



Welcome

Public Information Open House

March 26, 2026 (rescheduled from February 19, 2026)

Military Avenue/Northwest Radial Highway/ Cuming Street Corridor Study

Project No. MAPA-28(156) Control No. 22913, N-64/Link 28-K Corridor Study



Public Commenting Period Closes April 25, 2026

<https://keepomahamoving.com/projects/cuming-st-nw-radial-hwy-military-ave-corridor-study>

How We Got Here – Where We Are Going



STUDY GOALS



Improve safety for all roadway users



Improve walking, biking, rolling, and transit access



Understand community concerns and priorities



Develop alternative improvements that address safety issues



Reduce speeds

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Community Input

? What We Asked






Where do you experience safety and mobility challenges?

✓ What We Learned

Challenging locations include:

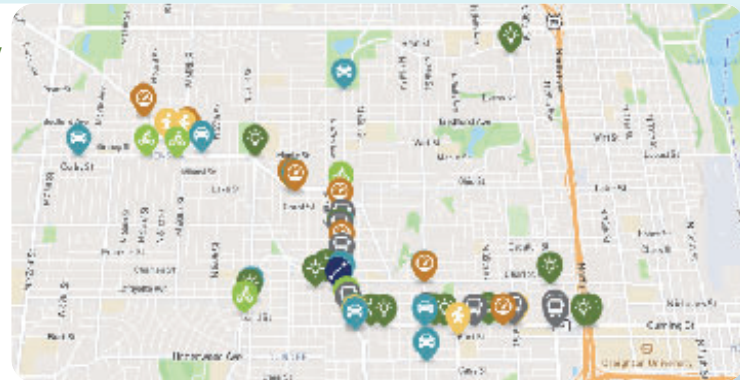
- **Bemis Park & Dundee:** Speed, safety, and crossing concerns
- **Hamilton Street & NW Radial Highway:** Congestion and confusing intersections
- **Cuming Street east of NW Radial Highway:** Lane confusion due to parked cars
- **Saddle Creek Road & Cuming Street:** Safety issues and driver stress
- **50th Street & NW Radial Highway:** Crash history and speeding concerns

Most Commonly Identified Issues

-  Speeding along multiple parts of the corridor
-  Lane confusion, especially on Cuming Street, where parked cars frequently block a travel lane
-  Difficult and uncomfortable pedestrian crossings
-  Transit stops lacking shelter or protection
-  Intersections with frequent congestion or crash concerns

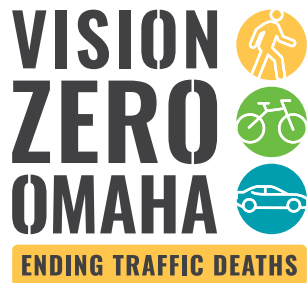
? Map Pins

- 1 Access & Connectivity
- 5 Bicyclists
- 6 Pedestrian
- 9 Speeding
- 10 Transit
- 18 Travel & Safety
- 18 General Ideas



Give your input, Drop map pins online:
<https://tinyurl.com/kom-nwradial>

Commitment to Safety: Vision Zero



Vision Zero is Omaha's commitment to eliminate all fatal and serious injury traffic crashes by 2045. It is a proactive approach that recognizes no loss of life is acceptable and that safe, accessible streets are a basic right for everyone.

Why It Matters

Military Avenue, NW Radial Highway, and Cuming Street are part of Omaha's urban street network where Vision Zero principles can have a meaningful impact for everyone who walks, rolls, bikes, drives, or uses transit by:

• Reducing crash risk • Managing speeds • Improving safety

How Vision Zero Works

Make Streets Safer Through Design

Reduce Speeds and Improve User Awareness

Prioritize Vulnerable Roadway Users

Ensure Accessibility & Comfort for All Modes

Respond to Community Input With Data-Driven Solutions



For More Information Visit:

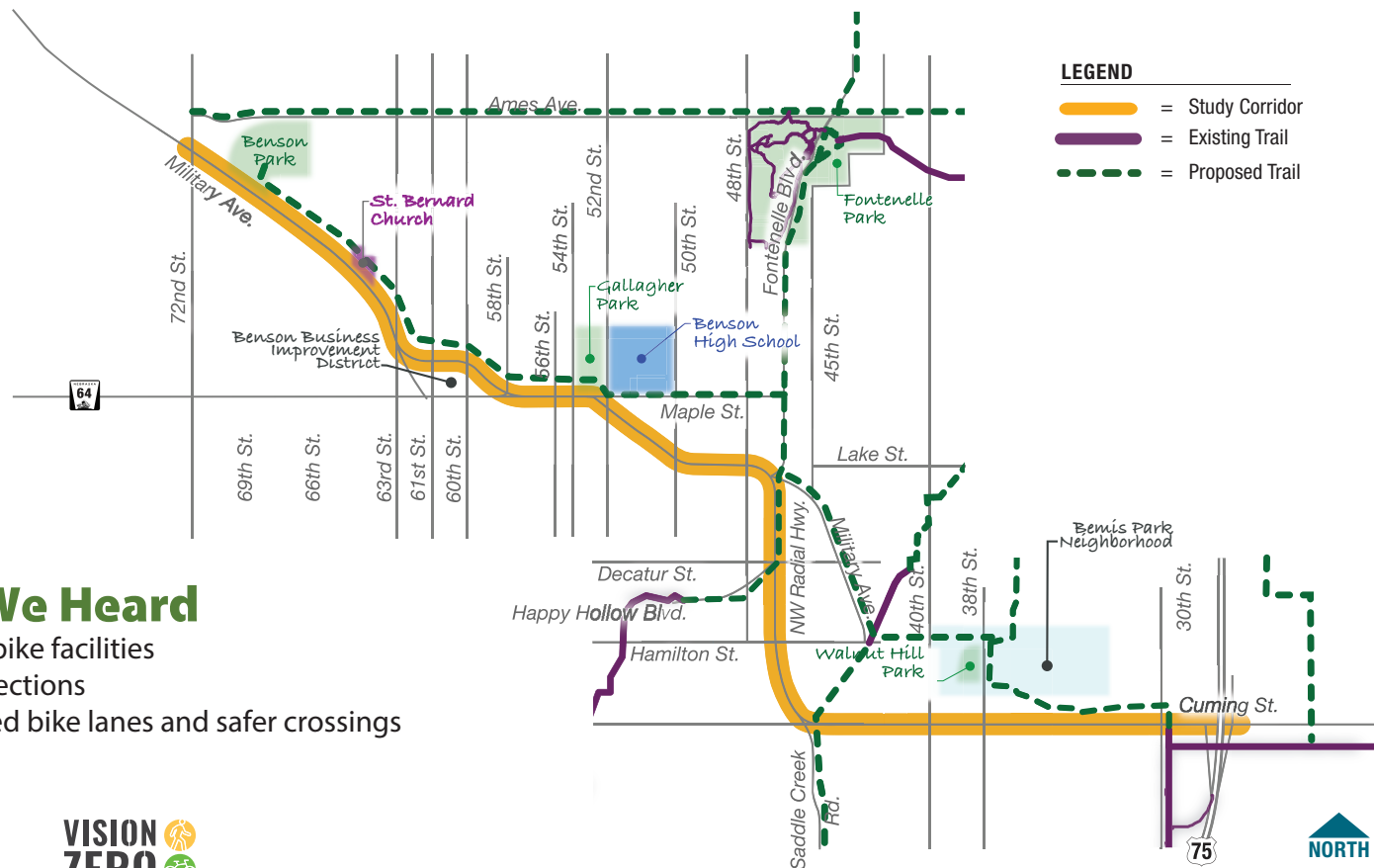
<https://www.omahavisionzero.com/>

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Bike Network

Biking is an important part of how people move through this corridor for commuting, shopping, and recreational activities. Understanding existing gaps and challenges help to identify improvements for safety, comfort, and predictability for all users.



