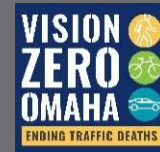




**13TH STREET SAFETY AND WALKABILITY STUDY
PUBLIC MEETING**

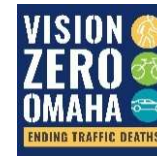
PRESENTATION BEGINS AT 6:05

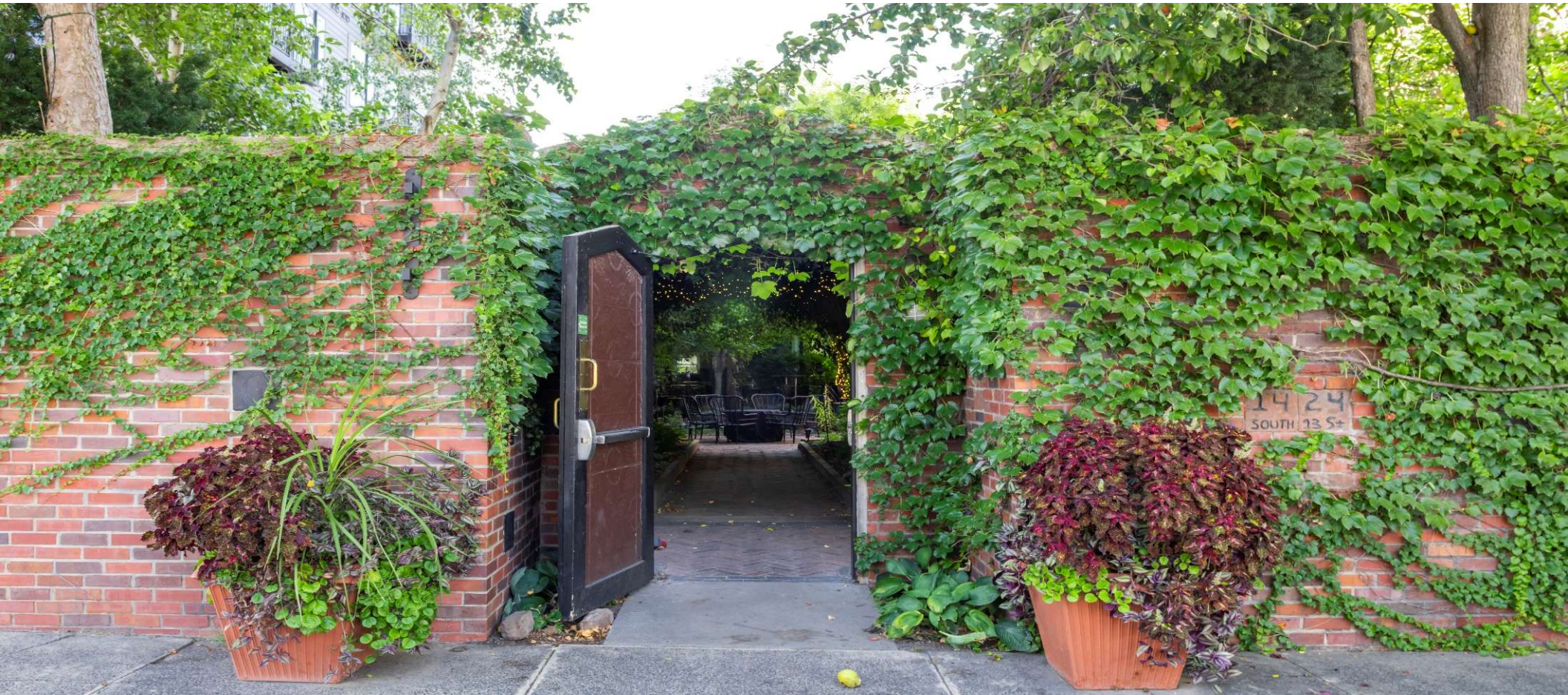
April 28, 2026



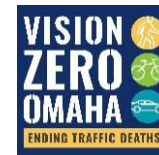
AGENDA

- Project Team Introductions
- Project History
- Existing Conditions
- Public Input
- Proposed Improvements





