December 2025

Ames Avenue Safe Mobility Recovery Plan

EXECUTIVE SUMMARY

NEEDS ASSESSMENT REPORT

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1.0 INTRODUCTION

The Ames Avenue Safe Mobility Recovery Plan aims to create safe multimodal transportation for vulnerable road users and address vehicle crashes through a corridor-wide, safe systems approach to planning and implementation. This effort includes identifying the purpose and needs of the study through an existing conditions review, traffic evaluation, a road safety audit, and a review of deficiencies, all in service of a Planning and Environment Linkages (PEL) report.

1.1 PURPOSE OF THE NEEDS ASSESSMENT

A PEL study, as described by the Federal Highway Administration (FHWA), is *"a collaborative and integrated approach to transportation decision-making that considers benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process to inform the environmental review process."* By conducting a PEL, an agency is better equipped to determine project priorities and develop a statement of Purpose and Need, which can be used in the environmental review process, as long as it meets requirements from the National Environmental Policy Act (NEPA). A Needs Assessment, which investigates existing conditions and deficiencies across a project area, looks at the existing infrastructure and facilities, traffic conditions, crash history, economic impact, the natural environment, and more to identify the needs of the project.

The Vision Zero Omaha Action Plan identified Ames Avenue as a high-priority corridor, and the ConnectOmaha: Active Mobility Plan highlighted the need for improved walking and biking facilities to meet the latent demand for active mobility. This Needs Assessment (and the PEL study as a whole) will examine the different cross sections and transition segments of the Ames Avenue corridor to inform the identification of appropriate alternatives that may be implemented. The study will consider the safety of all road users, including both vulnerable road users (VRUs) and motor vehicle (MV) occupants, utilizing a complete streets and Safe System Approach to planning and implementation.

1.2 CORRIDOR OVERVIEW

The study area consists of a 4.25-mile section of Ames Avenue between N. 72nd Street and Florence Boulevard (**Figure 1**). The Ames Avenue corridor is an east-west arterial roadway of the National Highway System, serving as a major east-west corridor in the City of Omaha; this corridor connects the North Freeway (US-75) to N. 72nd Street and provides access to important community institutions like North High School, Skinner Elementary, the NorthStar Foundation, Fontenelle Park, and many local businesses. Ames Avenue is a significant economic corridor for the community and needs to serve the residents, workers, and visitors of the area. For purposes of the Needs Assessment, the corridor was divided into six "Zones" as shown in Figure 1.

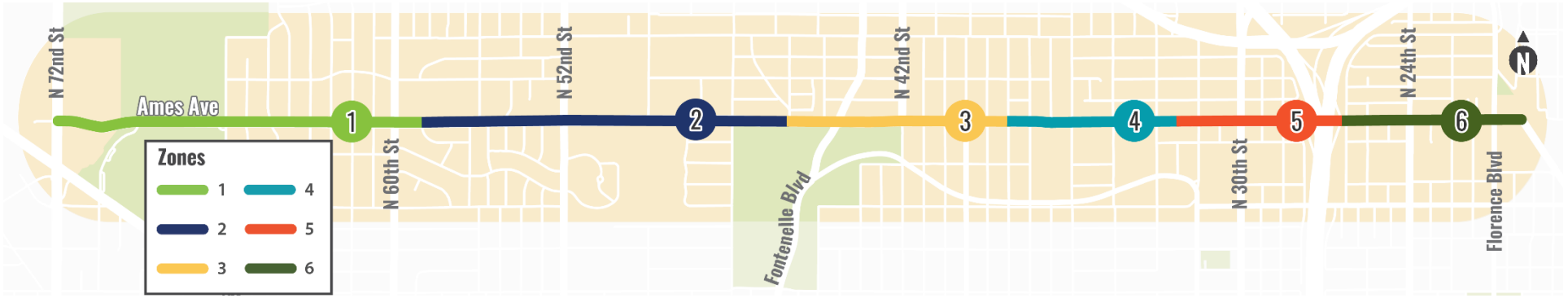

Figure 1: *Ames Avenue Study Area*

2.0 EXISTING CONDITIONS AND DEFICIENCIES

A PEL study is a valuable approach for identifying a project's purpose and needs, defining a preliminary range of alternatives, and initiating public involvement while documenting planning decisions; these items rely on a comprehensive understanding of existing conditions and deficiencies. The Ames Avenue Safe Mobility Recovery Plan documents existing conditions and deficiencies through a series of memorandums, including:

- Memo A: Existing and Committed Street and Multimodal Network Review
- Memo B: Evaluation of Traffic Conditions
- Memo C: Crash History Review
- Memo D: Road Safety Assessment
- Memo E: High-Level Economic Impact Assessment
- Memo F: Environmental Overview

A summary listing of deficiencies along each roadway segment and 30 Intersections of Interest along the Ames Avenue corridor is included in **Appendix A**: Deficiency Listing Tables

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Approximately 98% of the Ames Avenue corridor is four through lanes wide (**Figure 2**). Between N. 72nd Street and N. 42nd Street, Ames Avenue is a four-lane divided roadway; between N. 42nd Street and N. Florence Boulevard, Ames Avenue is either a four-lane undivided or four-lane roadway with a center/left-turn lane. Approximately 2% of Ames (from N. Florence Boulevard onwards, heading east) is an undivided three-lane or two-lane section.

Figure 2: *Existing Typical Lane Configurations*

2.1 EXISTING AND COMMITTED STREET AND MULTIMODAL NETWORK REVIEW (MEMO A)

Memo A provides an overview of the Ames Avenue corridor, including nearby points of interest, existing lane configurations, driveway and side street accesses, pavement conditions, and relevant plans, studies, and projects. Homing in on how the corridor serves as a key connector within the multimodal network, the memo review discusses:

- Existing walking and bicycling conditions (including the presence and condition of sidewalks, crossings, and accessible curb ramps);
- Pedestrian and bicycle latent demand;
- Planned trail and bicycle network improvements;
- Metro Transit routes and passenger volumes;
- Bus stop boardings and alightings; and
- Best practice review of recent studies

The Ames Avenue corridor has connectivity issues and safety risks related to its existing geometry. The four-lane undivided portions of the corridor result in higher risk for rear-end, angle, sideswipe, and head-on collisions, as well as riskier pedestrian crossing conditions due to the wide crossing distance, lack of pedestrian refuge islands, and visibility issues (i.e., a stopped vehicle in one lane obscures the view of pedestrians for drivers in adjacent lanes). Additionally, walking and bicycling conditions are poor due to the existing multi-lane cross-section, lack of enhanced crossing locations, relatively narrow sidewalks, lack of bike facilities, and interruptions in sidewalks due to the high number/frequency of access points along Ames Avenue. The poor walking and bicycling conditions are reflected in the Level of Service (LOS) of the corridor (**Figure 3**).

