



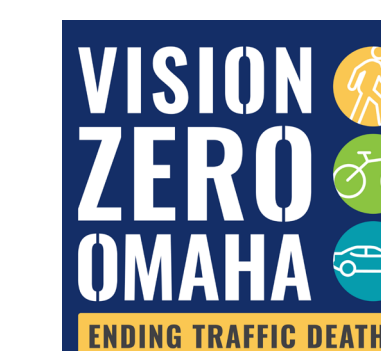
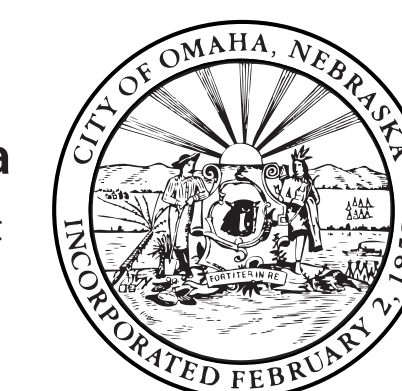
Welcome!

13th Street Safety and Walkability Study Public Open House



Project Website

City of Omaha
1819 Farnam Street
Omaha, NE 68183



13th Street Safety and Walkability Study

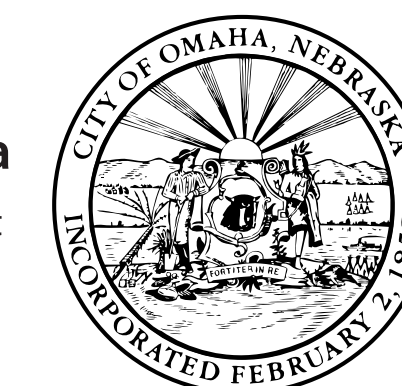
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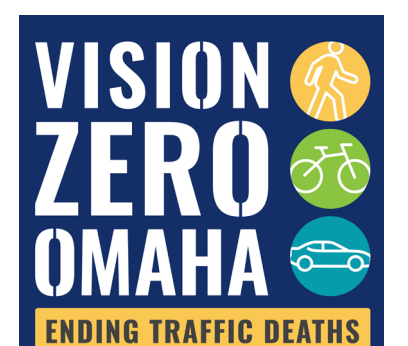
Study Purpose

- 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 term (up to three years) and medium term (three - five years) traffic safety improvements making 13th Street safer and more accessible for everyone.

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KEEP OMAHA
moving

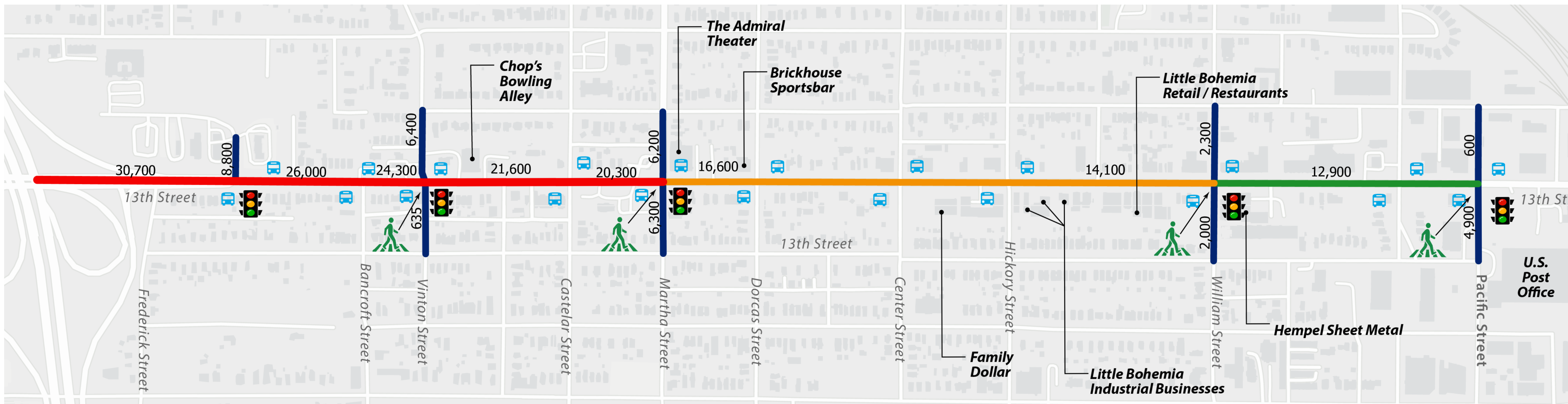


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Existing Conditions

Annual Average Daily Traffic (2025)



