

# FARNAM STREET TWO-WAY CONVERSION

50<sup>th</sup> and 52<sup>nd</sup> Street Intersection Improvements

## Welcome!

### The purpose of this meeting is to:

- Present the findings of the Farnam Street Corridor Study and conceptual design alternatives
- Inform you of next steps in the process
- Receive public comments/concerns

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## We Want Your Input!

There are several opportunities to provide input or ask questions of the Project team:



Complete a comment form or submit your comment online



Email us:  
[info@KeepOmahaMoving.com](mailto:info@KeepOmahaMoving.com)



For more information on this Project, visit  
[www.KeepOmahaMoving.com](http://www.KeepOmahaMoving.com)

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50<sup>th</sup> and 52<sup>nd</sup> Street Intersection Improvements

## Study Purpose



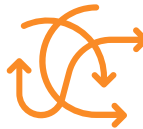
Improve Vehicle and Pedestrian Safety



Enhance Pedestrian Facilities



Reduce Vehicle Speeds



Eliminate Driver Confusion

CURRENT DAILY TRAFFIC

**7,800**

TO

**9,500**

VEHICLES



PROJECTED 2040 TRAFFIC

**9,100**

TO

**11,000**

VEHICLES



ESTIMATED PROJECT COST

**\$2.0 TO \$3.0**

**MILLION**

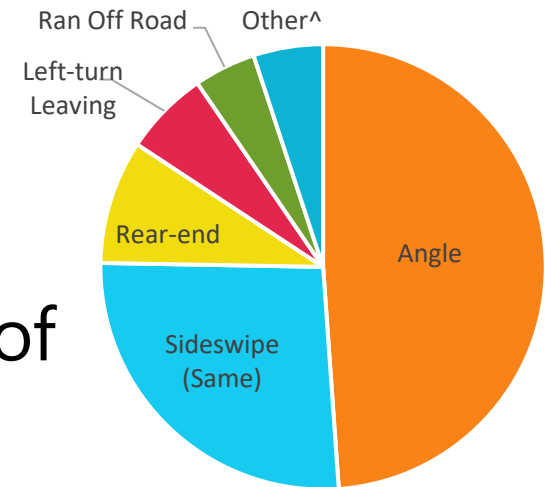


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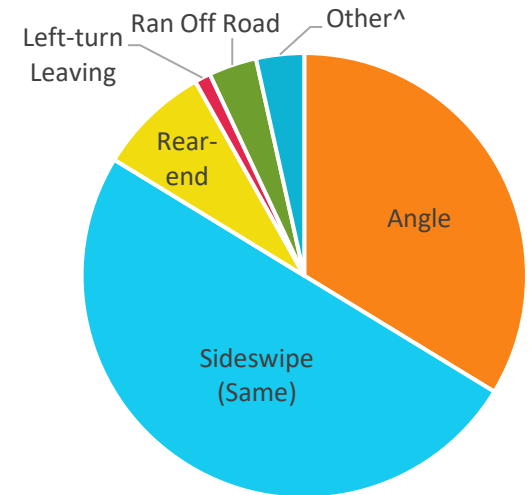
50<sup>th</sup> and 52<sup>nd</sup> Street Intersection Improvements

## Safety Analysis: Crash Type

- All-Day vs One-Way
  - >50% of crashes = the 4 hours of peak one-way traffic
  - Sideswipe Crashes During One-way operations