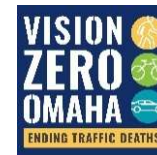
INTRODUCTIONS



PROJECT PURPOSE & NEED

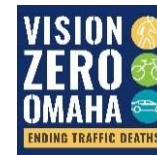
Study Purpose: Determine the best use of the existing right-of-way to improve safety for all modes including vehicles, transit, bicycles, and pedestrians on 13th Street.

Outcome: Short (up to three years) to medium term (three – five year) traffic safety improvements making 13th Street safer and more accessible for everyone.



HOW DID WE GET HERE?

- 2018 Walkability Study
- Corridor Redevelopment
- Formation of BID
- Recent City of Omaha Initiatives



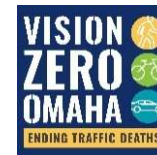
RECENT INITIATIVES

COMPLETE STREETS

- Goal: Ensure implementation of safe, accessible streets for all users.
- Design Guide created in 2021.
- Considers transportation needs *and* context.

MAPA TRAFFIC MODEL

- Goal: Plan for traffic growth in the metro area.
- Revised demographic and population projections.
- Lower traffic volume on 13th Street as compared to 2018.



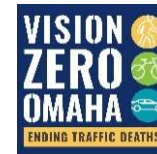
RECENT INITIATIVES

ACTIVE MOBILITY PLAN

- Goal: Find and complete gaps in active transportation network.
- 13th Street identified as a corridor to improve safety and comfort.
- Continuous, improved sidewalks and bike lanes.

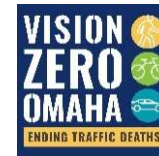
VISION ZERO ACTION PLAN

- Goal: **zero** fatality and serious injury crashes by 2045.
- 13th Street Corridor is on the Priority #1 List.



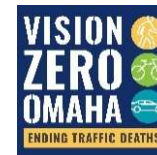
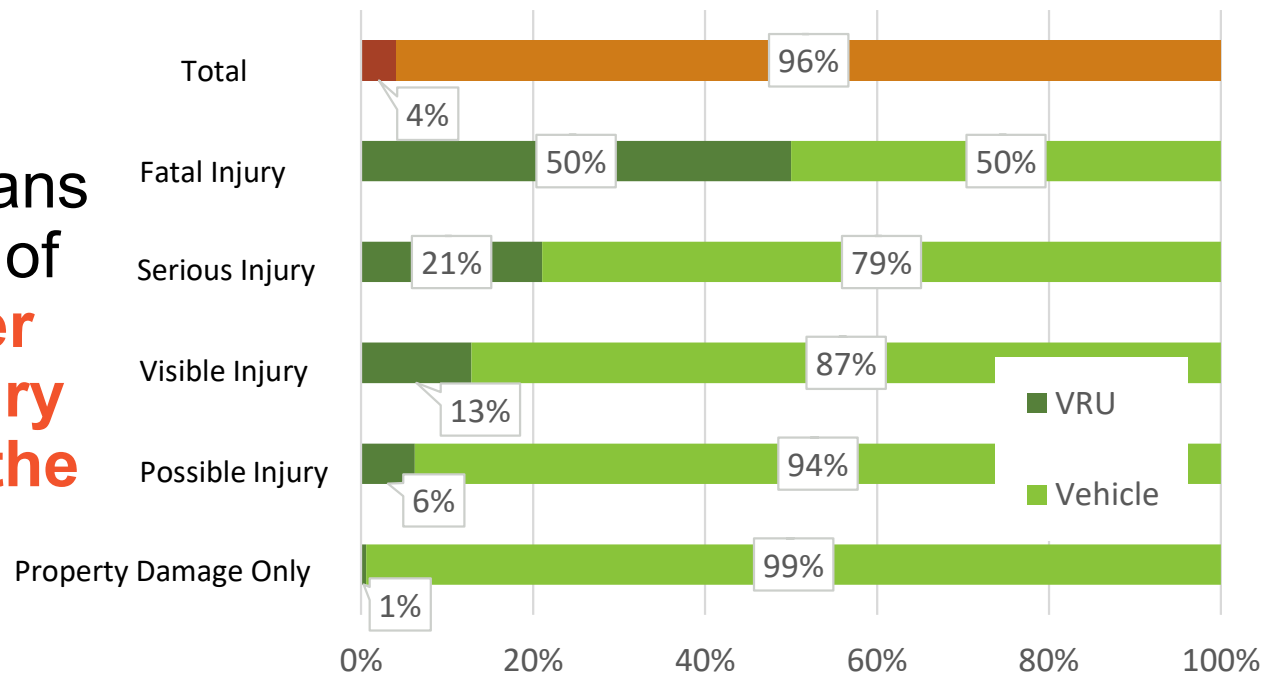


