1972

Report - Phase II

Ken White
University of Nebraska at Omaha

Phase II - IMPACT

INTRODUCTION

Where Phase I of the Corridor Selection Study concerned the delineation of neighborhood boundaries and establishment of cohesiveness levels, Phase II emphasizes the impact of the highway on the neighborhoods. The following discussion is based on the assumption that the construction of a highway will have an impact on the surrounding neighborhoods, and that it is possible to measure and predict the nature and direction of the impact.

Impact is generally defined as "the effect or influence of one thing on another." Thus, determining the impact of a highway on neighborhoods involves measuring the changes in neighborhood characteristics that may be associated with, or result from, the construction of a highway. Moreover, implicit in determining impact is the idea that changes will have a positive or negative direction, based on the assumption that changes in the neighborhoods will be either beneficial or detrimental.

Several theoretical and logical difficulties, inherent in the determination process, should be considered before proceeding to a discussion of the methodology for measuring impact, and the subsequent development of measurement techniques. First is the problem of choosing which characteristics to measure. Some, such as the value of the property involved may be obvious and straightforward. Others, such as cohesiveness levels, or attachment to the neighborhood (quality of life) may be less obvious and rather elusive.

Second is deciding whether the change in the characteristic will be positive or negative in direction. For instance, owner occupancy may be considered a desirable characteristic, so that lowering the percentage of owner occupancy would be a negative change. Conversely, raising it would be positive. The number of persons per household is an

indication of crowding. If this number is lowered by the highway, the change would be considered positive, and if raised, negative.

Third is the problem of time. Assuming that changes occur over time, some changes may only become apparent over a period of time, while others are more immediately discernible. For example, a change that may be immediately apparent is that brought about by relocating families, with the attendant disorganization and expense. This initial change, which may be considered negative, may in the long run result in a reduction in population density and crowding, which could be considered a beneficial effect. On the other hand, a reduction in the number of dwelling units, which initially may be considered beneficial, could in the long run, lower the tax base, with a detrimental or negative effect.

Fourth is the problem of assigning weights. It is safe to assume that each characteristic measured will not be of equal importance. For instance, the relative importance of changing the number of children in a neighborhood may not prove significant when compared with the significance of changing the racial or ethnic composition. Therefore each characteristic may have a different effect on the whole.

Taking the above problems into consideration, and given the limitations of research design and data gathering techniques, the following methodology was developed.

METHODOLOGY

The sample survey data gathered in Phase I of the study was re-evaluated for use in Phase II. When neighborhood delineations were reassessed, sub-neighborhoods were found to exist within several of the areas previously designated as neighborhood units. On this basis, the neighborhood boundaries were realigned, resulting in ten neighborhoods which would be affected by the two alternate corridors selected as a result of Phase I (see maps).

The neighborhood characteristics to be measured were chosen from the existing survey data. These characteristics were divided into three categories: demographic, socio-economic and social psychological. These in turn, relate to the theoretical concepts of social networks and organizations, use of area facilities, and emotional attachment to the neighborhood upon which the research was designed. They were stated in the form of social indicators, that is in terms of mean scores, ratios or percentages. In order to give consideration to the negative and positive direction of the impact, directional hypotheses were formed for each indicator. For the purposes of this study only the immediate, initial impact was included in the observations, and each characteristic was considered to have equal importance. The procedure was as follows:

On the basis of the survey data, each neighborhood was given a score for each indicator. The scores were used to show the direction of impact, with low scores considered indicators of positive impact and high scores indicators of negative impact. To indicate the degree of impact, the scores

were then ranked on a scale of 1 to 10, with low rank being assigned to represent low impact and high rank to represent high impact. For example, a low score (positive impact) assigned a high rank would indicate a high positive impact. Conversely, a high score (negative impact) assigned a high rank would show a high negative impact. The ranks were grouped according to the above three categories, summed, and a mean rank calculated for both the negative and positive dimensions of each neighborhood. (See Tables 4-9 and 13-18.)

Next, the ranks for all three categories were summed, and mean ranks calculated, resulting in a single mean rank for the positive and a single mean rank for the negative dimensions of each neighborhood. The neighborhoods were then divided according to their relationship to the two alternate corridors and ranked high, medium, or low in both positive and negative impact. (See Tables 2, 3, 11, 12.)

