☐	☑	☑	☑	☑
117	Karen Levin		1214 S. 12th St.	68108	402-344-0985	kflevin@aol.com	☐	☑	☐	☐	☐
118	Karen Wittler		1205 Marcy Plaza	68108		kwittler57@gmail.com	☐	☑	☐	☐	☑
119	Karl Kehm	Kehm Contractors	1446 So. 13th Street	Omaha, NE	341-6177	karl@kehmcontractors.com	☑	☐	☐	☐	☐
120	Karol Ulmer					kandj2328@gmail.com	☐	☐	☐	☐	☐
121	Karyn Spencer					karynspencer@yahoo.com	☐	☑	☐	☑	☑
122	Katherine Kubicek		5219 NW Radial Hwy		402-551-7496		☐	☐	☐	☐	☑
123	Kayla Zebrowski		1212 S 10th Ct.	68108	402-367-2494	kaylaazebrowski@gmail.com	☐	☑	☐	☐	☐
124	Keith & Sharon Cyr		821 N. Happy Hollow Blvd	68132	402-677-9353		☐	☑	☐	☐	☐
125	Keith Backsen	ODID Board of Directors				kbacksen@visitomaha.com	☐	☐	☐	☐	☐

	Contact Name	Business/Organization	Address	City, State, Zip	Phone	Email	5/3/18	5/14/18	6/28/18	7/12/18	7/26/18
126	Kenneth Adkins	Bemis Center				kenneth@bemiscenter.org	☐	☐	☐	☐	☐
127	Kevin Bullis					kevin.bullis@gmail.com	☐	☐	☐	☐	☐
128	Kevin Hagemoser					khagemoser@gmail.com	☐	☐	☐	☐	☐
129	Kim Kalkowski		1502 S 10th St.	68108		kimka@cox.net	☐	☑	☐	☐	☐
130	Klayton Killion		1218 S 12th St.	68108	402-968-2215	theguysoma@gmail.com	☐	☐	☐	☐	☑
131	Kristae Zandbergen	ODID Board of Directors				kristae@kristae.com	☐	☐	☐	☐	☐
132	Kristina Thomey	Resident	1305 S. 12th Street	Omaha, NE	531-210-0966	kitscritters@icloud.com	☐	☑	☐	☐	☐
133	Kristy McGuire					kristy@deerparkomaha.com	☐	☐	☐	☐	☐
134	Kristyna Engdahl	ODID Board of Directors				kengdahl@omahaameca.com	☐	☐	☐	☐	☐
135	Kurt Krajicek		2202 S 13th St.		402-612-4465	kurtkrajicek01@gmail.com	☐	☑	☐	☐	☐
136	Kurt Urkoski	Fire Department				kurt.urkoski@cityofomaha.org	☑	☐	☐	☐	☐
137	Larry Kowal		1402 William St.	68108	402-598-7914		☐	☑	☐	☐	☐
138	Leah Smejkal		1502 Jones St. #403	68102	402-250-7924	lsmejkal@dundeebanking.com	☐	☑	☐	☐	☐
139	Lee Ketterman		9th & Pierce		402-345-7362		☐	☐	☐	☐	☑
140	Leila Knowles		4661 Mason St.	68106	402-980-2038	leilaknowles@gmail.com	☐	☐	☐	☐	☑
141	Leslie Christensen		1935 S 13th St.	68108	402-934-6420	leslie@lesliechristensenlaw.com	☐	☑	☐	☐	☐
142	Leslie Wells		610 Hickory St.		402-650-6542	leslieomaha@me.com	☐	☐	☐	☐	☑
143	Linda Miles	Omaha Public Library				lmiles@omahalibrary.org	☑	☐	☐	☐	☐