Legend:

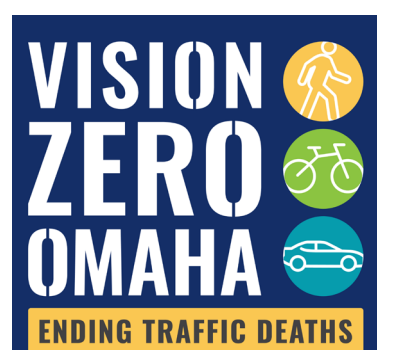
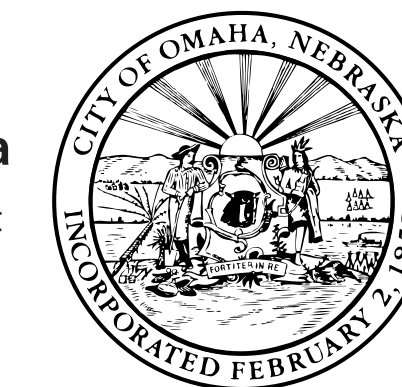
Average Daily Traffic (vehicles per day)

- █ <10,000
- █ 10,000 - 12,999
- █ 13,000 - 16,999
- █ 17,000 - 31,000

- Bus Stop
- Crosswalk
- Traffic Signal



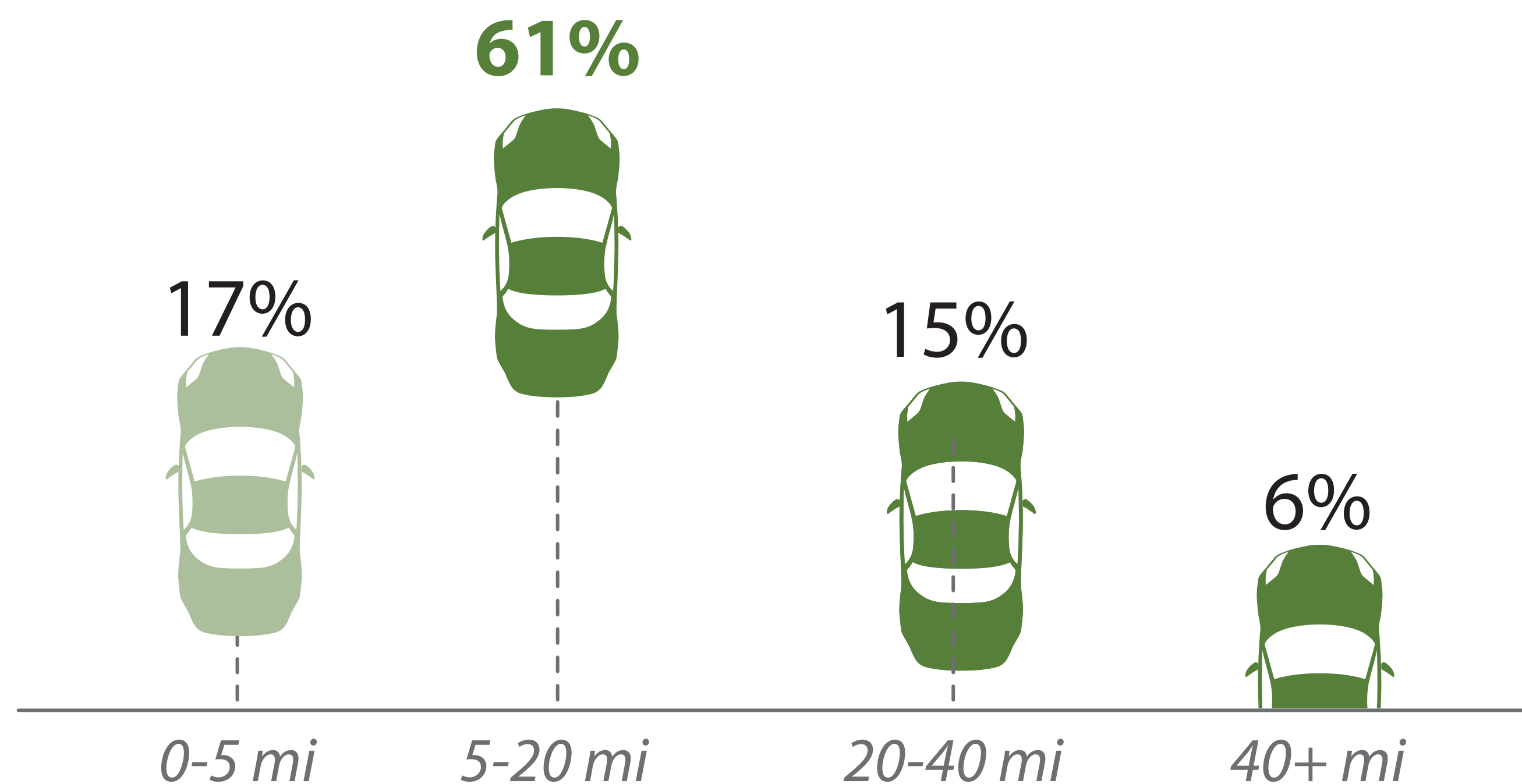
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Traffic Volume Trends Annual Average Daily Traffic