Finally, a table was constructed for each alternate corridor alignment, showing the positive and negative ranks of each affected neighborhood. (Tables 1 and 10.)

FINDINGS - General

Alternate I neighborhoods ranked consistently lower on both the negative and the positive impact scales than Alternate II neighborhoods. Of all the neighborhoods, IIE and IIW, which are common to both alternates, ranked lowest in negative impact and highest in positive impact.

For Alternate I, neighborhood 7 ranked highest in negative impact, and lowest in positive impact. Neighborhoods 4E and 4W were in the middle range for both negative and positive impact.

For Alternate II neighborhoods, 6W ranked highest in negative and lowest in positive impact, 6E in the high middle range in negative impact, low middle in positive impact. Neighborhood 2 ranked in the low range in negative impact, but high in positive impact. 8W and 8E were in the middle range for both negative and positive impact.

IMPACT INDICATORS

The following is a listing of the selected indicators and measures used to assess the impact of the highway on the neighborhoods. The hypothesis stated is accompanied by the rationale upon which it was based.

Negative Impact Indicators, Hypotheses and Rationales

Demographic

1. Attribute: Minor population.
   Measure: Child/adult population.
   Hypothesis: The higher the child to adult ratio, the higher the negative impact.
   Rationale: The more children present, the greater the possibility of disruption due to moving families.

2. Attribute: Crowding.
   Measure: Mean number of persons per household.
   Hypothesis: The higher the mean number of persons per household, the higher the negative impact.
   Rationale: The greater the population density, the greater the probability of moving more people.

Socio-economic

1. Attribute: Mobility.
   Measure: Mean length of residence.
   Hypothesis: The higher the mean length of residence, the higher the negative impact.
   Rationale: The greater the length of residence in one location, the greater the expected disruption to the individual in relocation and the greater the possibility of reducing neighborhood stability.

2. Attribute: Housing.
   Measure: Percent owner-occupied housing.
   Hypothesis: The higher the percentage of owner-occupancy, the higher the negative impact.
   Rationale: Reduction of owner-occupied housing will reduce neighborhood stability.

3. Attribute: Social cohesion.
   Measure: Mean cohesiveness scores. (Mean scores on neighboring practices scale.)
   Hypothesis: The higher the cohesiveness score, the higher the negative impact.
   Rationale: Reduction in the cohesiveness level of the neighborhood will contribute to neighborhood disorganization and disruption.

Social Psychological

1. Attribute: Neighborhood attachment.
   Measure: Mean of questions in Section 4 of interview schedule.
   Hypothesis: The higher the attachment to the neighborhood, the higher negative impact.
   Rationale: The degree of attachment to the neighborhood implies the degree of negative impact resulting from movement out of the neighborhood or possible changes in the neighborhood.

2. Attribute: Highway attitudes.
   Measure: Percent against highway construction.
   Hypothesis: The higher the percentage against highway construction, the higher the negative impact.
   Rationale: The greater the opposition to highway construction, the greater the probability of problems with neighborhood residents.

Positive Impact Indicators, Hypotheses and Rationales

Demographic

1. Attribute: Minor population.
   Measure: Child/adult ratio.
   Hypothesis: The lower the ratio of children to adults, the higher the positive impact.
   Rationale: The fewer children present, the fewer expected problems with disruption in family relocation.

2. Attribute: Crowding.
   Measure: Mean number of persons per household.
   Hypothesis: The lower the mean number of persons per household, the higher the positive impact.
   Rationale: The lower the population density, the fewer the number of people to be affected by relocation.

Socio-economic

1. Attribute: Mobility/stability.
   Measure: Mean length of residence.
   Hypothesis: The lower the mean length of residence, the higher the positive impact.
   Rationale: A lower mean length of residence may indicate a more mobile population and less resistance to relocation.

