

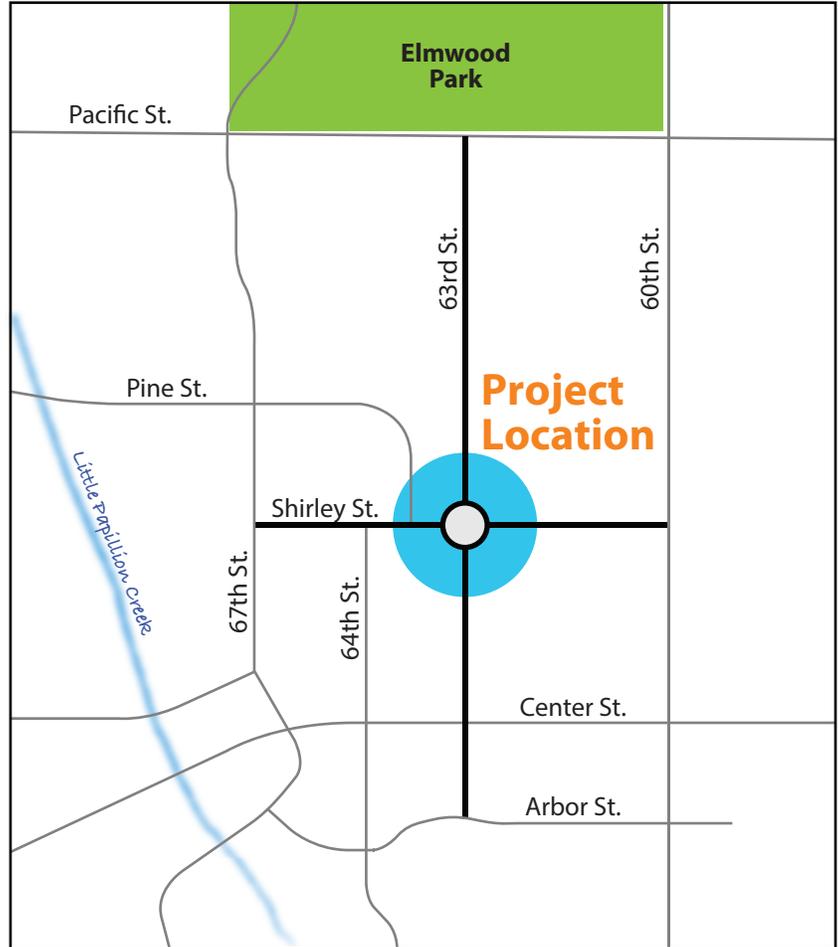
## Study Purpose

**Felsburg Holt & Ullevig (FHU)** conducted a before and after study for the intersection of 63rd Street with Shirley Street in Omaha, NE. The purpose of the study is to measure the impacts of the intersection improvement project which was opened to traffic in August 2017.

For the study, the "After" period, as a mini-roundabout intersection, was determined to be from August 15, 2017 to April 30, 2020. The "After" results were compared to the "Before" period, as a two-way stop controlled (TWSC) intersection, from January 1, 2015 to August 1, 2017.

**BEFORE CONDITIONS:** Prior to the improvements, vehicles on 63rd Street were traveling at high speeds and the TWSC intersection had a high crash rate with a pattern of severe crashes occurring. Both of these factors are not conducive to a pedestrian friendly environment.

**AFTER CONDITIONS:** That project was designed and built to improve traffic flow, reduce the frequency and severity of crashes at the intersections, and to accommodate pedestrian movements within the project area. It had the additional benefit of being a low-cost solution able to be completed in just two weeks. The two-way stop controlled intersection was replaced with a Mini-Roundabout. It is able to reduce speeds through the intersection and minimize the potential for high-speed right-angle crashes.