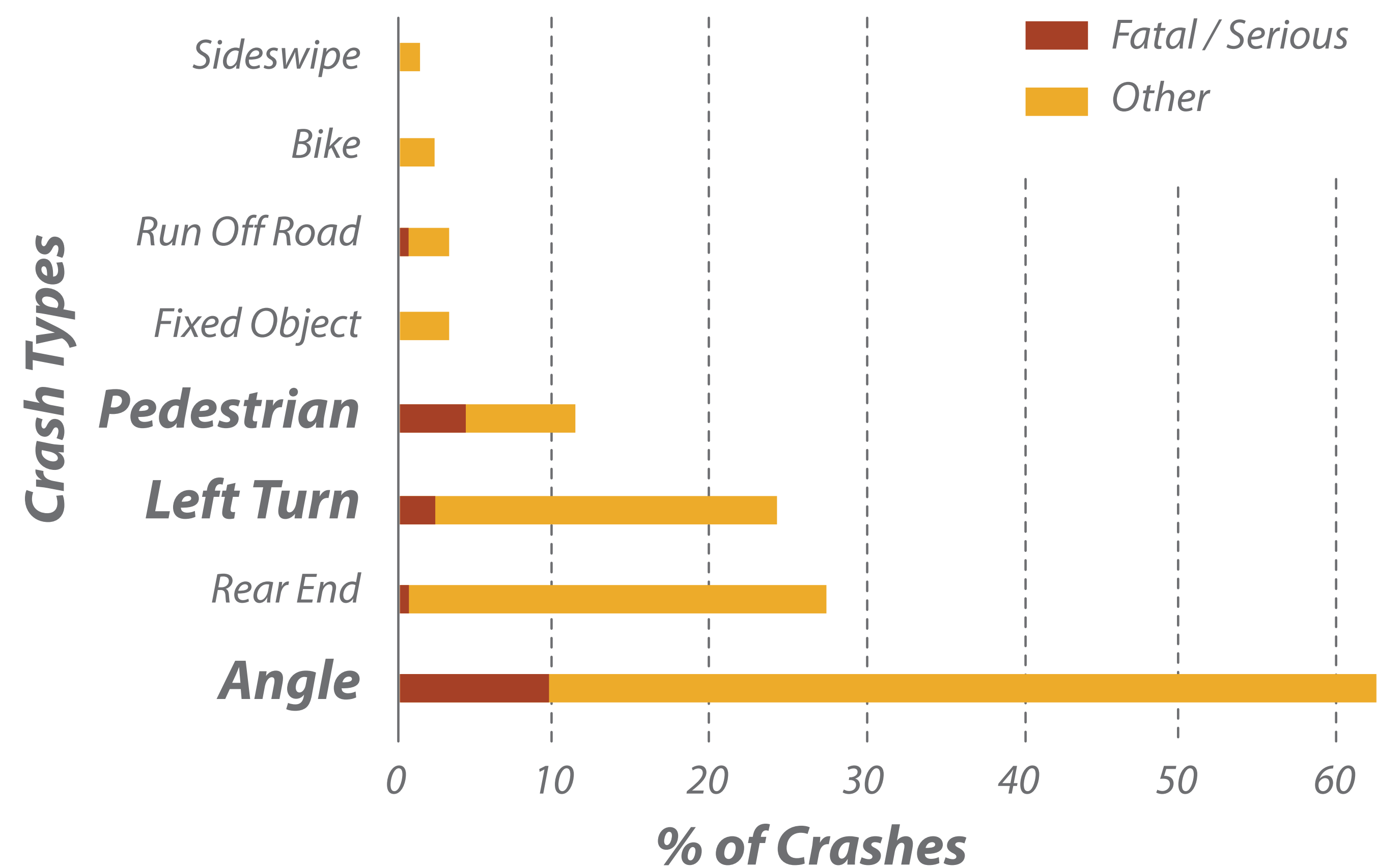
- Over 80% of all trips are commuters and freight passing through the corridor, rather than being generated by local residents or businesses.
- Traffic is growing at a slower rate along 13th Street as compared to historical trends, likely due to changes in regional travel patterns.
- Some local growth is expected but that will not offset the total decrease in regional traffic, leading to a decrease in the traffic projections through 2050.