144	Louise Vacanti		720 Pierce St.	68108	402-422-0149	lcvacanti@cox.net	☐	☐	☐	☐	☑
145	Lynn Dittmer					ldittmer@jeo.com	☐	☐	☐	☐	☐
146	Marc Leclerc & Jackie Sterbor		635 N 47th St.	68132	402-578-7655	m.leclerc@cox.net	☐	☑	☐	☐	☐
147	Marco Floreani	Chamber of Commerce	1301 Harney St.	Omaha, NE 68102	402-978-7943	mfloreani@selectgreateromaha.com	☐	☐	☐	☐	☐
148	Margaret Semin		PO Box 8088	68108-0088			☐	☑	☐	☐	☑
149	Marianna Foral	Dahlman Neighborhood Association					☐	☐	☐	☐	☐
150	Marie Sedlacek	Dahlman Neighborhood Association	1015 William Street	Omaha, NE 68108		marie.sedlacek@outlook.com	☑	☐	☑	☑	☐
151	Mark Lambrecht	Lambrecht Glass				mark@lambrechtglass.com	☐	☐	☐	☐	☐
152	Mark Mercer	Mercer Management, ODID Board of Directors				mercermanagement511@gmail.com	☐	☐	☐	☐	☐
153	Marlene Rodgers	Donut Shop	1256 So. 13th Street	Omaha, NE			☐	☑	☐	☐	☐
154	Marvin Hicks		1727 1/2 S 10th St.	68108	402-679-8742	mjh46173@gail.com	☐	☑	☐	☐	☐
155	Mary Thompson	Dahlman Neighborhood Association, business owner along 13th				taxwitch40@yahoo.com	☑	☑	☑	☑	☑
156	Melany Spiehs					melanyspiehs@gmail.com	☐	☐	☐	☐	☐
157	Melissa Trueblood	NDED			402-471-2840	melissa.trueblood@nebraska.gov	☐	☐	☐	☐	☑
158	Menno Schukking		801 Pacific St. #406		605-861-9879	menno.schukking@gmail.com	☐	☐	☐	☐	☑
159	Michael & Kristin DeKay		1414 S 13th St.	68108	402-321-5751	mike@grainandmortar.com	☐	☑	☐	☐	☑
160	Michelle Hayes	ODID Board of Directors				mhayes@visitomaha.com	☐	☐	☐	☐	☐
161	Mike & Barb Weiland, Owner	Tomasek Machine Shop	1631 So. 13th Street	Omaha, NE	342-2110	tomasekmachine@gmail.com	☑	☑	☐	☐	☑
162	Mike Helgerson	MAPA				mhelgerson@mapacog.org	☐	☐	☐	☐	☑
163	Mike McGuire	Deer Park Neighborhood Association	2402 S 13th Street	Omaha, NE 68108	402-884-6892	leadership@oneomaha.org	☑	☐	☑	☐	☐
164	Mitch Hrdlicka		1231 S 14th St.		402-660-3979	mitch@hrdlickaphoto.com	☐	☑	☐	☐	☐
165	MJ McBride					mj@rebel-interactive.com	☐	☐	☐	☐	☐
166	Monica Satorie		1709 S 14th St.	68108	402-932-3521		☐	☐	☐	☐	☑
167	Mrs. Tracy Casady	Omaha Public Schools (Dist. 9 Board Member)	2121 Castelar Street	Omaha, NE 68108		tracy.casady@ops.org	☐	☐	☐	☐	☐