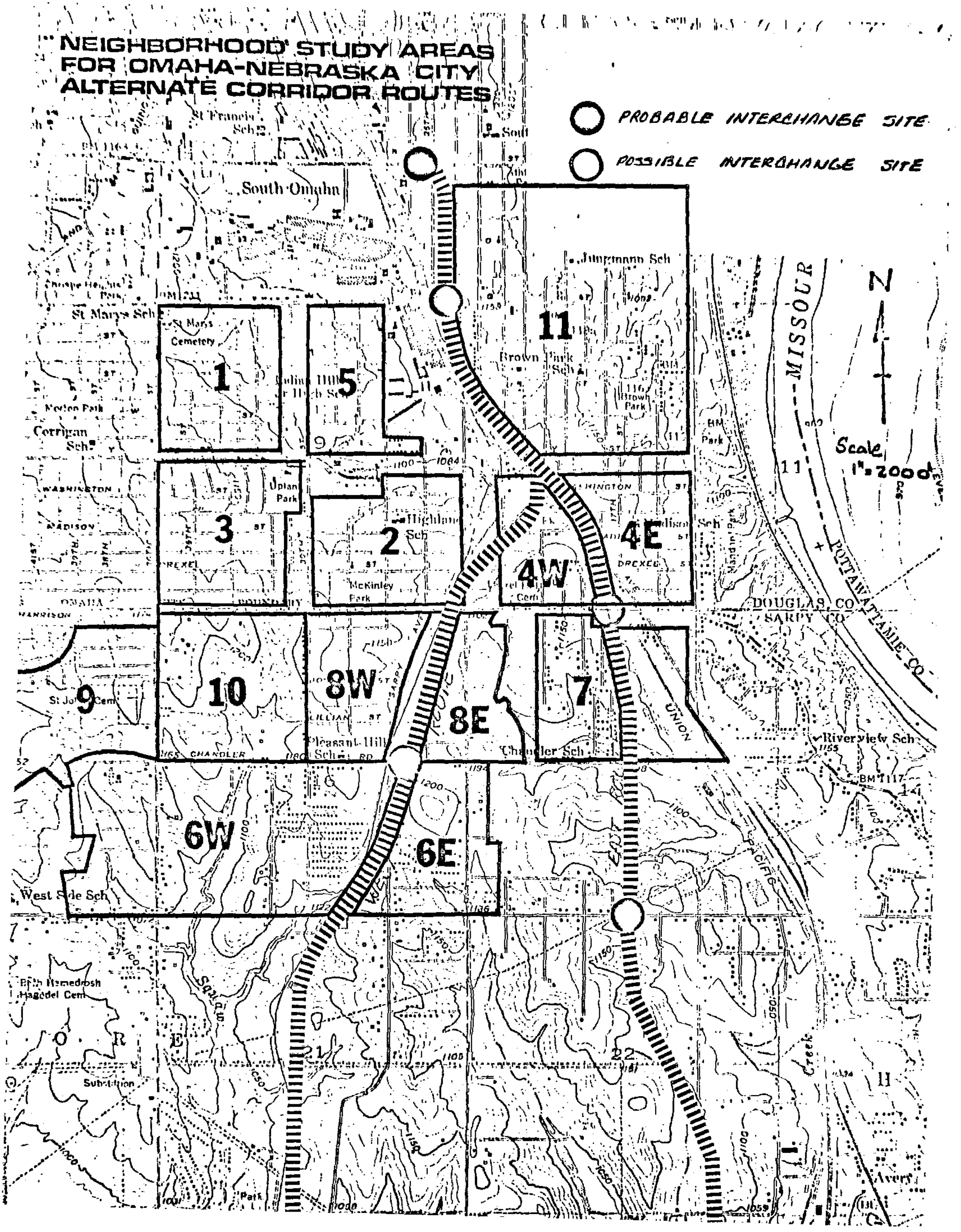
2. Attribute: Housing.
   Measure: Percent owner-occupied housing.
   Hypothesis: The lower the percentage of owner-occupied housing, the higher the positive impact.
   Rationale: Renters are more easily moved than owners.

3. Attribute: Social cohesion.
   Measure: Mean cohesiveness scores.
   Hypothesis: The lower the cohesiveness score, the higher the positive impact.
   Rationale: If the highway is viewed as a threat, it could result in increased neighborhood cohesiveness.