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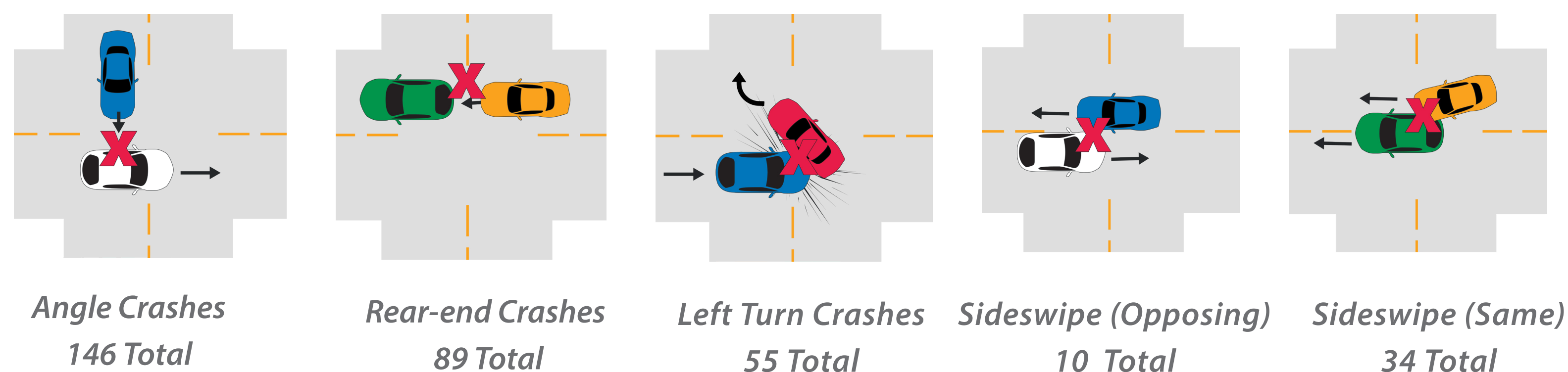
Existing Conditions

6 Year Crash History

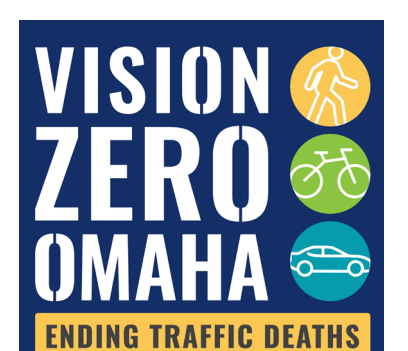
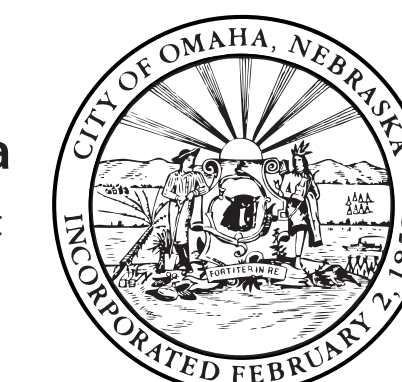


- In the past 6 years (2019 - 2024), there has been 427 total crashes.
- The crashes include 2 fatal crashes and 20 serious injury crashes.
- Angle crashes (t-bone crashes) are the most common with 60% of total crashes being angle crashes.
- Pedestrian and angle crashes make up most serious injuries and fatalities.