	Contact Name	Business/Organization	Address	City, State, Zip	Phone	Email	5/3/18	5/14/18	6/28/18	7/12/18	7/26/18
168	Nancy Victora		2110 S 39th St.	68108			☐	☑	☐	☐	☐
169	Nancy Williams					nwilliams@nmepomaha.org	☐	☐	☐	☐	☐
170	Nicholas Weiland	Tomasek Machine	1631 S 13th St.		402-342-2110		☐	☑	☐	☐	☑
171	Nicole Ebat					nebat@fox42kptm.com	☐	☐	☐	☐	☐
172	Nicole LeClerc		1802 Brenda Dr.	Bellevue, NE	402-292-3036	nsleclerc@yahoo.com	☐	☑	☐	☐	☐
173	Nicole Wheeler		309 S. 50th Street	Omaha, NE 68132		nicole.ann.wheeler@gmail.com	☐	☐	☐	☐	☐
174	Nino Greco & Anthony Greco		1319 S 12th St.	68106	402-553-0875	nino.greco@centurylink.com	☐	☑	☐	☐	☑
175	Ofc. Nate Keenan	Omaha Police Department, ODID Board of Directors				nathan.keenan@cityofomaha.org	☐	☐	☐	☐	☐
176	**Other Project Contacts**						☐	☐	☐	☐	☐
177	P.J. Asta		1213 S 6th St., Apt 1	68108	402-734-5062	roilion00@hotmail.com	☐	☑	☐	☐	☑
178	P.J. Morgan		7801 Wakeley Plaza		402-871-7775	pmorgan@pjmorgan.com	☐	☑	☐	☐	☑
179	Pat McDermott		915 Jones St. #312		402-707-0568	leftymcd@gmail.com	☐	☐	☐	☐	☑
180	Patrick & Shirley McNally		1323 William St.	68108	402-699-3547	pmcnally@bnsomaha.com	☐	☑	☐	☐	☐
181	Paul Eide		1420 S 12th St.	68108	402-208-5037	p.eide@hotmail.com	☐	☐	☐	☐	☑
182	Paul Jeffrey	ODID Board of Directors				pjeffrey@bvh.com	☐	☐	☐	☐	☐
183	Phil Werthman		1705 S 12th St.	68108	402-490-6988	werthman57@aol.com	☐	☑	☐	☐	☐
184	Philip Kolbo	Outrspaces	1258 S 13th St	Omaha, NE, 68108	308-224-4130	outrspacesomaha@gmail.com	☐	☐	☐	☐	☐
185	Rachel Campbell		1714 S 11th St.	68108	678-478-6636	rachelbowder@gmail.com	☐	☐	☐	☐	☑
186	Rachel Halbmaier	ODID Board of Directors				rhalbmaier@omahachamber.org	☐	☐	☐	☐	☐
187	Ree Kaneko	KANEKO				ree@junkaneko.com	☐	☐	☐	☐	☐
188	Rich Hullinger, Plant Manager	Chicago Lumber Co.	1324 Pierce St	Omaha, NE		rickh@clc-omaha.com	☐	☑	☐	☐	☐
189	Rich Needham	Glenn Valley Foods				rneedham@glennvalleyfoods.com	☐	☐	☐	☐	☐
190	Robert Ottemann		1502 S. 10th St.				☐	☑	☐	☐	☐
191	Robert Siniard		1218 S 12th St.	68108	402-415-5748	robert.siniard@gmail.com	☐	☑	☐	☐	☑
192	Rodrigo Quintero-Paez		108 S 85th St	68114	402-510-6724	rquinteropaez@unomaha.edu	☐	☑	☐	☐	☐
193	Roger Anderson		PO Box 1411	Bellevue, NE 68005			☐	☐	☐	☐	☑
194	Roxanne Nielsen					rnielsen@vgagroup.com	☐	☐	☐	☐	☐
195	Ryan & Kimberly Norton		1439 S 13th St.	68108	402-341-2452	pulverentemonument@hotmail.com	☐	☑	☐	☐	☐
196	Ryan Ellis	PJ Morgan	7801 Wakeley Plaza	68114	402-578-7536	rellis@pjmorgan.com	☐	☑	☐	☑	☑
197	Sandy Aquila		1216 Howard St.	68102	402-210-8018	sandy@omahahealingarts.com	☐	☑	☐	☐	☐
198	Sara Langson		1426 S 11th St.	68108	402-658-9120	showchoirdiva2005@yahoo.com	☐	☐	☐	☐	☑
199	Sarah Houser		1436 S 11th St.	68108	402-301-7235	sarahkate.houser@gmail.com	☐	☐	☐	☐	☑
200	Scott Dobbe		5020 Burt St.	68132	402-480-3870	scott@omahabydesign.org	☐	☐	☐	☐	☑
201	Scott Williams		1139 S 93rd Ave	68124	402-915-1234		☐	☐	☐	☐	☑
202	Sgt. Joe Svacina	ODID Board of Directors				joseph.svacina@cityofomaha.org	☐	☐	☐	☐	☐
203	Sharon Martin	Old Market Business/Residential Assoc.	1101 Jackson #302	68102	402-314-9242	Sharonlmartin15@gmail.com	☐	☐	☑	☐	☑
204	Shawn	Kehm Contractors	1446 So. 13th Street	Omaha, NE	341-6177	shawn@kehmcontractors.com	☐	☐	☐	☐	☐
205	Sheena Helgenberger		19921 Farnam St.	68022	402-312-5344	sheena@livewellomaha.org	☐	☐	☐	☐	☑
206	Sororro		2616 S 12th St.	68108	402-612-2013		☐	☑	☐	☐	☐
207	**Stakeholder Committee**	Click Here To Return To Project Dashboard					☐	☐	☐	☐	☐
208	Steve Edmonds		1522 S 10th St.	68108	402-341-2890		☐	☐	☐	☐	☑
209	Steve Fanslau	OPPD				sfanslau@oppd.com	☑	☐	☐	☐	☐