? What We Heard

- Lack of dedicated bike facilities
- Improve trail connections
- Interest in protected bike lanes and safer crossings



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Vision Zero High Injury Network

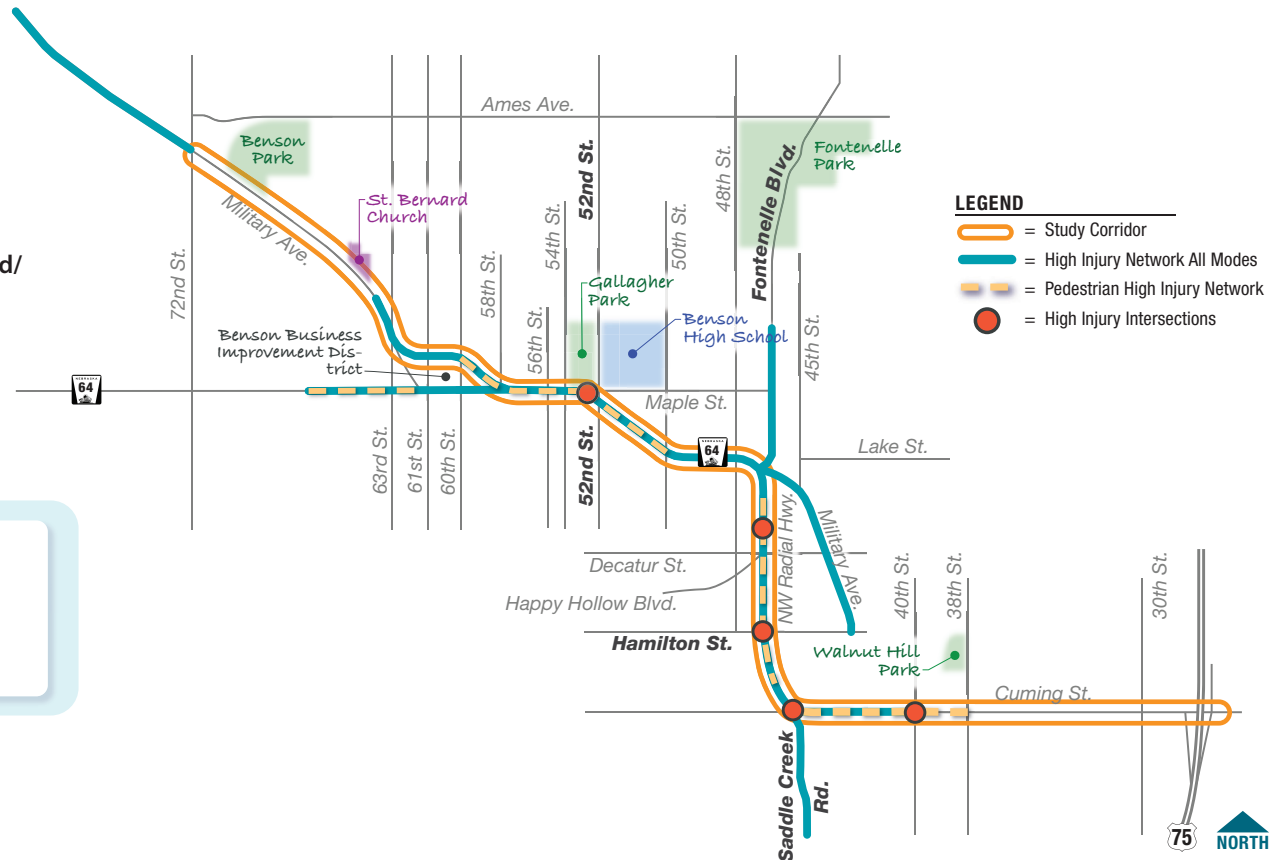
Streets experiencing a higher concentration of severe crashes