**Improve safety**

**CRASH RATES**

**DOWN 78%**

**SEVERITY RATE**

**No fatal or injury crashes have been reported since conversion to a Mini-Roundabout**

BEFORE (TWSC)  
Crashes per Year

**3.5**



AFTER (Mini-Roundabout)  
Crashes per Year

**0.7**

# Benefits of Mini-Roundabouts

**IMPROVE VEHICLE SAFETY** with fewer conflict points.

**ENHANCED PEDESTRIAN SAFETY** with slower vehicle speeds at crossings.

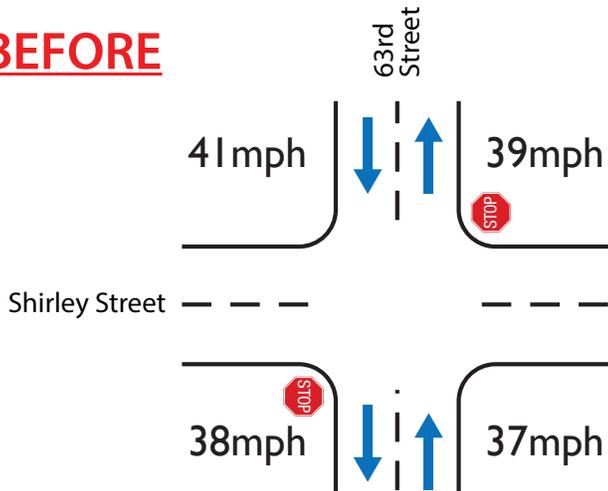
**SPEED REDUCTION** lowers the risk of collision injury or fatality.

**REDUCE CONGESTION** during peak hours and off peak periods.

**OTHER BENEFITS** include reduced pollution and fuel usage, quieter operations, better access management and improved aesthetics.

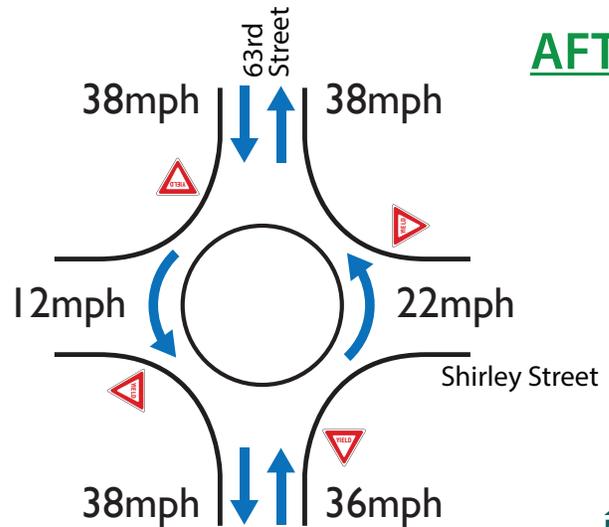
## Speed Study

### BEFORE



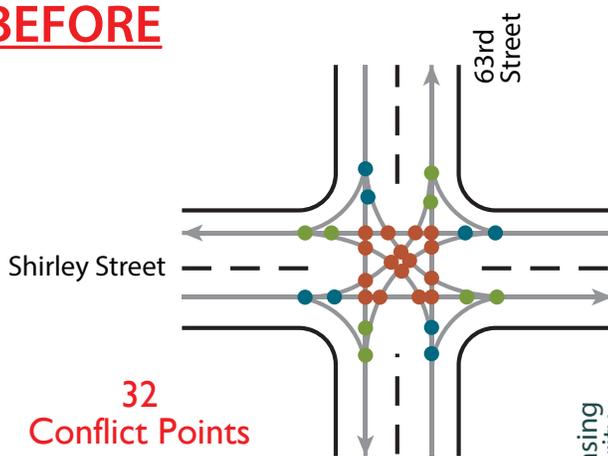
\*Values shown reflect 85th percentile speed

### AFTER



## Conflict Points

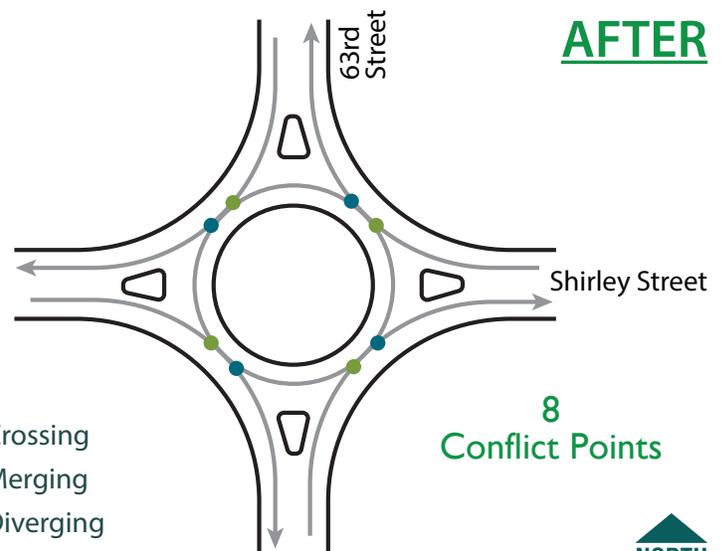
### BEFORE



Increasing Severity ↑

- Crossing
- Merging
- Diverging

### AFTER



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1819 Farnam St.  
Omaha, NE 68183

