DODGE STREET - MIDTOWN **Traffic Signal Retiming Project**

Benefit-Cost Ratio

Intervals Implemented

Number of Leading Pedestrian

PROJECT AREA California St Creek à 5 S GGYN 460001 HOION 38th 40th 33rd St s ぢ t ы ы Saddle S 5 72nd 52nd 62nd 46th 50th ਸ਼ੋਂ <u>36,000</u> 35th 57 **Dodge St** Dodge St 6 ß 8,900 Farnam St 27.300 Farnam St 60th (5 addle Creek Harney St Harnev St **Project Area** ະ 3.400 Dewey St Signalized Intersection 42nd 5 Emile St Average Daily Weekday Traffic 36th Leavenworth St **CORRIDOR IMPROVEMENTS** AVERAGE DODGE STREET TRAVEL TIME BETWEEN 67TH ST AND 33RD ST PERFORMANCE MEASURES After Timing Plan Revisions XX% Percentage of Travel Time Change Before Timing Plan Revisions Reduction in Travel Time EASTBOUND 4:36 Reduction in -2.2% AM peak **Fuel Consumption** 6:06 6.4%* Midday Reduction in PM peak -20.2% 6.04 Greenhouse Gas Emissions **WESTBOUND Total Benefits** -5.8% 6:20 AM peak 5:58 1.9%* Midday Estimated Reduction in Crashes 36 PM peak 8.7% 5:36 *Despite both directions of Dodge Street seeing increases in travel times during the midday period,

a reduction in side street delays, due to shorter cycle lengths, resulted in lower overall travel time.



The City of Omaha also developed a series of public friendly traffic safety videos, including topics such as pedestrian safety, driver safety, signal technology enhancements, and flashing yellow arrow signals. View the videos here: keepomahamoving.com/projects/traffic-safety

PROJECT ACHIEVEMENTS

PROJECT BENEFITS (over 5 years)

480

75

6

30,295 Hours

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30th

48,518 Gallons

427 Tons

\$3.8 Million

53 Crashes

29:1

72 Phases