	Contact Name	Business/Organization	Address	City, State, Zip	Phone	Email	5/3/18	5/14/18	6/28/18	7/12/18	7/26/18
210	Steve Jensen	Riverfront Development				snjensen@cox.net	☐	☐	☐	☐	☐
211	Steve Scarpello	City of Omaha			402-444-4567	steven.scarpello@cityofomaha.org	☐	☐	☐	☐	☑
212	Steven D Cunningham, Plant Manager	United States Post Office			930-4394	steven.d.cunningham@usps.gov	☑	☑	☑	☑	☑
213	Sue Cutsforth	MAPA					☐	☑	☐	☐	☐
214	Susan Koenig		1266 S 13th St.	402-616-0462		Susan@coachkoenig.com	☐	☑	☐	☐	☑
215	Terry Bennett & Gwendolyn Bennett		1449 S 13th St.	68108	402-740-8943		☐	☑	☐	☐	☐
216	Terry White		1951 S 11th St.		402-342-3726	whiteterry365@gmail.com	☐	☐	☐	☐	☑
217	The Rev. Mark. M. Richardson		1220 Pierce St.	68108	402-709-6692	pmark53@yahoo.com	☐	☐	☐	☐	☑
218	Tim Malik	ODID Board of Directors				tmalik@fnni.com	☐	☐	☐	☐	☐
219	Tim Mettenbrink	Lund Co. (Landmark Development)				tmettenbrink@lundco.com	☐	☐	☐	☑	☐
220	Tim Sousa		1319 S 8th St.		402-714-9298	timomaha@hotmail.com	☐	☑	☐	☐	☑
221	Tim Weander		4425 S 108th St.		402-595-2534	tim.weander@nebraska.gov	☐	☐	☐	☐	☑
222	Todd McLochlin	OPPD	444 S 16th St.	Omaha, NE 68102		tmclochlin@oppd.com	☑	☐	☐	☐	☐
223	Tom Allisma		1147 Marcy Plaza		402-598-0750	tom@frg.rest	☐	☐	☐	☐	☐
224	Tom Cold		4536 Shirley St.		402-553-6533		☐	☐	☐	☐	☑
225	Tony Regier		1215 Leavenworth St.	68102	402-699-8667	tsregier@yahoo.com	☐	☑	☐	☐	☐
226	Tony Yonkers		1143 Marcy Plaza	68108	402-321-7829	235dogs@gmail.com	☐	☐	☐	☐	☑
227	Troy Davis	ODID Board of Directors				troy@curbappealsalonandspa.com	☐	☐	☐	☐	☐
228	Vicki Stevenson	Elevate Living				vstevenson@elevateliving.com	☐	☐	☐	☐	☐
229	Vinny Palermo	Omaha City Council				vinny.palermo@cityofomaha.org	☐	☐	☐	☐	☐
230	Will Greene		505 S 16th St., Apt 1201	68102	206-406-6827	williambgreene9@gmail.com	☐	☐	☐	☐	☑
231	William Swett		1027 Marcy Plaza #405	68108	402-203-6745	wswett@gmail.com	☐	☑	☐	☐	☐
232	Zach Einck		5828 Cedar St.	68106	507-273-4374	zreinck@hotmail.com	☐	☐	☐	☐	☑
233		Lauritzen Gardens					☐	☐	☐	☐	☐
234		Henry Doorly Zoo					☐	☐	☐	☐	☐
235		NRG					☐	☐	☐	☐	☐