All-Day Crashes by Type



One-Way Operations Crashes by Type

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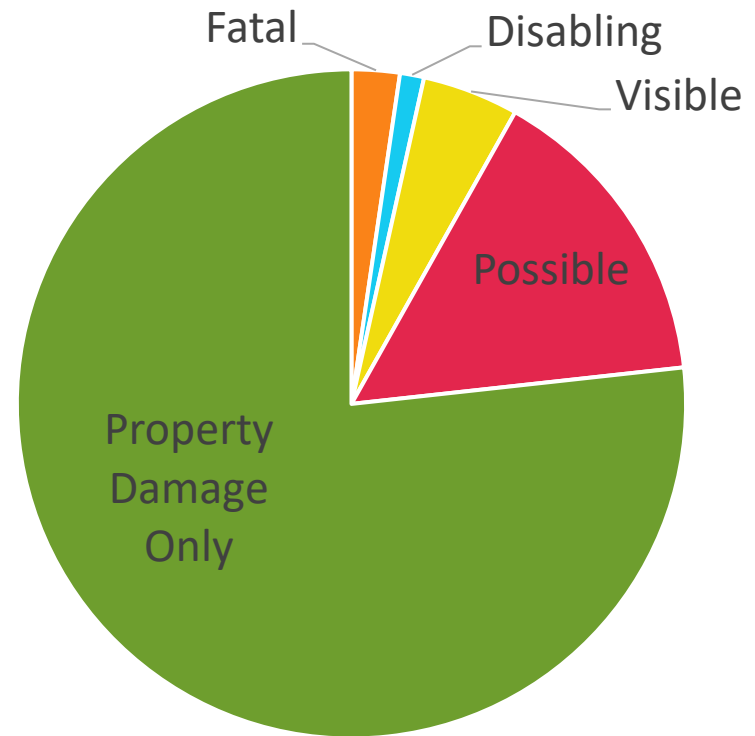
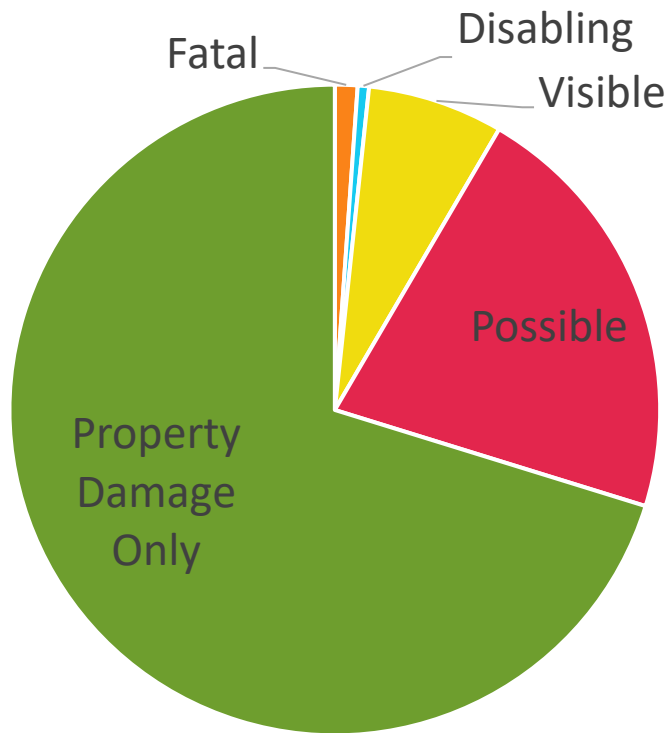
50<sup>th</sup> and 52<sup>nd</sup> Street Intersection Improvements

## Safety Analysis: Crash Severity

All-Day

VS.

One-Way

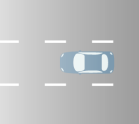
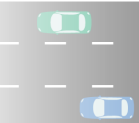
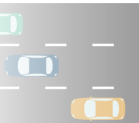
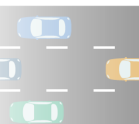
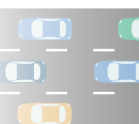
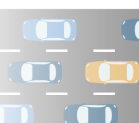


# FARNAM STREET TWO-WAY CONVERSION

## 50<sup>th</sup> and 52<sup>nd</sup> Street Intersection Improvements

### Farnam Street w/ Two-way Traffic

- Future peak hour two-way traffic volumes result in the intersections of 50<sup>th</sup> & 52<sup>nd</sup> Streets failing to meet the traveling public's needs.
- Both intersections would be LOS F in future conditions.

























<b>FREE FLOW</b> Low volumes and no delays.	LOS <b>A</b>	
<b>STABLE FLOW</b> Speeds restricted by travel conditions, minor delays.	LOS <b>B</b>	
<b>STABLE FLOW</b> Speeds and maneuverability closely controlled because of higher volumes.	LOS <b>C</b>	
<b>STABLE FLOW</b> Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.	LOS <b>D</b>	
<b>UNSTABLE FLOW</b> Low speeds; considerable delay; volume at or slightly over capacity.	LOS <b>E</b>	
<b>FORCED FLOW</b> Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.	LOS <b>F</b>	




Levels of Service

# FARNAM STREET TWO-WAY CONVERSION

## 50th Street Intersection Improvements

### 50<sup>th</sup> St. & Farnam St. Intersection Alternative Matrix

























Intersection	Alternative	Vehicle Safety	Pedestrian Safety	Project Cost	Minimize ROW Impacts	Traffic Operations	Access Management
50th Street & Farnam Street	No-Build						
	Alt 1. - Left Turn Lanes						
	Alt 2. - Left/Right Turn Lanes						
	Alt 3. - Roundabout						