EXISTING CONDITIONS

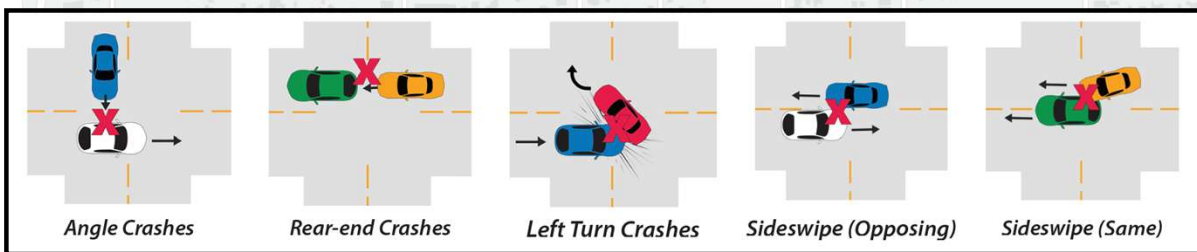
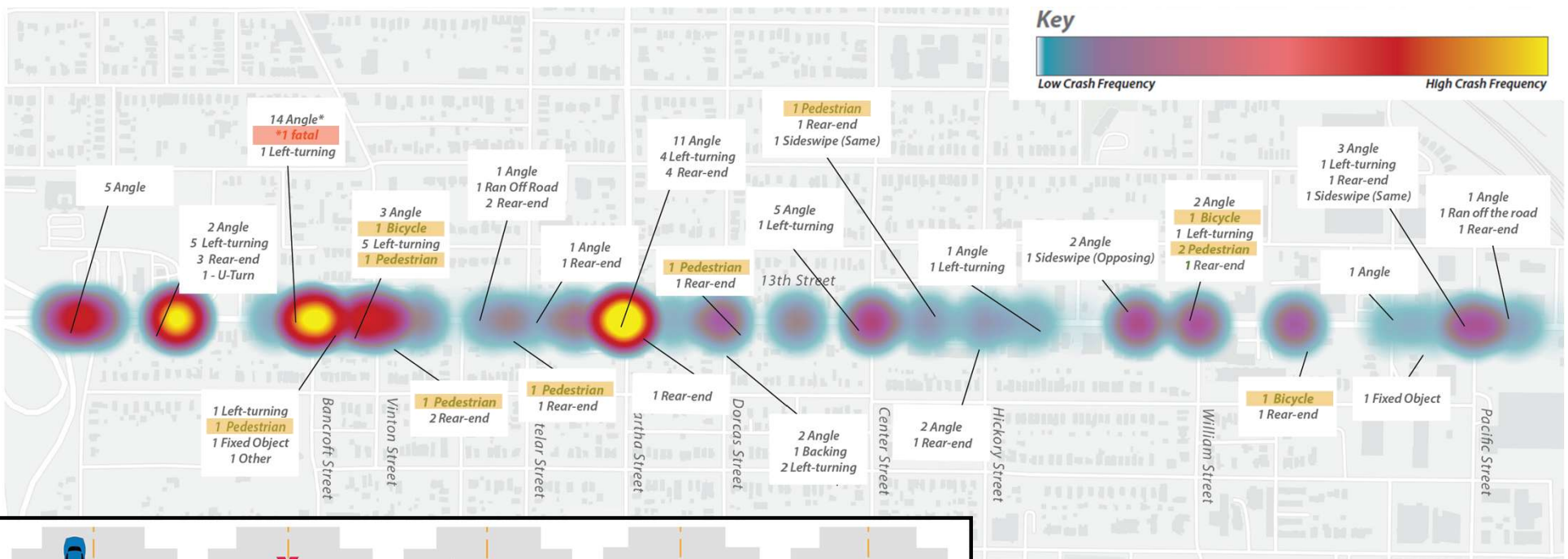