How This Corridor Relates to the HIN

There are numerous high-injury intersections and segments within the corridor, including some of the highest rates at:

- NW Radial Hwy and Hamilton St
- NW Radial Hwy and Saddle Creek Road/
Cuming St
- NW Radial Hwy and 52nd St
- NW Radial Hwy and Fontenelle Blvd/
Military Ave

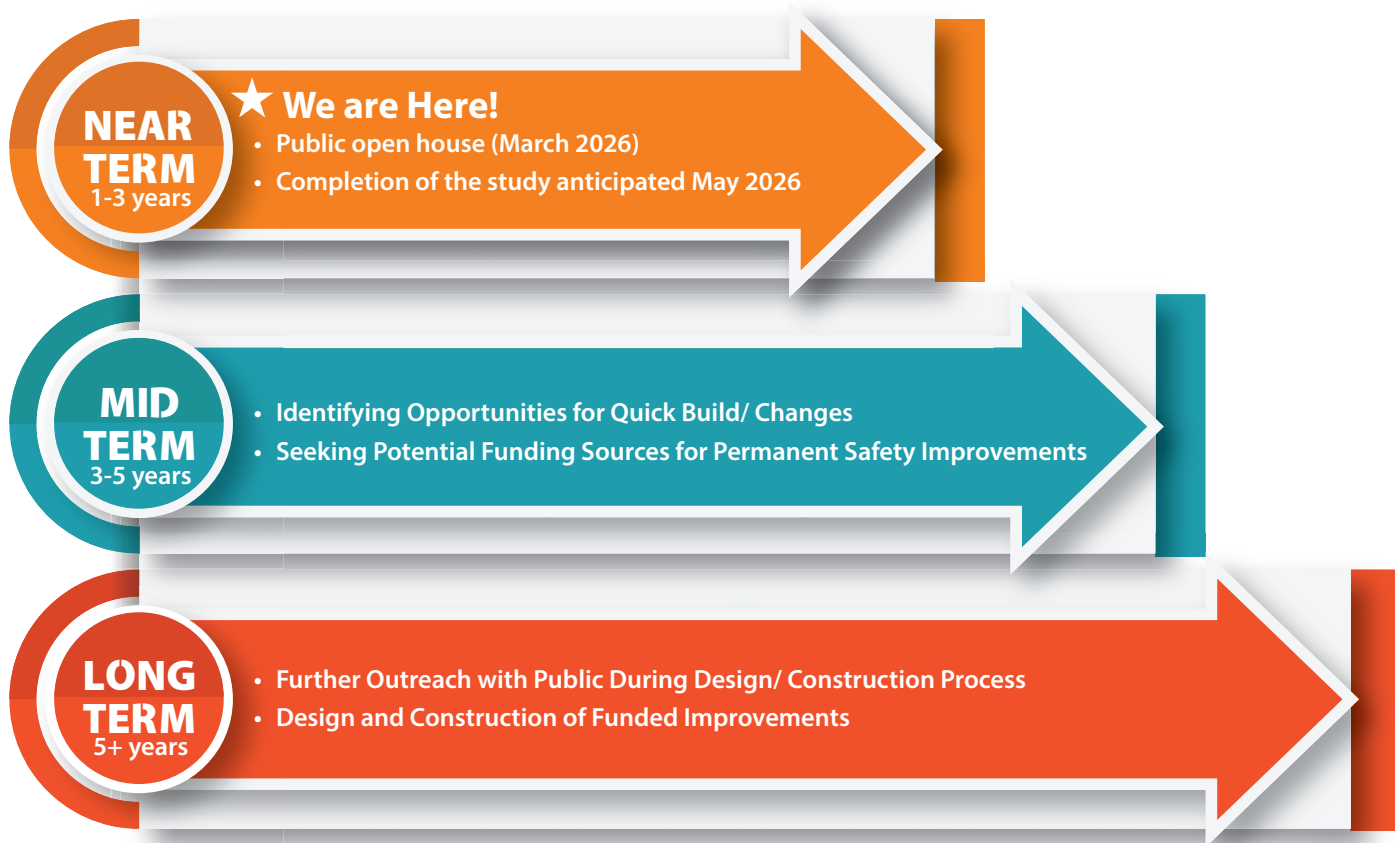
During the study period of 2015 through 2023 there were **2,003 total crashes** including **9 fatal crashes**, and **57 serious injury crashes**.