Crash Types



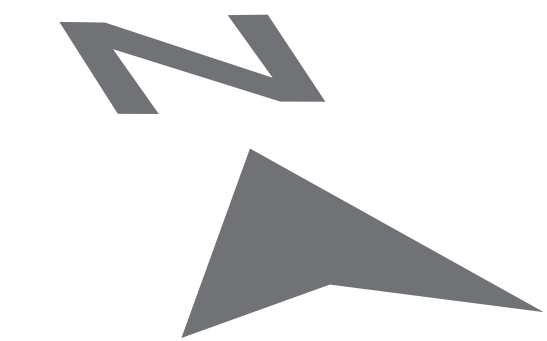
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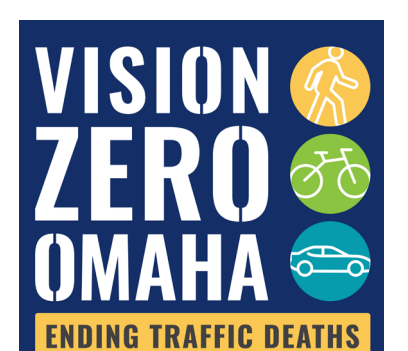
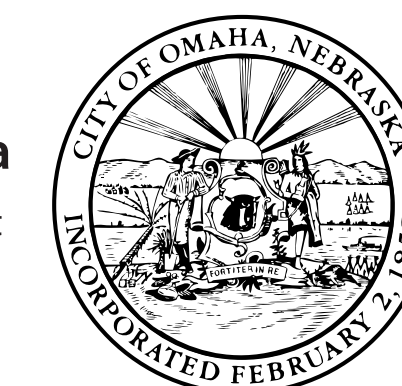
Short Term Improvements Alternative 1: Martha to Pacific



4' Frontage Zone	10' Pedestrian Through Zone	6' Landscape Zone	8' Parking Lane	3' Buffer	12' Drive Lane	14' Center Turn Lane	12' Drive Lane	3' Buffer	8' Parking Lane	6' Landscape Zone	10' Pedestrian Through Zone	4' Frontage Zone
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*Improvement would be within existing city right of way

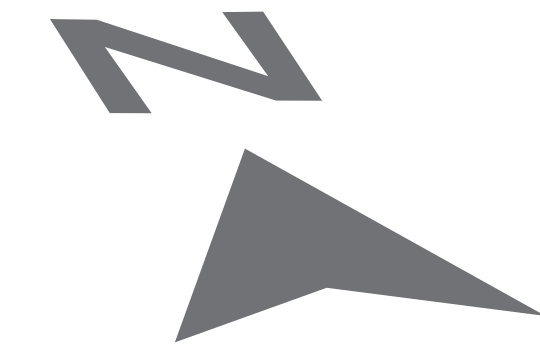
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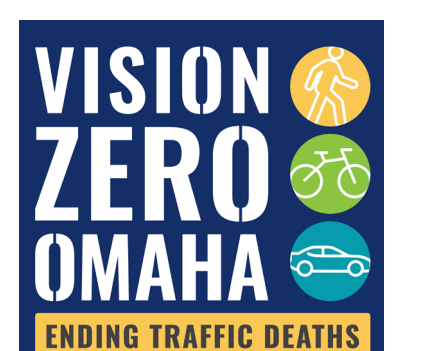
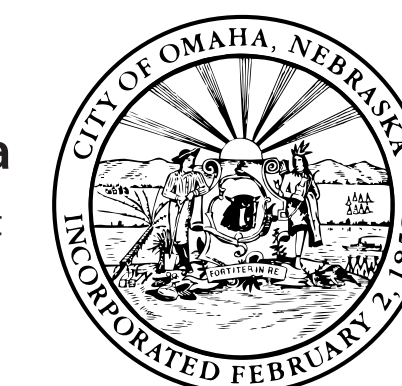
Short Term Improvements Alternative 2: Martha to Pacific



4' Frontage Zone	10' Pedestrian Through Zone	6' Landscape Zone	5' SB Bike Lane	5' NB Bike Lane	2' Buffer	8' Parking Lane	11' Drive Lane	10' Center Turn Lane	11' Drive Lane	8' Parking Lane	6' Landscape Zone	10' Pedestrian Through Zone	4' Frontage Zone
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*Improvement would be within existing city right of way