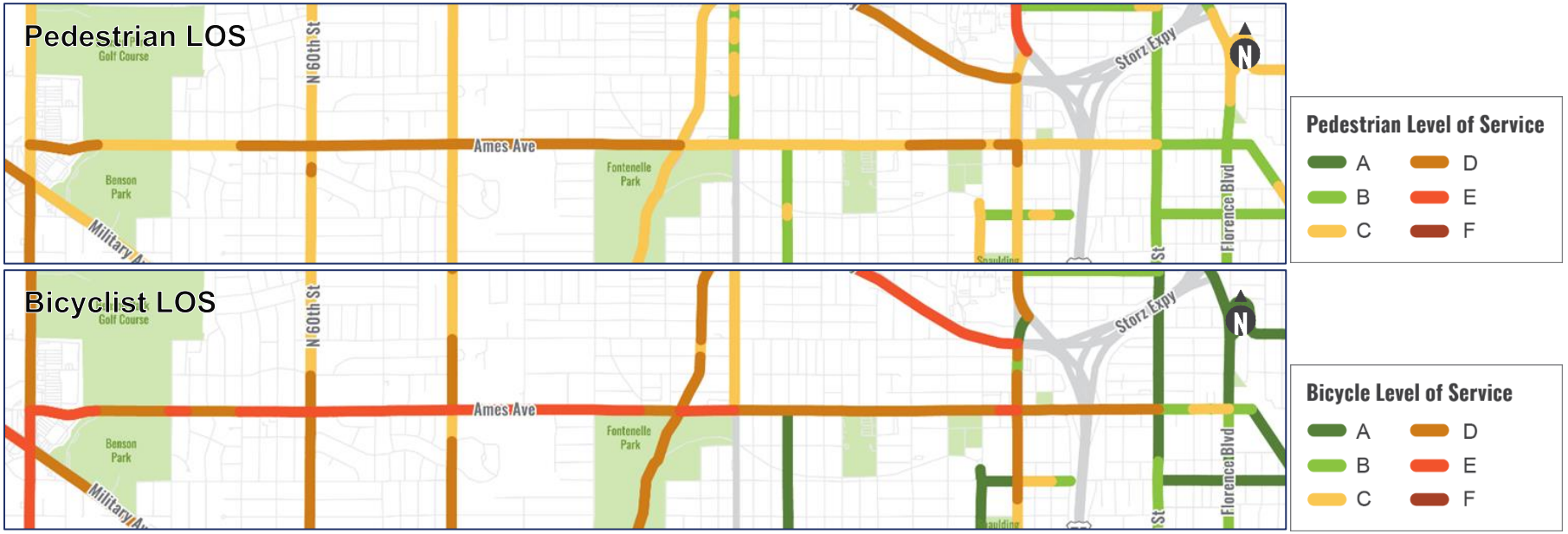

Figure 3: *Pedestrian and Bicyclist LOS along Ames Avenue (Source: City of Omaha, ConnectOmaha Active Mobility Plan)*

2.2 EVALUATION OF TRAFFIC CONDITIONS (MEMO B)

Memo B provides a summary of traffic conditions and operations along the Ames Avenue corridor, including existing (2025) and future (2050) volumes (vehicular, pedestrian, and bicyclist), intersection and segment delay, intersection queueing, travel time, vehicle speed, and signal warrant analysis (Warrants 1-4 in the Manual of Uniform Traffic Control Devices). Memo B concludes that Ames Avenue, as a whole, has acceptable operations:

- **Intersection and Segment Delay:** Some intersection movements at N. 72nd Street, Benson Park Plaza, N. 52nd Street, and N. 50th Street experience a delay of more than 35 seconds under existing conditions; these intersections, as well as N. 56th Street (East), N. 55th Street, N. 34th Avenue, and N. 33rd Avenue, have movements with a delay of more than 35 seconds under future traffic conditions. However, the average delay for these intersections falls under 35 seconds.
- **Intersection Queueing:** Queueing was not observed to be a major problem for the majority of the intersection movements and approaches. N. 72nd Street, Benson Park Plaza, N. 60th Street, and N. 30th Street experienced queues for selected movements of 250 feet or more.
- **Travel Time:** The majority of the corridor has a consistent Travel Time Index (the ratio between average travel time on a given segment by the free-flow travel time for the same segment), showing that the corridor provides drivers with adequate reliability, allowing drivers to plan for the amount of time they have to spend traveling on Ames Avenue (**Figure 4**).
- **Vehicle Speed:** A pattern of speeding was observed in Zones 4 and 5 of the corridor (Fontenelle Boulevard to N. 24th Street).
- **Signal Warrants:** N. 66th Street, N. 40th Street, N. 24th Street, and Florence Boulevard do not meet signal warrants under existing and future traffic volumes. N. 31st Avenue does not meet warrants under existing volumes, but is anticipated to meet warrants under future traffic conditions.