Comments

Row 6: Alex Liekhus

Stacey Roach (sroach@olssonassociates.com) | August 21, 2018 12:50 PM

Email from May 25, 2018:

Thank you for all of your care and concern during the public engagement process regarding the 13th Street Walkability Study. I've attached some comments after attending the Dahlman & Deer Park Block Talks as well as the public meeting at OutrSpaces. Thank you for your transparency and visibility throughout this process – I look forward to next steps. Happy to expound on any of the attached comments.

Secondly, as manager of Commerce Village, I'd be happy to discuss opportunities to host future public meetings regarding this project or others in the neighborhood. The Rail & Commerce Building at 10th & Mason has several spaces that could be useful for public engagement opportunities. Happy to discuss options.

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | August 6, 2018 8:33 AM

Provided Comment on 8-3-2018 for the Public House #2

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 9, 2018 7:57 AM

Signed up for the Deer Park Block Talk

Row 8: Andy Heck, Owner

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:06 AM

Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 10: Anne Alston

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:57 PM

Signed up for Downtown Block Talk

Row 13: Ashley Carroll

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:20 AM

Facilitated Walk Audit for Safe Routes to School for the All Saints School in Dahlman

Row 17: Benjamin Cass

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 12, 2018 8:09 AM

Signed up for Deer Park Block Talk

Row 22: Bill Seidler

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 1:01 PM

Signed up for Deer Park Block Talk

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:58 PM

Signed up for Dahlman Block Talk

Row 28: Brian Littler, President 2018

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:25 AM
Email for April OMBA Meeting

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:21 AM
Requested Presentation of Project for OMBA on April 3rd.

Row 29: Bryan Knoelk

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 12, 2018 9:42 AM
Signed up for the Downtown Block Talk

Row 31: Byron O'Dowd, Owner

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:06 AM
Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 34: Caitlin Osborn

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 1:01 PM
Signed up for Dahlman Block Talk

Row 45: Christina Randall

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 5, 2018 1:55 PM
Signed up for the Downtown Block Talk

Row 47: Cliff Ehlers, Owner (Mary)

Chris Rolling (crolling@olssonassociates.com) | May 2, 2018 10:18 AM
I spoke to Cliff on 5/1/18 to confirm that he will be limiting his guests to 1-2 other business owners who would have unique perspective. He agreed after explaining the intent of the stakeholder meeting and that the other business owners would be invited to the public meetings. I also offered to host him and the others at an individual stakeholder meeting, which he agreed would be a good idea.

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 23, 2018 8:58 AM
I spoke with Mary at the Dahlman Block Talk. She was concerned that they had missed, and more importantly, were not invited to a stakeholder meeting. After asking many questions, it sounds like the meeting they are referring to is a BID meeting where the area is trying to form a Business Improvement District. I informed them that the City is not involved with these meetings and that they will be involved with stakeholder meetings and the public meetings for the 13th Street Walkability Study.

Mary also noted that Stacey turned over communication to Jeff Spiehs, which I assured her was not the case. I gave her my business card and asked her to call with any concerns or questions she may have.

Chris Rolling (crolling@olssonassociates.com) | April 19, 2018 12:08 PM
I briefly spoke with him and Steve Cunningham (USPS) reiterating our desire to hear their input and acknowledged their needs as freight users. I mentioned that they should be receiving notification of the first stakeholder meeting date/time within 1-2 weeks.