VULNERABLE ROAD USER CRASHES

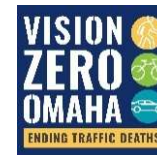
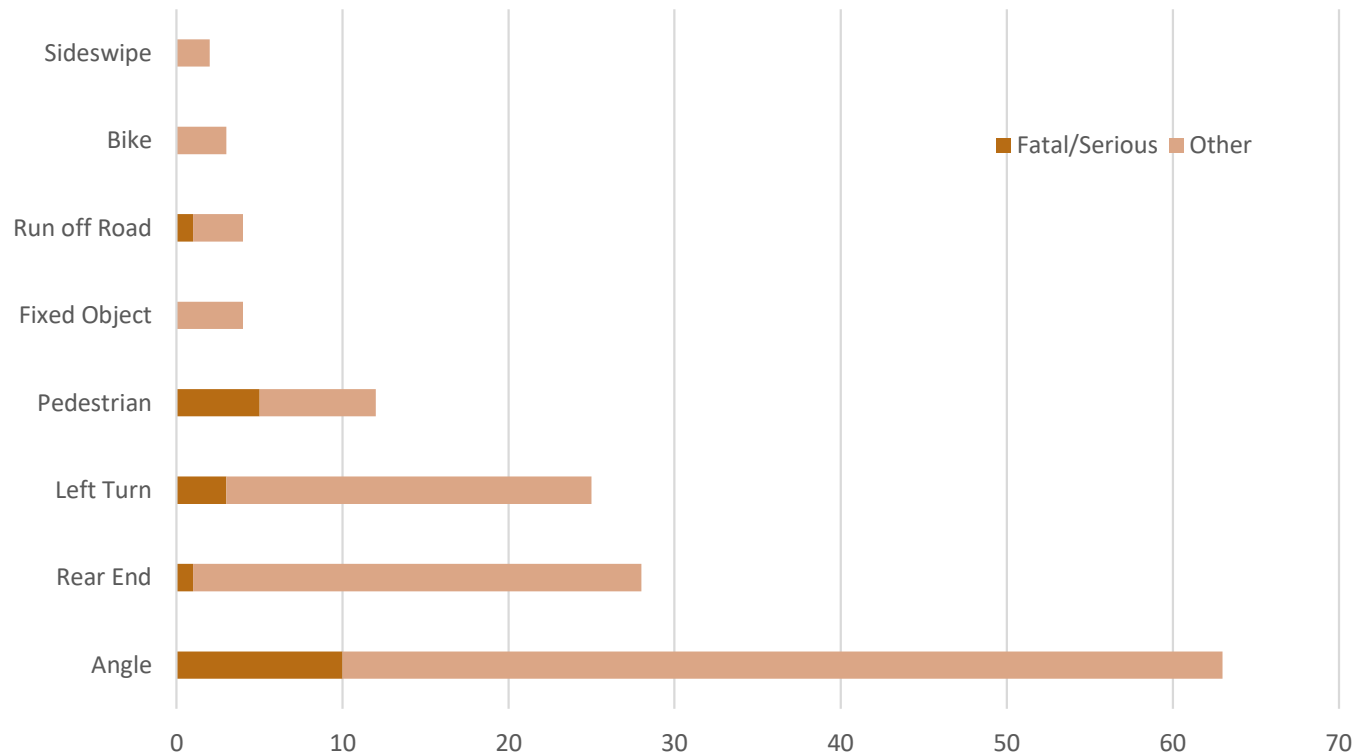
Cyclists and pedestrians account for only 4% of all crashes, but **over 20% of serious injury** crashes and **one of the two fatalities**.