Figure 4: *Existing Travel Time Index*

2.3 CRASH HISTORY REVIEW (MEMO C)

Memo C analyzes crash data provided by the City of Omaha and the Nebraska Department of Transportation to identify patterns and assess contributing factors. The crash data used for this study covers reported crashes along Ames Avenue from 2017 to 2024. The analysis examined overall crash trends, as well as crashes categorized by severity, location, crash type, and contributing circumstances. Intersection-specific trends were also analyzed for the thirty "intersections of interest" identified as a part of the PEL. Crashes along the Ames Avenue corridor are concentrated at intersections, especially at the intersection of Ames with N. 72nd Street, N. 60th Street, N. 52nd Street, and N. 30th Street (**Figure 5**).

Figure 5: *Ames Avenue Corridor Crash Heat Map*

Memo C concluded that Ames Avenue averaged 309.5 reported crashes per year for the 2017-2024 analysis period, with pedestrians and bicyclists being overrepresented in crashes (especially along roadway segments). Angle, lane departure, and rear-end crashes make up nearly 90% of injury crashes along the Ames Avenue corridor. Different zones have noticeably different crash trends:

- Zones 1 and 2 (N. 72nd Street to east of N. 46th Street) account for 75% of fixed object crashes.
- Zone 2 (East of N. 60th Street to east of N. 46th Street) has the most KSI crashes at 26.
- Zone 4 (East of N. 40th Street to east of N. 33rd Street) has the highest percentage of lane departure crashes at 34.3%.
- Zone 5 (East of N. 33rd Street to east of N. 26th Street) has the most crashes with 731.7 crashes per mile and 30.0 KSI crashes per mile.

Overall, the total societal cost of crashes along Ames Avenue was approximately $460.2 million over the eight-year study period.

2.4 ROAD SAFETY ASSESSMENT (MEMO D)

Memo D: Road Safety Assessment summarizes the methodology, findings, and resulting recommendations of the Road Safety Assessment (RSA) completed

along the Ames Avenue corridor in the Fall of 2025; this RSA provides a comparative safety analysis of a broad set of potential safety improvement options that will inform initial alternatives development as part of the PEL study.

The RSA consists of three components: a risk-based assessment, development of RSA recommendations, and a safety benefit-to-cost analysis. The risk-based assessment follows a framework drawing upon FHWA Framework tool to record quantitative and qualitative observations regarding the roadway characteristics and context of Ames Avenue for three categories: exposure (factors that increase exposure to relevant conflicts), likelihood (factors that increase the likelihood of a fatal or serious injury crash taking place), and severity (factors that increase potential severity of conflicts).

Following the identification of risks, several RSA recommendations for intersections and segments along the corridor were created: one quick-build initial concept and two permanent initial concepts. Using the evaluation results from the risk-based assessment (comparing existing/no-build (2025) conditions to the quick-build and permanent initial concepts for future (2050) conditions), a safety benefit-to-cost analysis of the initial concept alternatives was completed using guidance from the USDOT. It should be noted that additional content (including text discussing the **Table 1**) will be added as the alternatives are developed and the road safety assessment memo is completed.

Table 1: *Risk-Based Assessment Results Summary for Zone Segments in the Existing/No-Build Condition*

	Zone #:	**1**	**2**	**3**	**4**	**5**	**6**
	Extents:	**N. 72nd Street to east of N. 60th Street**	**East of N. 60th Street to east of N. 46th Street**	**East of N. 46th Street to east of N. 40th Street**	**East of N. 40th Street to east of N. 33rd Street**	**East of N. 33rd Street to N. 26th Street**	**N. 26th Street to Florence Blvd**
Exposure Score (20 pts possible)	VRUs	17	20	19	19	18	12
	MVs	20	20	20	17	18	13
Likelihood Score (30 pts possible)	VRUs	25	25	23	25	25	26
	MVs	8	12	11	25	15	25
Severity Score (20 pts possible)	VRUs	20	20	20	20	20	20
	MVs	15	18	14	12	12	10
VRUs Subtotal		**8,500**	**10,000**	**8,740**	**9,500**	**9,000**	**6,240**
Motor Vehicles Subtotal		**2,400**	**4,320**	**3,080**	**5,100**	**3,240**	**3,250**