Social Psychological

1. Attribute: Neighborhood attachment.
   Measure: Mean of questions in Section 4 of interview schedule.
   Hypothesis: The lower the attachment to the neighborhood, the higher the positive impact.
   Rationale: If the highway improved the neighborhood, greater attachment to neighborhood could result.

2. Attribute: Highway attitudes.
   Measure: Percent against highway construction.
   Hypothesis: The lower the percentage of people against the highway, the higher the positive impact.
   Rationale: This assumes that the fewer people against construction indicates a greater number in favor, or at least less resistant to construction.



NEIGHBORHOOD STUDY AREAS FOR OMAHA-NEBRASKA CITY ALTERNATE CORRIDOR ROUTES

NEIGHBORHOOD PROFILES AND INTERPRETATION OF FINDINGS

The individual neighborhood profiles which follow provide a more intuitive approach to data analysis than the rankings included in the previous section. Based on a summary of the data which is contained in Tables 36-40, each neighborhood is described in narrative form and the findings are interpreted.

The previous ranking analysis assumed that each attribute was of equal importance. The interpretation of the profiles tries to anticipate which attributes may be of major importance in each case, regardless of rank. Estimation of relative importance can only be tentative, since, in the actual situation, the importance or weight assigned to an attribute can be influenced by any or all of the conditions present.

Neighborhood Eleven East

The sample from this neighborhood is one of the oldest, with a mean age of 51.4 years. The child/adult ratio is one of the lowest (.56), and the mean number of persons per household (3.15) indicates little crowding. While only sixty four percent of the homes are owner-occupied, the mean length of residence (12.3 years) is one of the highest. Forty four percent of the sample identified themselves with white ethnic groups and 11.2 percent with minority groups. Nearly 63 percent of the social activities of respondents take place outside of the neighborhood. The cohesiveness level is in the low range (27.47), and attachment to the neighborhood is low (2.03). However, 53 percent of the sample indicated objection to the highway.

Answers to questions 4.1, 4.3 and 4.4 showed that, although residents were generally satisfied with the neighborhood as a place to live, most of them were not optimistic about its future. Thirty three percent responded that they would prefer to move outside of Omaha given the choice of where to relocate.

Since the highway corridor will be located on the periphery of the neighborhood, it will probably cause relatively little disruption to established neighborhood patterns and may, in fact, help to make the neighborhood a more desirable place to live.

Neighborhood Eleven West

This neighborhood, which is located directly to the west of the proposed corridor is similar to 11E. The sample is slightly older, with a mean age of 55. The child adult/ratio is low (.31) and there is an average of 2.43 persons per household. Fifty seven percent of the homes in the sample are owner-occupied and the mean length of residence is 12.9 years. Thirty percent of the sample is comprised of minority groups, and only fifteen percent identified themselves with white ethnic groups. Some sixty three percent of the social activities occur outside the neighborhood and cohesiveness is low (27.50). Neighborhood attachment is relatively high (2.84), but only 29 percent of the sample expressed objection to the highway.

The higher degree of neighborhood attachment may be attributable to the higher percent of minority group population, in that they do not generally feel as free to move anywhere they choose.

If the number being relocated can be kept small, and the relocation process kept smooth, the negative impact may be minimized and the positive aspects maximized.

Neighborhood Four East

The sample from neighborhood 4E had a mean age of 49.9, a low child/adult ratio (.42) and a low crowding index (2.76 persons per household). The composition is 40% white ethnic and 5% minority groups. Owner-occupancy is 81% and the mean length of residence is relatively high (11.6). Neighborhood attachment is low (2.30) and a high percentage (91.10) of social and economic activities occur outside the neighborhood, but the cohesiveness level is in the middle range. Thirty four percent of the sample is against the highway.

Eighty six percent of the sample see the neighborhood as a desirable place to live now, while only 18% see it as becoming more desirable in the future. Twenty six percent don't plan to stay in the neighborhood. Given choices, 6% would prefer to locate in South Omaha, 24% elsewhere in Omaha and 54.5% outside of Omaha. Fifteen percent would prefer to stay in the neighborhood.