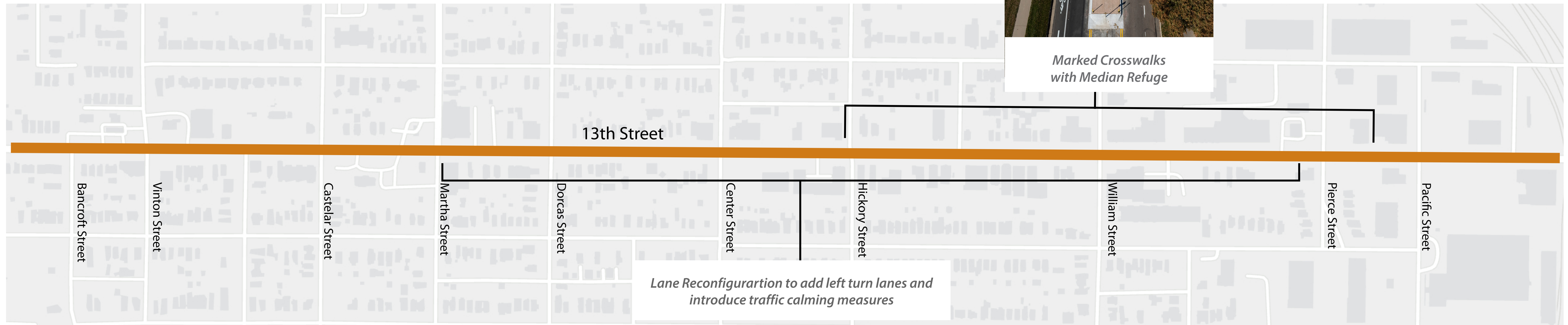
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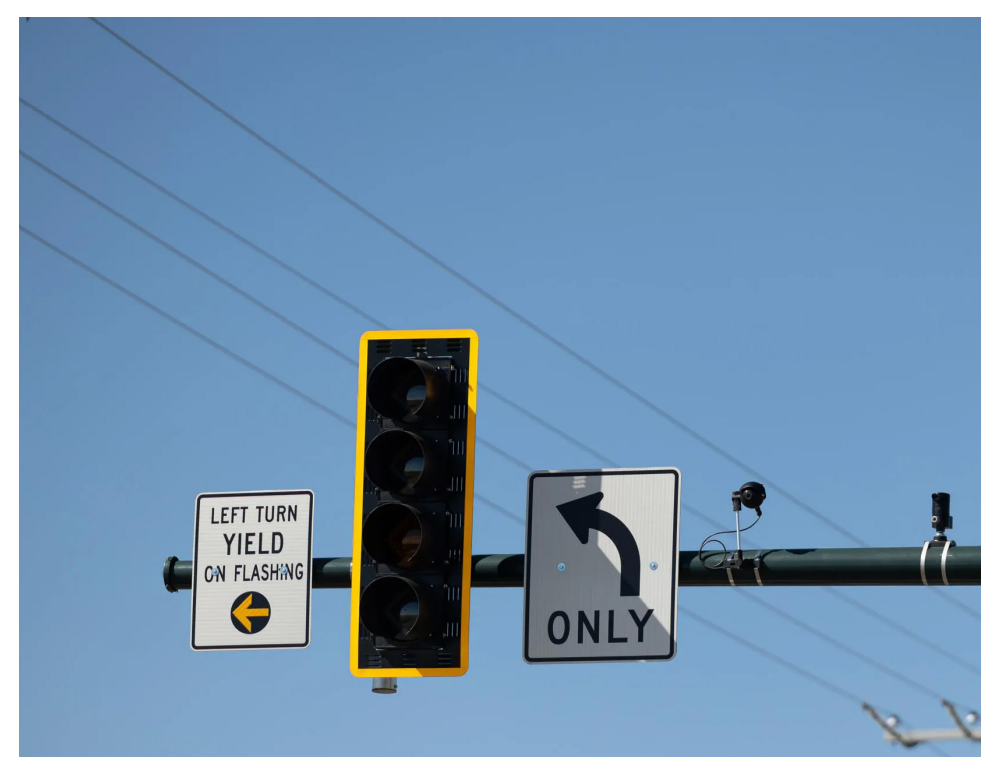
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Potential Improvement Map



Corridor Wide Improvements:



Flashing Yellow Left-Turn Arrows
(Complete)



Signal Timing Adjustments



Marked Crosswalks



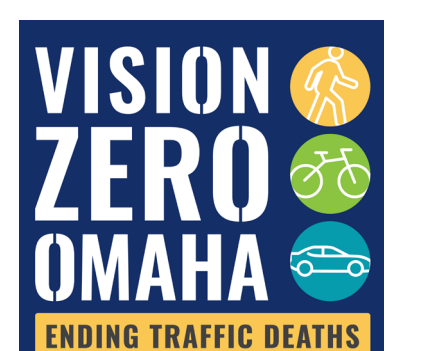
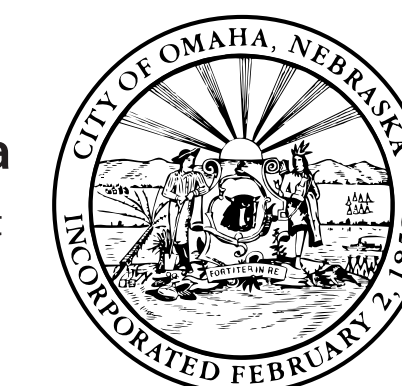
Improved Lighting



Bulb Outs

- Midblock Medians
- Improve Signal Visibility
- Add left turn lanes
- Leading Pedestrian Intervals
- Restrict High Crash Movements (Complete)

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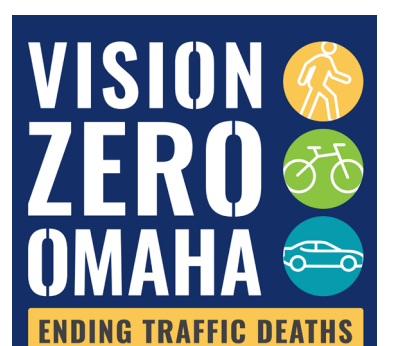
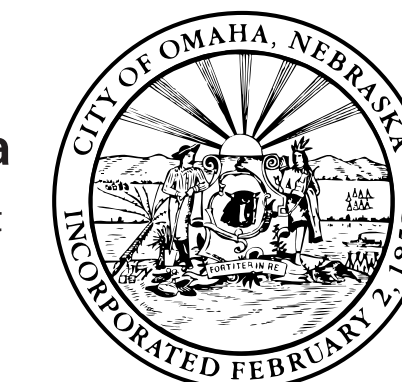
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Public Engagement: What we have heard so far

- 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 side, are **narrow, damaged, or missing**, forcing pedestrians into the street.
- **Pedestrian safety** is the **top priority** for corridor improvements.
- **Cars dominate travel**, while biking feels unsafe and busses are rarely used.
- **Poor visibility at intersections** causes people to avoid crossings.
- **Speeding** and **crashes** are major concerns.

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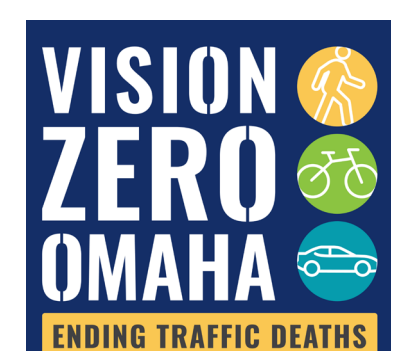
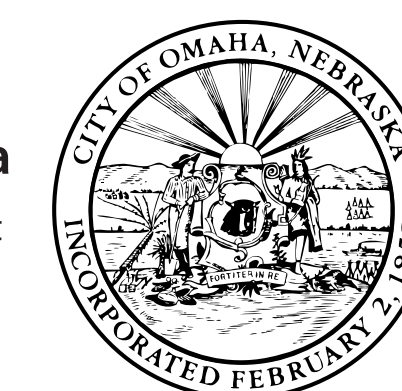
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What are your top priorities for safety improvements on 13th Street?

Place a dot on your top TWO priorities.