2.5 HIGH-LEVEL ECONOMIC IMPACT ASSESSMENT (MEMO E)

Memo E: The High-Level Economic Impact Assessment analyzes key economic aspects of the Ames Avenue study area to provide a broad, high-level view of its potential for growth, reinvestment, and community benefits, with the intention of helping readers understand the economic implications of the Safe Mobility Recovery Plan. Memo E synthesizes data from the City of Omaha, the U.S. Census Bureau, and Replica to investigate land use context, redevelopment opportunities, socioeconomic context (population by income, by race/ethnicity, education, workforce participation, housing tenure, auto availability, mode choice (**Figure 6**), trip purpose, and trip distance.

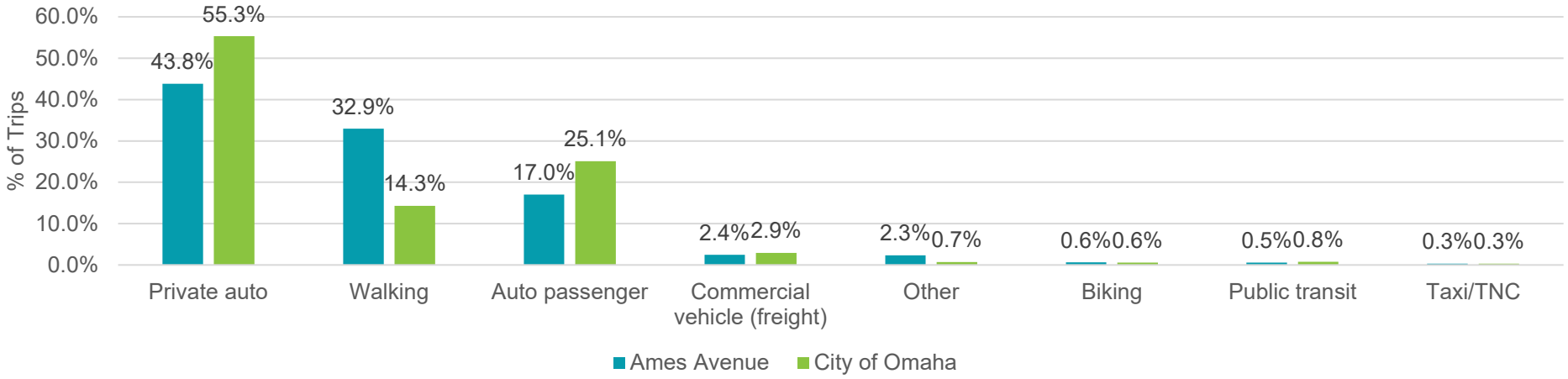

Figure 6: *Percentage of Trips by Mode Choice*

Additionally, six case studies across the US (in Florida, North Carolina, Colorado, California, Minnesota, and New York) were reviewed to understand how multimodal safety improvements influenced travel behavior, supported local businesses, and enhanced community vitality. For example, Edgewater Drive in Orlando, Florida, was reconfigured from four lanes to three lanes and shared many similar characteristics with Ames Avenue (**Figure 7**). From 2008 to 2016, after the reconfiguration, the property values adjacent to Edgewater Drive and within a half mile of the corridor rose 80% and 70%, respectively.

Figure 7: *Edgewater Drive Before and After Lane Reconfiguration*

2.6 ENVIRONMENTAL REVIEW (MEMO F)

Memo F: The Environmental Review analyzes key aspects of the study area to provide a broad and big-picture view of the environmental resources within the project area that need to be explored further in the PEL study. Memo F investigated various literature and datasets pertinent to the study area, including land use (past, present, and future), floodways and 100-year floodplain boundaries, Parks and Recreational resources, Historic Property Planning Context Evaluation, hazardous materials, wetlands and other waters of the US, State and Federal Listed threatened and endangered species, and areas of limited English proficiency. Some key notes from the Memo F include:

- **Land Use**: Historic aerial imagery did not show a major land shift in use throughout the project area; it has one of the highest concentrations of households without access to a personal automobile or public transportation that services a wide range of job locations.
- **Floodways & 100-Year Floodplain Boundaries:** One channel in the study area (Cole Creek) that has both a regulatory floodway and floodplain areas.
- **Parks and Recreational Resources:** Several parks and trails intersect with the study area (**Error! Reference source not found.**), none of which were either established or redeveloped utilizing LWCF program funds.