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 16, 2018 12:59 PM

Signed up for Dahlman Block Talk

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 16, 2018 12:59 PM

Signed up for Downtown Block Talk

Chris Rolling (crolling@olssonassociates.com) | April 16, 2018 8:37 AM

Chris Rolling contacted Cliff on 4/13/18 (~4:00 pm) at the request of Krista. He was concerned that, despite being told he was a stakeholder, that he had not been contacted about a meeting time yet. Also mentioned that he and the other various industrial businesses “didn’t know what the planning department and MAPA were thinking” when they decided to narrow 13th Street. He stressed the necessity of maintaining the corridor as a truck route for the businesses, the post office, and downtown deliveries lest it would risk the viability of his and other businesses that have been on the corridor for nearly 100 years.

My response to him was:
1.I introduced myself as the project manager and a consultant with Olsson Associates hired by the City of Omaha. Also provided phone number and email address.
2.I told him that this project will include a series of stakeholder and public meetings and that none have these occurred yet, so he hadn’t been excluded from anything. I mentioned that we are scheduling the meetings and he should be receiving notification of them in approximately 1 week and that we would be looking for a representative from the local business owners to serve on the stakeholder committee.
3.Finally, I told him that we are acutely aware of both the volume of trucks on the corridor and the fact that this is a designated truck route. In no way are we predetermined to reducing the numbers of lanes on 13th Street, and that the goal of our study is to look at how the corridor is being used and determine the best way to serve those users. The best way to determine this will be to seek the input of the public in our outreach efforts.

Overall he seemed satisfied, but guarded after the conversation. I think he could be an advocate if we listen to his needs and find ways to accommodate them. Mostly, he is just worried about continuing to operate is viable business. If we can show that, he’ll be happy.

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 12, 2018 3:33 PM

Talked with Jeff Spiehs on April 11, 2018 - requesting information on which meeting to go to to have their voices heard.

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 12, 2018 3:33 PM

Emailed Councilman Jerram on Monday, April 9, 2018

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:04 AM

Sent email to Councilman Chris Jerram on 3/27/2018 with Opposition List

Row 49: Colleen Mason

Stephen Osberg (stephen.osberg@cityofomaha.org) | April 4, 2018 11:49 AM

Colleen is a primary driver of the project. Many City staff discussed her firm's interest in a road diet on 13th Street near William many times in late 2016 and 2017.

Row 51: Crystal Sierra

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:25 AM

Working to get the word out about the Downtown Block Talk

Row 53: Daisy Mora

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 26, 2018 9:13 AM

Signed up for Deer Park Block Talk

Row 58: Darcy Williams

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 1:00 PM
Signed up for Dahlman Block Talk

Row 60: Dasha Sudar

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 12, 2018 8:09 AM
Signed up for Deer Park Block Talk

Row 61: Dave Deborer

Stacey Roach (sroach@olssonassociates.com) | April 3, 2018 12:47 PM
Stacey emailed for a representative

> **Stacey Roach** (sroach@olssonassociates.com) | April 23, 2018 10:14 AM
> April 4, 2018: Stacey talked to Masa Niya, who said if OPPD is participating, they may also have a representative. A follow email was made to Masa to confirm OPPD participation.
>
> **Stacey Roach** (sroach@olssonassociates.com) | April 23, 2018 10:16 AM
> April 16, 2018: Stacey received a voice mail from Dave Deborer (MUD marketing) stating their role would be minor at this point. Contact Dave or Masa with any questions re: relocating utilities as planning/project list progresses.

Row 62: Dave Hempel, Owner

Stacey Roach (sroach@olssonassociates.com) | Created August 21, 2018 12:57 PM | Updated August 21, 2018 12:57 PM
From Krista, May 23, 2018: Talked with Dave over the phone and he was wondering what the camera on the pole in front of his business was monitoring. I told him that we put the cameras out in order to see the traffic impacts when the southbound was restricted to one lane.

He also wanted to make sure that the City remained unbiased when making decisions for the corridor.

He also noted that he thought that 13th was also Hwy 75.