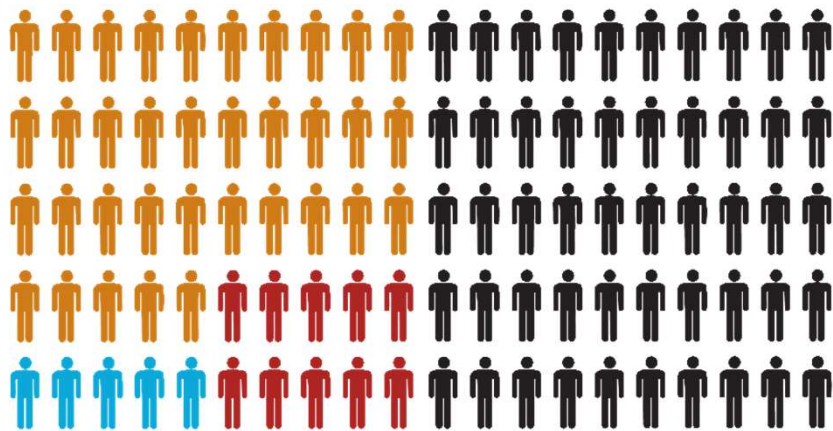
INJURY CRASH LOCATIONS



CRASH TYPES



SPEED STUDY



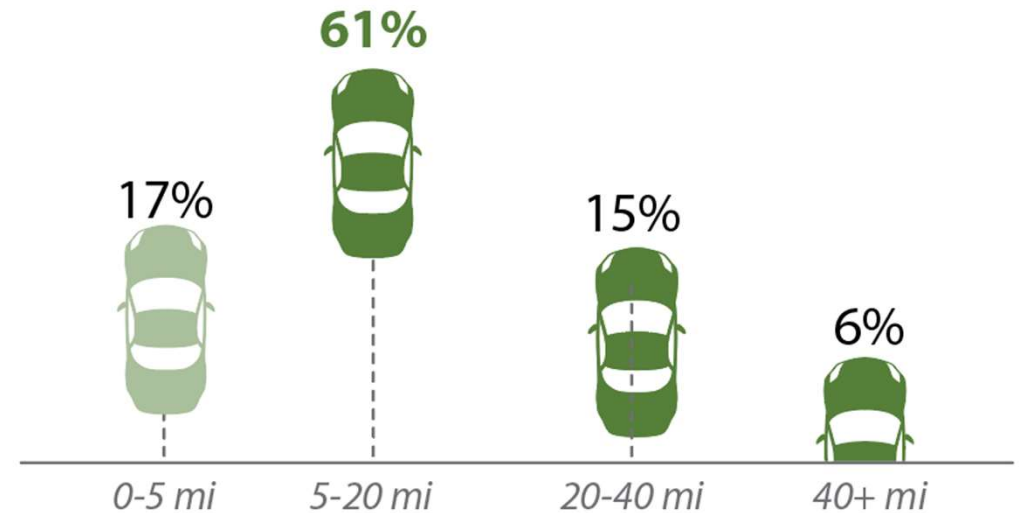
- For every 100 drivers;
 - 50 drive over 35 mph
 - 15 drive over 40 mph
 - 5 drive over 45 mph
- Posted speed is 30 MPH

**For the segment north of Martha Street*



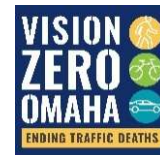
TRAFFIC PATTERNS AND GROWTH

- Over 80% of trips are commuters and freight passing through
- This regional traffic growth less than previously expected.
- Some local growth is expected but that will not offset the total decrease in traffic growth.