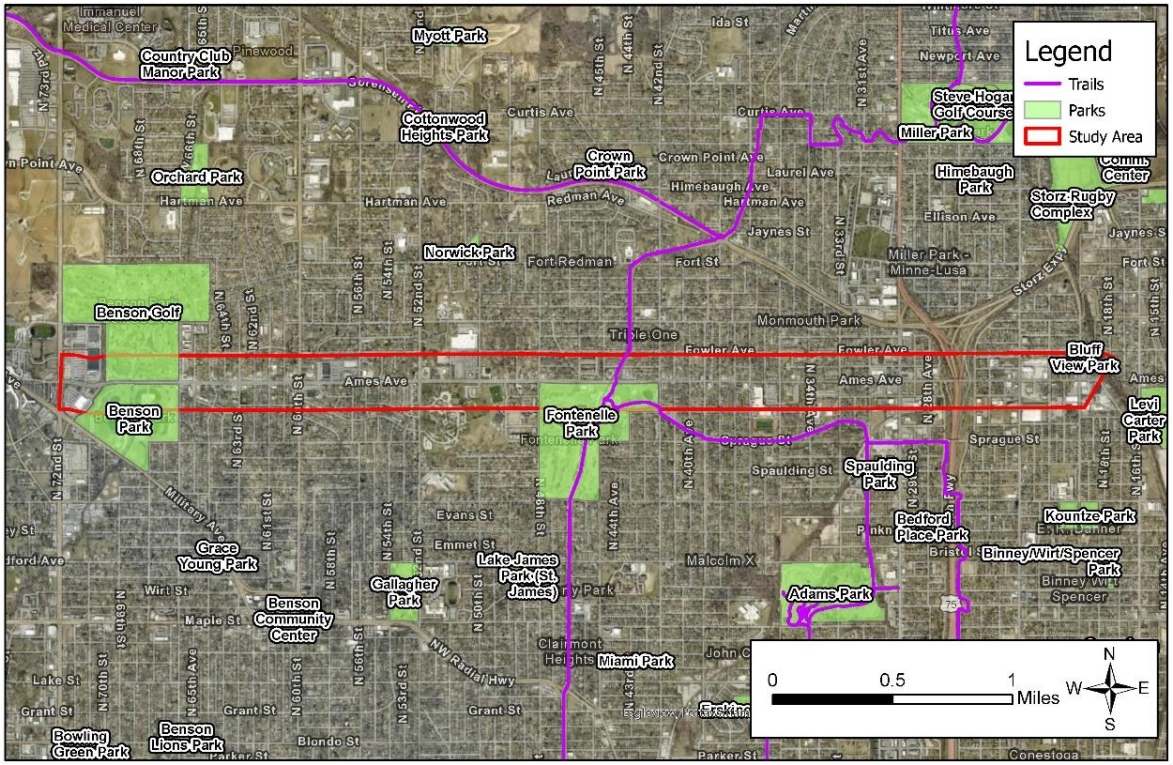

Figure 8: *Parks and Recreational Resources Adjacent to Ames Avenue*

- **Historic Property Planning Context Evaluation:** Druid Hall (listed 07/07/2025) is on the National Register of Historic Places.
- **Hazardous Materials:** Fifty-four Nebraska Department of Water, Energy, and Environment-regulated facilities exist within the study area. Additionally, two EPA-identified facilities not listed in the Nebraska Department of Water, Energy, and Environment (DWEE) database were found, both of which held Clean Air Act permits and had no violations.
- **Wetlands and Other Waters of the U.S.:** Three wetlands/waters within the study area are on the National Wetlands Inventory.
- **Threatened and Endangered Species:** Seven species of wildlife (proposed threatened, threatened, proposed endangered, and endangered) have the potential to occur within the study area.
- **Limited English Proficiency (LEP):** There are multiple non-English speaking LEP populations that exceed the standard NDOT LEP outreach triggers of 5 percent of the population, or 1,000 persons.