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Timeline & Next Steps



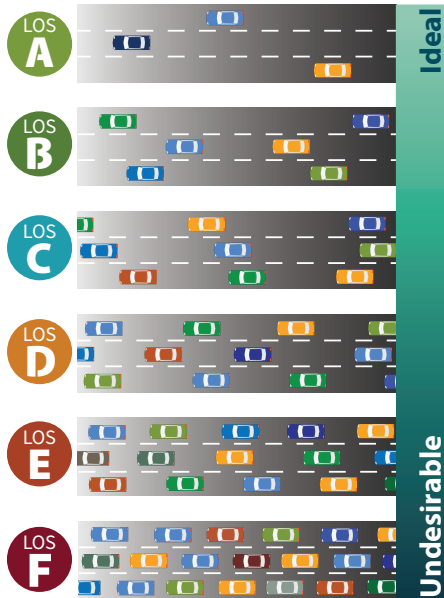
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Traffic Conditions - Existing (2024) Level of Service

Level of Service LOS

As traffic increases, some locations may experience declining Level of Service (LOS) — a measure of how well a roadway operates, from free-flowing conditions to more congestion and delay. These trends highlight the need to address safety, manage speeds, and improve operations as the corridor continues to grow.



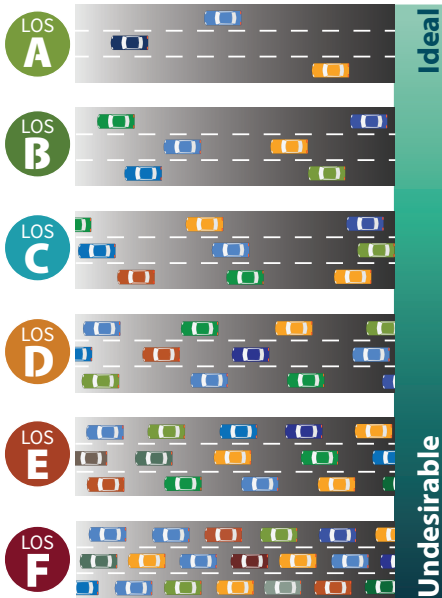
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Traffic Conditions Future (2050) Level of Service with No Build