 = Best    = Good    = Fair

# FARNAM STREET TWO-WAY CONVERSION

## 52<sup>nd</sup> Street Intersection Improvements

### 52<sup>nd</sup> St. & Farnam St. Intersection Alternative Matrix

Intersection	Alternative	Vehicle Safety	Pedestrian Safety	Project Cost	Minimize ROW Impacts	Traffic Operations	Access Management
52nd Street & Farnam Street	No-Build						
	Alt 1. - Left Turn Lanes						
	Alt 2. - Left/Right Turn Lanes						
	Alt 3. - Roundabout						

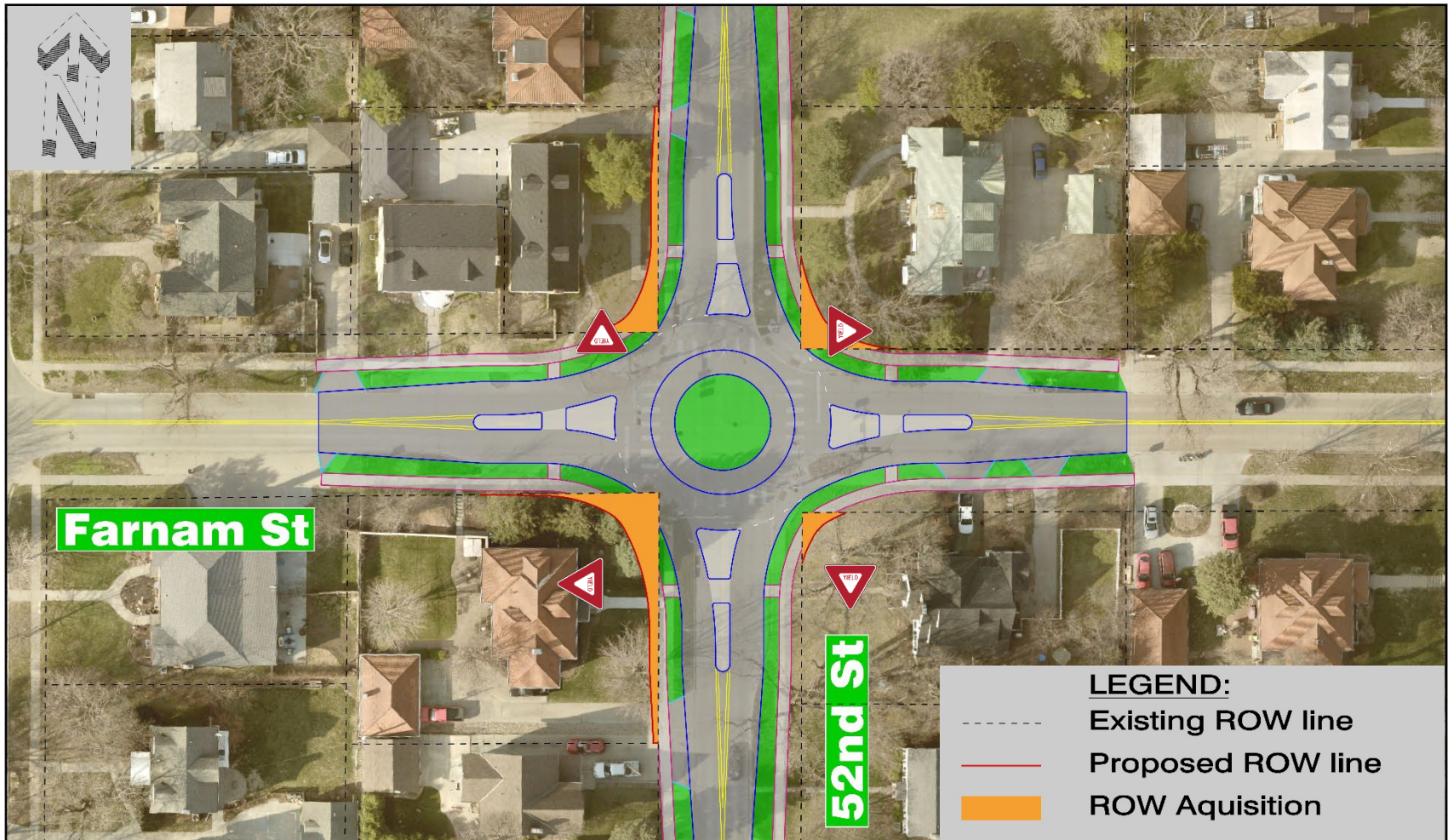
 = Best    = Good    = Fair



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## 52<sup>nd</sup> Street Intersection Improvements

### Alternative 3: Roundabout





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## 50<sup>th</sup> Street Intersection Improvements

### Alternative 2 : Left/Right Turn Lanes