3.0 KEY TAKEAWAYS

Based upon the existing conditions and deficiencies along the Ames Avenue corridor, several key concerns arose, including accessibility, operational capacity, travel reliability, and transportation safety (especially for pedestrians and cyclists):

- **Accessibility:** The four-lane undivided portions of Ames Avenue result in riskier pedestrian crossing conditions due to the wide crossing distance, lack of pedestrian refuge islands, and visibility issues. Additionally, walking and bicycling conditions are poor due to a lack of facilities and the high number/frequency of access points along Ames Avenue. Accessibility plays a role in transportation safety, as gaps in existing infrastructure can create risk for users of the network.
- **Operational Capacity / Travel Reliability:** Some intersection movements experienced a delay of more than 35 seconds under existing conditions or queue lengths of 250 feet or more. Additionally, the majority of Ames Avenue provides drivers with adequate reliability. Signal warrants for future demands indicate some existing signals may be unnecessary at key intersections on Ames.
- **Transportation Safety:**
  - » **Speed:** A pattern of speeding was observed in Zones 4 and 5 of the corridor (Fontenelle Boulevard to N. 24th Street).
  - » **Crashes:** The four-lane undivided portions of the Ames Avenue result in higher risk for rear-end, angle, sideswipe, and head-on collisions. Memo C concluded that angle, lane departure, and rear-end crashes make up nearly 90% of injury crashes along the Ames Avenue corridor, with pedestrians and bicyclists are overrepresented in crashes (especially along roadway segments).

These key takeaways, along with the methodology for road safety assessments in Memo D, best practices identified in Memo E, and the environmental review covered in Memo F, will shape the Purpose and Need of the PEL study for the Ames Avenue Safe Mobility Recovery Plan.

APPENDIX A: DEFICIENCY LISTING TABLES

Table 2: *Intersection Deficiency Listing*

Zone	Intersection	Control Type	Deficiencies			
			Existing Traffic (Delay > 55 sec)	Safety	Multimodal Facilities	Intersection Features
Zone 1	72nd Street	Signal	AM & PM EB LT Turn PM EB Thru/RT AM & PM SB LT Turn	Exceeds Critical Crash Rate	- Missing detectable warning panels	
	Benson Park Plaza	Signal	AM & PM SB LT Turn	Exceeds Critical Crash Rate	- Missing detectable warning panels	
	66th Street	Signal				- Unwarranted traffic signal
	63rd Street	TWSC		Obstructed sight distance	- Missing detectable warning panels	
	60th Street	Signal		Exceeds Critical Crash Rate		
Zone 2	56th Street	TWSC				
	55th Street	TWSC				
	52nd Street	Signal	PM SB LT Turn	Exceeds Critical Crash Rate		
	Walmart Drive	Signal				
	50th Street	TWSC	PM NB LT Turn			- Insufficient intersection lighting
	49th Street	TWSC	PM SB LT Turn			
	48th Street	Signal		Exceeds Critical Crash Rate		
Zone 3	Fontenelle Boulevard	Signal		Hill limits sight distance to signal		
	42nd Street	Signal		Exceeds Critical Crash Rate		
	40th Street	Signal		Exceeds Critical Crash Rate		- Unwarranted traffic signal
Zone 4	37th Street	TWSC		Exceeds Critical Crash Rate		
	36th Avenue	TWSC		Obstructed sight distance		
	36th Street	Signal				
	35th Street	Emergency Vehicle Signal		Exceeds Critical Crash Rate		
	34th Avenue	TWSC				
	33rd Street	TWSC		Obstructed sight distance		
Zone 5	31st Avenue	Signal		Exceeds Critical Crash Rate		
	30th Street	Signal		Exceeds Critical Crash Rate		
	28th Street	TWSC		Exceeds Critical Crash Rate		
	N. Freeway SB Ramp	-				
	N. Freeway NB Ramp	Signal				
	26th Street	TWSC				
Zone 6	25th Street	TWSC				
	24th Street	Signal				- Unwarranted traffic signal
	Florence Boulevard	Signal		Exceeds Critical Crash Rate		- Unwarranted traffic signal - Insufficient intersection lighting