The primary problems here would seem to be the high owner-occupancy rate, and possibly the degree of opposition to the highway. If relocation is satisfactory, and what stability and cohesiveness exists is maintained, disruption could be kept minimal. If the stability pattern is maintained, and the highway brings with it benefits such as better access to necessary services and/or physical improvements, the ultimate impact on Neighborhood 4E could be positive.

Neighborhood Four West

The sample from neighborhood 4W consisted of only eight households. The mean age was 42.6 years, and the child/adult ratio one of the highest (1.13). The mean number of persons per household is also high (4.25). Sixty-two percent of the homes are owner occupied and the mean length of residence is 9.7 years. Thirty-three percent of the people in the sample identified themselves with minority groups and 16% white ethnic. Most of the social and economic activities (91.10%) take place outside the neighborhood, and neighborhood cohesiveness is the lowest of all the neighborhoods (24.75). Neighborhood attachment is also low (2.25). However, only 12% of the residents were against the highway.

Answers to Questions 4.1, 4.3 and 4.4 indicate that this sample finds the neighborhood a satisfactory place to live, and sees no appreciable improvement in the future. Some 38% do not intend to stay in the neighborhood. When asked where they would prefer to move, 38% preferred South Omaha, 39% outside of Omaha, 14% elsewhere in Omaha, and only 7% would choose to remain in the neighborhood.

If many families in this neighborhood had to be relocated, a fair degree of disruption could probably be anticipated, due to the higher number of children and greater number of persons per household. This could also be complicated by the problems inherent in relocating minority groups. On the other hand, there is little opposition to the highway, and neighborhood attachment is low, so that the positive aspects may prevail.

Neighborhood Two

The mean age of the sample from Neighborhood 2 is 42.6. The child/adult ratio is .78, and the mean number of persons per household is 3.45. The owner-occupancy rate is 52% and the mean length of residence is 8.2. The composition of the sample was 29% white ethnic, 22 minority groups and 49% white American. More than 81% of the social and economic activities occurred outside the neighborhood. Neighborhood attachment is in a medium range (2.39), and the cohesiveness level is rather low at 29.87. Forty-five percent of the sample was not in favor of the highway.

A definite majority (61%) considered the neighborhood desirable as a place to live. Fifty-two percent of the respondents viewed the neighborhood as either not changing much or becoming less desirable. Twenty-three percent do not plan to be in the neighborhood in ten years. Given a choice, only 32% would prefer to move outside of Omaha, while a comparatively large percent would prefer to remain in the neighborhood.

Because of the corridor routes, this neighborhood would be unaffected by Alternate I and affected only slightly by Alternate II. Therefore, the probability of an appreciable direct impact is slight.

Neighborhood Seven

The sample from neighborhood 7 consisted of thirteen households west of Highway 73-75. The mean age was 45.7, the child/adult ratio was .68, and the number of persons per household was 3.62. The mean years of residence was high (11.4), and the owner-occupancy rate was also high (85%). Sixty-one percent of the sample identified themselves with white ethnic groups, and the remaining 39% were white Americans. There were no minorities. A high (92.50) percentage of the social and economic activities occur outside the neighborhood. Neighborhood attachment is high (3.40) and cohesiveness (33.42) is also in the high range. Forty-six percent of the respondents are against the highway.

Fully 83% of the neighborhood seven sample view their neighborhood as the "best place they can think of" to live. Seventy-five percent thought that the neighborhood would be more desirable ten years from now. Given several options, twenty percent would prefer to remain in the neighborhood, 30% would locate in South Omaha, 10% elsewhere in Omaha and 40% outside of Omaha.

Already a cohesive, stable neighborhood, problems could be anticipated if the highway were to interfere with the established patterns. However, the fact that the highway would not divide the neighborhood, but follow its boundaries could minimize the possible negative effects.

Neighborhood Eight East

Neighborhood 8E has the youngest population of the nieghborhoods sampled. The mean age is 29.8. It has a high child/adult ratio (1.10) and a persons-per-household score in the high range (4.05).

The owner-occupancy rate is 76% and the mean years of residence is low (3.7). Only 21% of the sample identify with any ethnic group and there are no minority groups in the sample. Eight-five percent of the social and economic activities occur outside the neighborhood. Cohesiveness is relatively high (31.71), but neighborhood attachment is low (2.04). Fifty-two percent of the sample showed opposition to the highway.