<i>Pedestrian Safety</i>	<i>Cyclist Safety</i>	<i>Loading Zones</i>	<i>Speed Management</i>	<i>Sidewalk Access</i>
<p><i>Improving crosswalk safety, reducing conflicts with turning vehicles, increasing visibility, and ensuring drivers yield to pedestrians.</i></p>	<p><i>Adding a bike lane, increasing visibility, and ensuring drivers yield to cyclists</i></p>	<p><i>Creating clearer parking rules and designated loading areas so residents, patrons, and businesses can access their properties without blocking sidewalk.</i></p>	<p><i>Reducing speeding and calming traffic to make the corridor safer and more comfortable for people walking, biking, and accessing businesses.</i></p>	<p><i>Fixing missing, narrow, or damaged sidewalk safer to use, and more accessible along the corridor.</i></p>

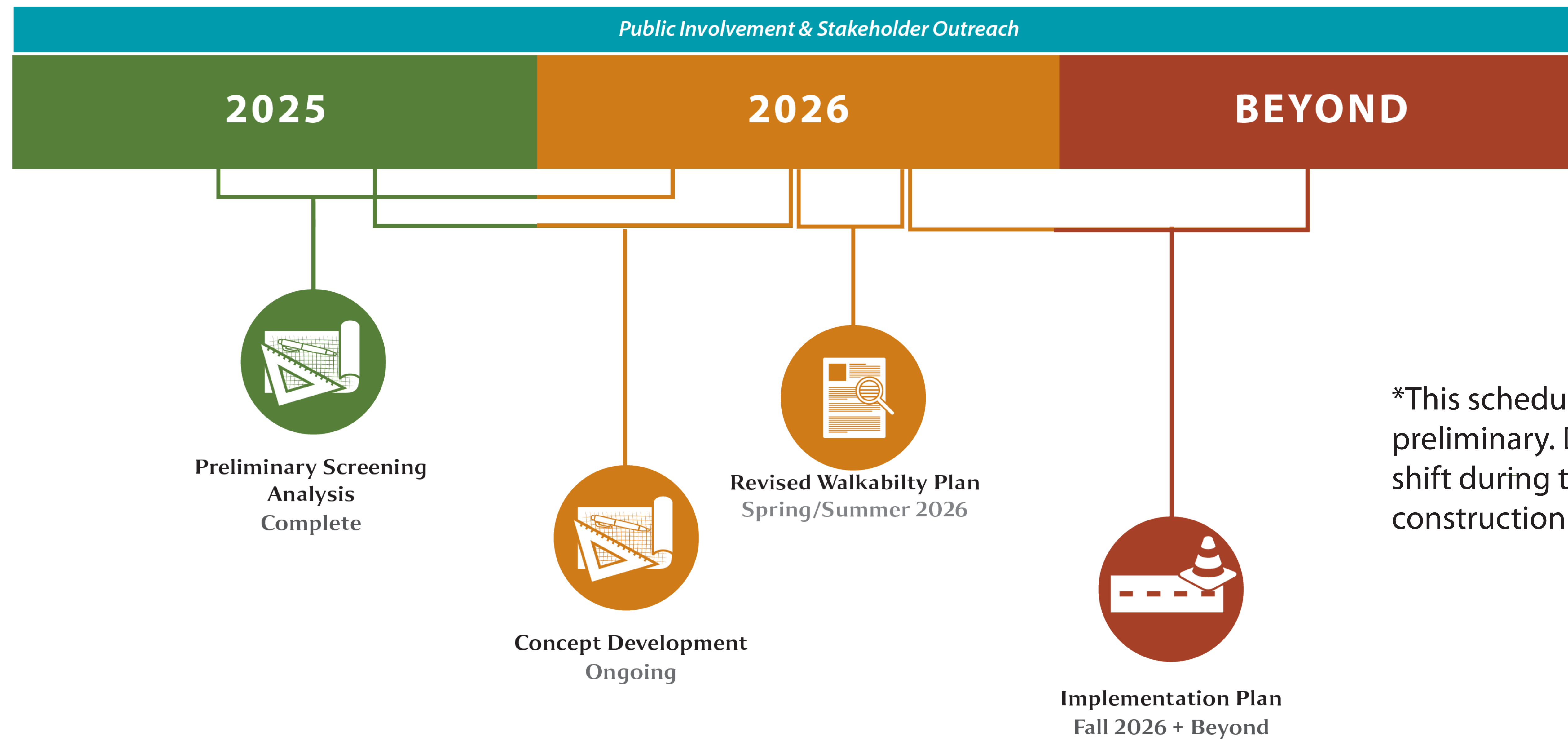
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Next Steps



*This schedule is considered preliminary. Dates may shift during the design and construction process.

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