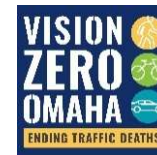


PUBLIC ENGAGEMENT



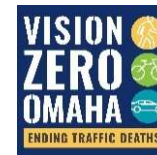
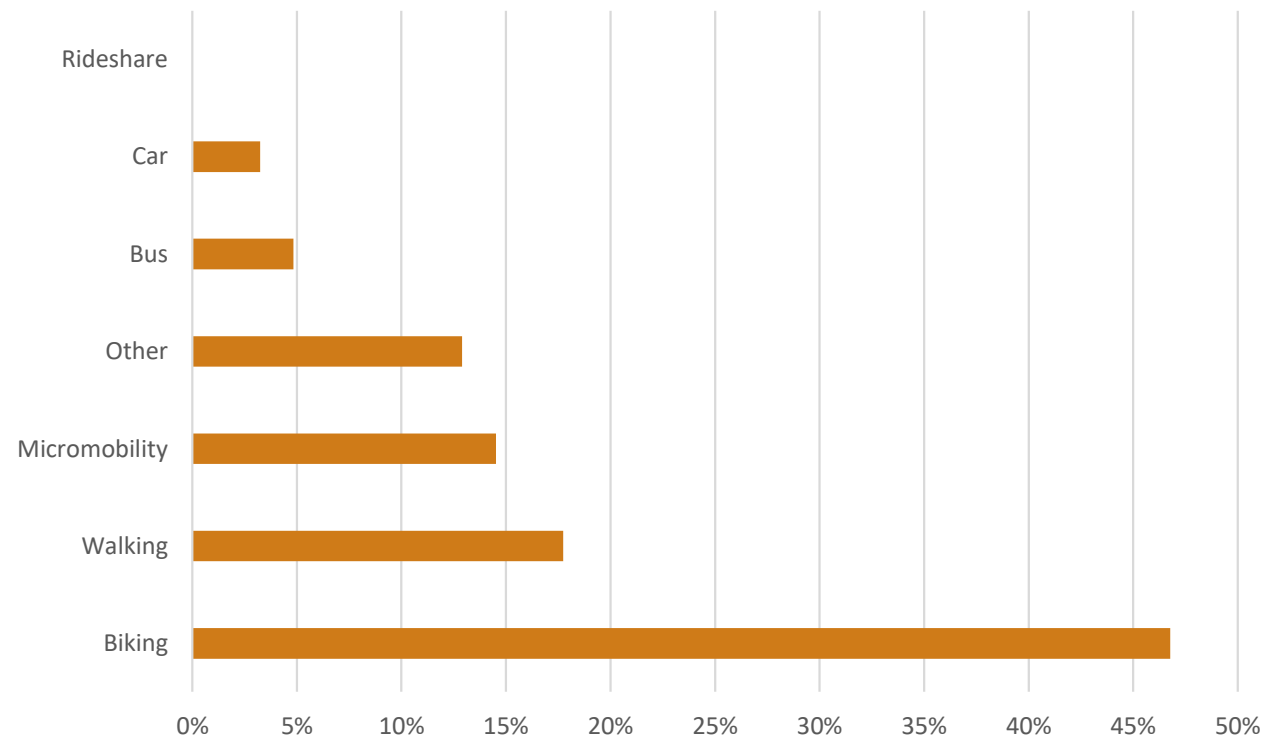
PUBLIC ENGAGEMENT SO FAR

- Community Survey – Winter 2025
 - 100 Responses
 - Residents, Patrons, Commuters
- Stakeholder Meetings – Spring 2025
 - Business Owners
 - Industrial Users
 - Neighborhood Representatives
- Public Open House – Today



PUBLIC SURVEY – FOCUS AREAS

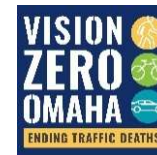
Are there any modes of transportation you are interested in using but do not feel comfortable or safe using along 13th Street?