Level of Service LOS

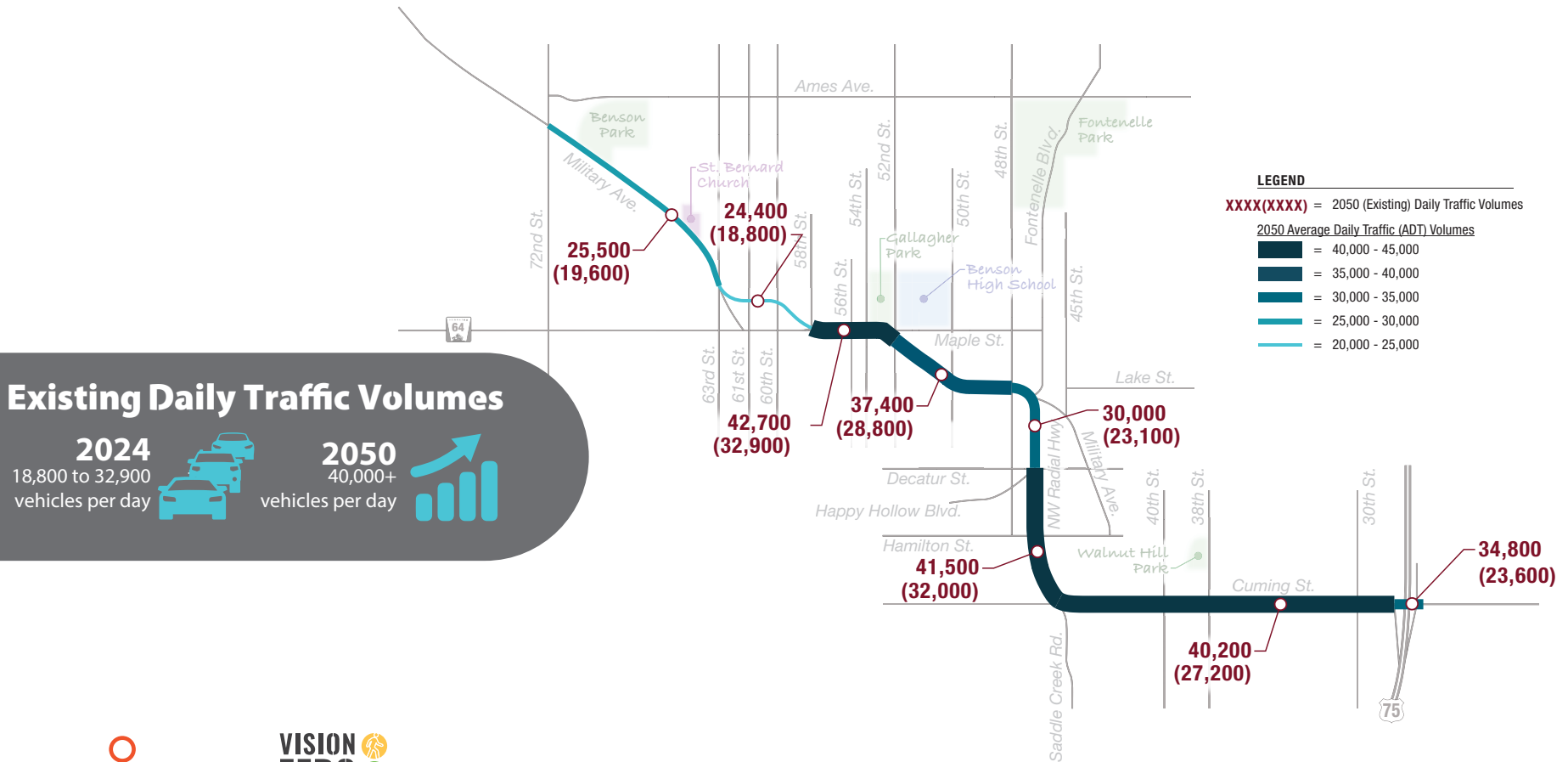
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Traffic Volumes



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If there are segments along the study corridor where a travel lane is removed, how should that space be used?

Place your dot on the option you would prioritize and use sticky notes for comments.



Parking (All Day)

Considerations

- The corridor can have locations with parking and others without and still be an effective use of space
 - Parking can be effective at providing a space/physical barrier between pedestrians and vehicles
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Bike Lanes