Stephen Osberg (stephen.osberg@cityofomaha.org) | April 4, 2018 11:53 AM
Called the Help Desk to speak to a planner about the project on 3/28/2018. Was mainly concerned about what he perceived as a lack of concern for freight movement and loading. I expressed that we value his business and are not trying to push him out of the neighborhood. Freight has been part of the conversation since Day 1. Emphasized that no decisions have been made and that we are just beginning the study. He seemed much calmer at the end of the call. I directed him to Krista for additional info.

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:05 AM
Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 63: David Johnson

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 9, 2018 7:57 AM
Signed up for the Downtown Block Talk

Row 73: Evan Schweitz

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:53 PM
Signed up for Downtown Block Talk

Row 82: Geoff DeOld

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 20, 2018 7:58 AM
Signed up for Deer Park Block Talk

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 19, 2018 11:56 AM
Signed up for Dahlman Block Talk

Row 85: Greg Youell

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 5, 2018 12:54 PM
Signed up for the Downtown Block Talk

Row 87: Heidi Walz

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:54 PM
Signed up for Downtown Block Talk

Row 89: Holly Barrett

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:22 AM
Requested Presentation to ODID Board on March 27th, 2018.

Row 92: Jackie Strba

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | August 21, 2018 8:28 AM
Krista Received the comment through the project website.

Row 93: Jacob Weiss

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 19, 2018 10:48 AM
Signed up for Dahlman Block Talk

Row 95: Jamie Berglund

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 23, 2018 1:10 PM
Jamie emailed last week and notified me that she is resigning from Omaha by Design.

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:27 AM
Coordinating with Jamie for Downtown Block Talk effort

Row 96: Jared Kennedy

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:56 PM
Signed up for Downtown Block Talk

Row 99: Jeff Spiehs

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | May 10, 2018 3:28 PM

Jeff gave some feedback on the first Stakeholder meeting.

1. He didn't feel like the City was taking ownership of the Complete Street Study - due to Todd's introduction of how we got here.
2. He didn't feel like it was facilitated very well since only one voice seemed to be heard - freight.
3. He didn't feel like the City was accepting of bike lanes.
4. He felt like it was freight against bike lanes.
5. He wants to get more small business owners, possibly people from the Old Market to come to the meetings.
6. He wants more voices from residents along the corridor.

I informed Jeff that we had all we could do to make sure the meeting was not dominated by the business owners who use freight along the corridor. I told him that we understand his concerns, but we need to keep the stakeholder's group smaller so that we are able to manage the meetings better. I also reminded him that this was a study for a Complete Street and that we weren't taking a vote at the stakeholder's meeting. It was never meant to be us against them. We are trying to get everyone's input and allow everyone to be heard. I also noted that it was the first meeting, that we didn't make decisions, and that we have a long way to go before we can start making decisions.

Row 104: John & Joe Mangiameli, Owners

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:06 AM

Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 110: John Martin

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | August 7, 2018 7:45 AM

Mailed comment to Krista. Received 8/6/2018

Row 111: John Rosenberg

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 20, 2018 1:35 PM

Signed up for Dahlman Block Talk

Row 119: Karl Kehm

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:06 AM

Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 120: Karol Ulmer

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:59 PM

Signed up for Dahlman Block Talk

Row 121: Karyn Spencer

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:59 PM

Signed up for Dahlman Block Talk

Row 127: Kevin Bullis

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 1:02 PM

Signed up for Deer Park Block Talk

Row 128: Kevin Hagemoser

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:55 PM
Signed up for Downtown Block Talk

Row 132: Kristina Thomey

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | May 17, 2018 10:08 AM
Received comment via email:

"Krista,
My boyfriend and I live at 1305 South 12th Street and we both work as stagehands. We would prefer to walk to and from our home/work because it's costly and inconvenient to feed a meter every 2 hours if your working at the Orpheum for example. I feel uncomfortable walking under the dark, creepy, railroad bridge alone, especially when it's dark. The walkways are horrible in the wintertime. It would be nice to have a regular direct bus route along the Martha to Farnham section of 13th for people commuting for work and fun. Lastly this walkability study should consider nice places people want and need like a grocery store!!! The closet grocery store since Patrick's closed is 3 miles away and from what I heard the plans for a market off 10th street fell thru. Several new multi unit housing construction are nearby and residents create increasing demand. I would jump for joy to get a grocery store closer to home open when I get off work!
Thanks for considering my suggestions,
Kristina Thomey
531/210/0966
1305 S. 12th St.