PUBLIC SURVEY – FOCUS AREAS

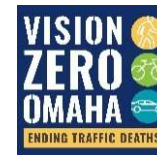
Locations

- William Street
- Center Street
- Hickory Street
- Martha Street
- Bancroft Street
- Vinton Street



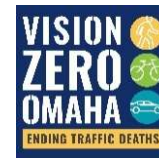
STAKEHOLDER MEETINGS – FOCUS AREAS

- Corridor changes must **support safe coexistence** of industrial loading, pedestrians, and businesses
- Trucks, loading activity, and event related business activity create **conflict points** due to **limited visibility and shared space**.
- **Sidewalks**, especially on the south half, are **narrow, damaged, or missing**, forcing pedestrians into the street.





POTENTIAL IMPROVEMENTS





Quick Build Protected Cycle Track

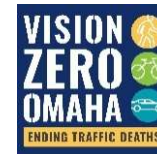


Quick Build Lane Separators



Quick Build Median Refuge

SHORT TERM IMPROVEMENTS





Improve Signal Visibility



Flashing Yellow Arrow Heads



Signal Timing

SHORT TERM IMPROVEMENTS





Pedestrian Hybrid Beacon Crossing



Rectangular Rapid Flashing Beacon Crossing

SHORT TERM IMPROVEMENTS





Permanent Cycle Track



Streetscape and Street Trees



Permanent Medians with Pedestrian Refuge

LONG TERM IMPROVEMENTS





Pedestrian Scale Lighting



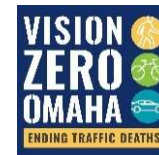
Potential Green Stormwater Improvements

LONG TERM IMPROVEMENTS





MARTHA TO PACIFIC RECONFIGURATION ALTERNATIVES



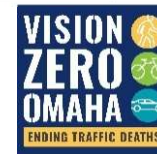
ALTERNATIVE #1 – MARTHA TO PACIFIC



Three lane configuration shows a maximum of 30 additional seconds of travel time per vehicle and up to 20% reduction in crashes for a \$1.3 million annual benefit.

4'	10'	6'	8'	3'	12'	14'	12'	3'	8'	6'	10'	4'
Frontage Zone	Pedestrian Through Zone	Landscape Zone	Parking Lane	Buffer	Drive Lane	Center Turn Lane	Drive Lane	Buffer	Parking Lane	Landscape Zone	Pedestrian Through Zone	Frontage Zone