Considerations

- On-road versus separated bike lanes
 - Would need to be continuous along an entire segment of the corridor to be effective
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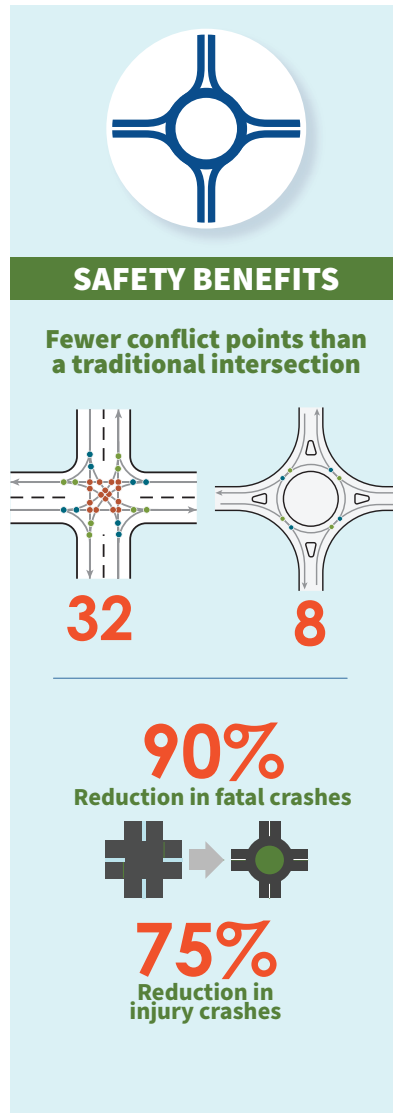
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Benefits of Intersection Improvements

Roundabouts

Benefits

- More efficient traffic flow
- Slower speeds
- Reduced vehicle emissions
- Opportunity for landscaping/aesthetic treatments



Enhanced Crosswalks

Enhanced crosswalks can include:

- Median refuge islands
- Curb Extensions
- Street lighting
- Rectangular Rapid Flashing Beacons (RRFBs)
- High-Intensity Activated Crosswalks beacon (HAWK beacon)

Benefits

- Reduce crossing distances
- Cross one direction of travel at a time
- Improve visibility of the crossing locations and pedestrians for drivers



SAFETY BENEFITS



HAWKS and RRFBs are pedestrian activated resulting in

Over **50%** crash reduction

80% vehicle yielding rates to pedestrians

Benefits of Intersection Improvements

Roundabouts and Pedestrian Safety



Slower Speeds

Vehicles slow down as they enter and exit the roundabout, reducing crash risk and severity.



Shorter Crossings

Pedestrians cross one lane of traffic at a time, with a shorter overall crossing distance than a traditional intersection.



Center Refuge Island

The splitter island provides a safe waiting area, allowing pedestrians to focus on one direction of traffic at a time.



Better Driver Awareness

Crosswalks are placed before exiting vehicles start acceleration, and where entering drivers are already slowing down and looking ahead, improving visibility and yielding behavior.

Flashing Yellow Arrow Traffic Signals

Flashing Yellow Arrow signals are designed to improve intersection operations by making left-turn movements more intuitive and adaptable to real-time traffic conditions. This approach supports safer, more efficient travel while allowing signal timing to respond to varying traffic patterns throughout the day.

Benefits



- **Improve Safety**
- **Reduces Delays**
- **Performs Better in Changing Traffic Conditions**
- **Allows for more flexible signal timing**

Corridor Access Management



Reducing accesses along a corridor minimizes conflict points and enhances safety for corridor users.

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Evaluation Criteria for Alternatives

Category	What we Considered	Poor	Fair	Good
Traffic Operations	How effective the alternative is at reducing traffic delay and accommodating traffic in our future design year (2050).	Significant delay and increased congestion	Moderate delay with occasional congestion	Minimal delay and consistent operations
Safety	Expected improvement in safety with alternatives.	Minimal improvement to safety	Moderate improvement to safety	Significant improvement in safety
Walking & Biking Support	Level of Pedestrian and Bicycle Facility	No or minimal improvement to facilities and/or access	Some improvements to facilities and/or access	Dedicated facilities
Project Costs	Planning-level estimated cost to complete engineering and utility work, buy land, and construct the project.	\$\$\$	\$\$	\$
Land Impacts & Relocations	Properties impacted by roadway improvements.	Relocation or full-take property impacts	Moderate permanent ROW impacts	Minimal permanent ROW impacts