Sent from my iPhone"

Row 133: Kristy McGuire

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 1:02 PM
Signed up for Deer Park Block Talk

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 1:00 PM
Signed up for Dahlman Block Talk

Row 143: Linda Miles

Stacey Roach (sroach@olssonassociates.com) | April 23, 2018 4:58 PM
Stacey contacted Evan Schweitz for a library contact

Row 145: Lynn Dittmer

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 5, 2018 9:20 AM
Signed up for the Downtown Block Talk

Row 147: Marco Floreani

Stacey Roach (sroach@olssonassociates.com) | April 3, 2018 9:50 AM
Stacey contacted, awaiting response for a representative.

Row 150: Marie Sedlacek

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 9:42 AM
Wants to be on Stakeholder list.

Row 153: Marlene Rodgers

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:07 AM
Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 155: Mary Thompson

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:19 AM
Working with Mary to advertise the Dahlman Block Talk to the Neighborhood

Row 156: Melany Spiehs

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 19, 2018 7:41 AM
Signed up for Dahlman Block Talk

Row 161: Mike & Barb Weiland, Owner

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:05 AM
Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 163: Mike McGuire

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 4, 2018 10:43 AM
Signed up for the Deer Park Block Talk

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:27 AM
Coordinating with Mike for Deer Park Block Talk Effort

Row 165: MJ McBride

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 4, 2018 10:42 AM
Signed up for Dahlman Block Talk

Row 169: Nancy Williams

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 1:00 PM
Signed up for Dahlman Block Talk

Row 171: Nicole Ebat

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:56 PM
Signed up for Downtown Block Talk

Row 173: Nicole Wheeler

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | August 3, 2018 9:27 AM
Comment received by Krista on 8/2/2018

Row 184: Philip Kolbo

Chris Rolling (crolling@olssonassociates.com) | April 23, 2018 11:28 AM
I spoke with Philip on Friday 4/20/18 at the Dahlman Block Talk about possibly using the space for the stakeholder meetings. He was very receptive to the idea and was also interested in information about the project. It appeared he would be willing to donate time to use the space.

Row 188: Rich Hullinger, Plant Manager

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:07 AM
Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 194: Roxanne Nielsen

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:55 PM
Signed up for Downtown Block Talk

Row 203: Sharon Martin

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 13, 2018 2:13 PM
Signed up for Downtown Block Talk

Row 204: Shawn

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:06 AM
Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 209: Steve Fanslau

Stacey Roach (sroach@olssonassociates.com) | April 3, 2018 11:49 AM
Stacey sent email asking for representative

Row 212: Steven D Cunningham, Plant Manager

Chris Rolling (crolling@olssonassociates.com) | April 19, 2018 12:07 PM
I introduced myself to Steve and briefly spoke with him and Cliff reiterating our desire to hear their input and acknowledged their needs as freight users. I mentioned that they should be receiving notification of the first stakeholder meeting date/time within 1-2 weeks.

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 12, 2018 8:10 AM
Signed up for Downtown Block Talk

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 12, 2018 8:10 AM

Signed up for Dahlman Block Talk

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 11:05 AM

Named in Opposition List sent by Cliff Ehlers (owner of Midwest Tire) on 3/28/2018

Row 214: Susan Koenig

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 4, 2018 7:52 AM

Signed up for the Dahlman Block Talk

Row 230: Will Greene

Krista Wassenaar (krista.wassenaar@cityofomaha.org) | April 2, 2018 12:58 PM

Signed up for Dahlman Block Talk