Improvement would be within existing city right of way



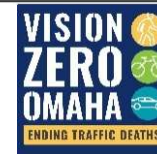
ALTERNATIVE #2 – MARTHA TO PACIFIC



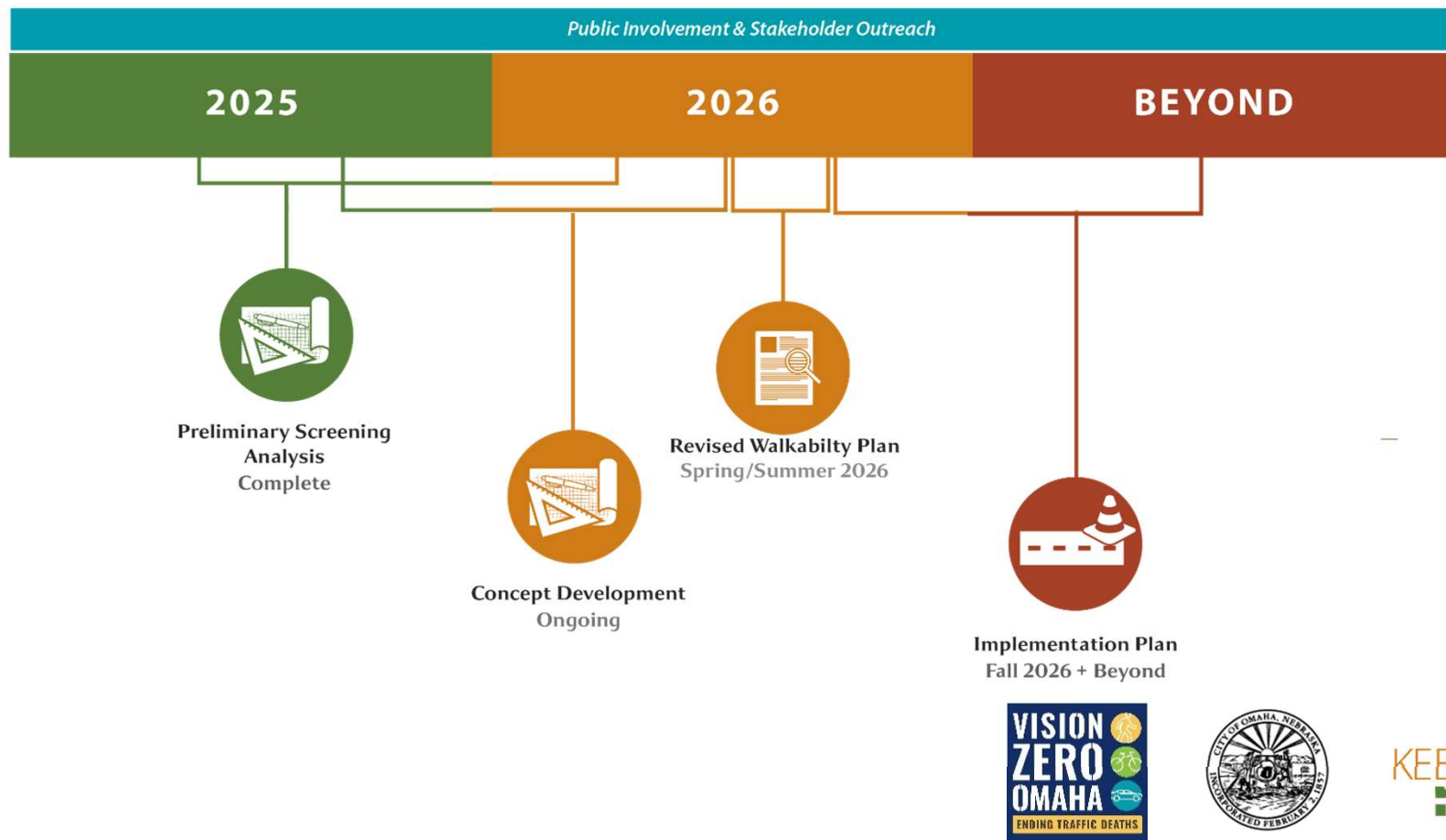
Addition of protected bike lanes can provide a 45% reduction in bike-to-vehicle crashes.

4'	10'	6'	5'	5'	2'	8'	11'	10'	11'	8'	6'	10'	4'
Frontage Zone	Pedestrian Through Zone	Landscape Zone	SB Bike Lane	NB Bike Lane	Buffer	Parking Lane	Drive Lane	Center Turn Lane	Drive Lane	Parking Lane	Landscape Zone	Pedestrian Through Zone	Frontage Zone

Improvement would be within existing city right of way



STUDY PROCESS AND TIMELINE



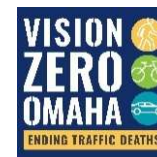
NEXT STEPS

Questions?

Contact Nick Gordon

City of Omaha Project Manager

- nicholas.gordon@cityofomaha.org
- 402.444.5220
- keepomahamoving.com





THANK YOU!
TOGETHER WE WILL DEVELOP A SAFER 13TH STREET