Table 3: *Intersection Deficiency Listing*

Zone	Segment From	Segment To	Cross-Section	Deficiencies				
				Safety	Pedestrian LOS (LOS B Threshold)	Bicyclist LOS (LOS B Threshold)	Multimodal Facilities	Roadway Features
Zone 1	West of 72nd Street	72nd Street	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	72nd Street	Benson Park Plaza	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	Benson Park Plaza	66th Street	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	66th Street	65th Avenue	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	65th Avenue	65th Street	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	65th Street	64th Street	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	64th Street	63rd Street	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	63rd Street	62nd Street	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	62nd Street	61st Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	61st Street	60th Avenue	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	60th Avenue	60th Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	60th Street	Taylor Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
Zone 2	Taylor Street	56th Street (West)	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	56th Street (West)	56th Street (East)	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	56th Street (East)	55th Avenue	4-lane Divided	Exceeds Critical Crash Rate Obstructed sight distance at 55th Ave	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	55th Avenue	55th Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	55th Street	54th Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	54th Street	53rd Street	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	53rd Street	52nd Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	52nd Street	50th Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	50th Street	49th Avenue	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	49th Avenue	49th Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	49th Street	48th Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	48th Street	46th Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	46th Street	45th Street	4-lane Divided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
Zone 3	45th Street	Fontenelle Boulevard	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	Fontenelle Boulevard	42nd Street	4-lane Divided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	42nd Street	41st Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	41st Street	40th Avenue	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	40th Avenue	40th Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points

Zone	Segment From	Segment To	Cross-Section	Deficiencies				
				Safety	Pedestrian LOS (LOS B Threshold)	Bicyclist LOS (LOS B Threshold)	Multimodal Facilities	Roadway Features
Zone 4	40th Street	39th Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- High number & frequency of access points
	39th Street	38th Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	38th Street	37th Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	37th Street	36th Avenue	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	36th Avenue	36th Street	4-Lane w/ Turn Lane		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	36th Street	34th Avenue	4-Lane w/ Turn Lane	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	34th Avenue	33rd Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
Zone 5	33rd Street	31st Avenue	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	31st Avenue	31st Street	4-lane Undivided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points - Poor pavement conditions
	31st Street	30th Street	4-Lane w/ Turn Lane	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points - Poor pavement conditions
	30th Street	29th Street	4-Lane w/ Turn Lane	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	29th Street	28th Avenue	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards High ridership bus stops at uncontrolled crossing	- Substandard lane width - High number & frequency of access points
	28th Avenue	28th Street	4-lane Undivided		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	28th Street	N. Freeway SB Ramp	4-Lane w/ Turn Lane		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	N. Freeway SB Ramp	N. Freeway NB Ramp	4-Lane w/ Turn Lane		Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	N. Freeway NB Ramp	26th Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	
	26th Street	25th Avenue	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	25th Avenue	25th Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
Zone 6	25th Street	24th Street	4-lane Undivided	Exceeds Critical Crash Rate	Below LOS Threshold	Below LOS Threshold	Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	24th Street	22nd Street	4-lane Undivided	Exceeds Critical Crash Rate			Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	22nd Street	21st Street	4-lane Undivided				Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	21st Street	Florence Boulevard	4-lane Undivided				Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points
	Florence Boulevard	Commercial Avenue	3-lane Undivided	Exceeds Critical Crash Rate			Sidewalk does not meet standards	- Substandard lane width - High number & frequency of access points - Poor pavement conditions