Respondents are not optimistic about the future improvement of the neighborhood, although it is considered a desirable place to live. Twenty-six percent do not plan to be there in ten years. Given a choice 54.4% would choose to move outside of Omaha.

The problems which could be anticipated if the highway were located in this area would appear to be those associated with moving young families with a number of children. The degree of resistance to the highway should also be considered.

Neighborhood Eight West

The mean age for the Neighborhood 8W sample is 40.4. The child/adult ratio is .90, and the mean persons per household is 4.07. Neither of these are extremely high by comparison with the other neighborhoods. The owner-occupancy rate is 79% and the mean length of residence is 9.3 years. Neighborhood attachment is 2.89, which is in the high range, and cohesiveness (31.79) is moderately high. Eighty five percent of the social and economic activities are outside the neighborhood. There is no minority group representation in the sample, and 65% of the sample identified with an ethnic group. Fifty-two percent disapproved of the highway construction.

The neighborhood is viewed as a good place to live, but not much improvement is envisioned for the future. Fifteen percent of the respondents would prefer to remain in the neighborhood if given a choice of locations.

This neighborhood would probably not be directly affected by the highway corridor because its eastern boundary is somewhat to the west of the proposed route. However, it appears to be a moderately stable neighborhood of fairly large families with a definite ethnic orientation. This, coupled with strong cohesiveness and neighborhood attachment, could be a source of difficulty for planners.

Neighborhood Six East

The Neighborhood 6E sample had a mean age of 33.8, a child/adult ratio of 1.40 and a mean of 4.80 persons per household. It could be characterized as young, with larger families. The mean length of residence is 2.5 years, and the owner-occupancy is 100%. There is no ethnic identification or minority group representation. Neighborhood a attachment is low (2.15) but cohesiveness is quite high (41.00). Seventy-eight percent of the activities occur outside the neighborhood. Forty percent of the sample is against the highway.

The view of the neighborhood is favorable, but its future is viewed with some ambivalence.

This is a fairly new neighborhood of large, young families. The pattern suggests that relocation would present problems, as would any interference with school attendance and social interaction norms. However, improved access to services and shopping, as well as elimination of neighborhood traffic congestion, would probably be considered beneficial.

Neighborhood Six West

The mean age of the sample from neighborhood 6W is 44.6. There is a child/adult ratio of .91 and a mean of 4.88 persons per household. The homes are 100% owner-occupied, and the mean length of residence is 6.6 years. Seventy-eight percent of the social and economic activities are outside the neighborhood and cohesiveness is high (34.11), but neighborhood attachment (2.36) is in the middle range. There was no minority group element, and only 14% identified with an ethnic group. Fifty-six percent of this sample was against the highway.

All of the sample thought the neighborhood was either a pretty good place to live or the best place to live. There is a mixed view of the future of the neighborhood, with 36% viewing it as becoming more desirable, 14% remaining the same, and 29% less desirable. Twenty one percent don't plan to be there in ten years. If they moved, 92% would prefer to move outside of Omaha.

Neighborhood 6W would probably not suffer great adverse effects from a highway constructed where Alternate II is proposed. The pattern of activities suggests that if a highway were to improve access to other areas of the city, without involving individuals in relocation, the positive impact would be greater than the negative.

TABLE 1

ALTERNATE I

TOTAL IMPACT BY NEIGHBORHOOD

Neighborhood	Negative		Positive	
7	HIGH	6.89		HIGH
	MED.			MED.
	LOW		4.11	LOW
4E	HIGH			HIGH
	MED.	4.39	6.63	MED.
	LOW			LOW
4W	HIGH			HIGH
	MED.	4.78	6.22	MED.
	LOW			LOW
11E	HIGH			HIGH
	MED.	4.33	6.67	MED.
	LOW			LOW
11W	HIGH		7.25	HIGH
	MED.			MED.
	LOW	3.75		LOW
	HIGH			HIGH
	MED.			MED.
	LOW			LOW
	HIGH			HIGH
	MED.			MED.
	LOW			LOW

TABLE 2

ALTERNATE I

COMPOSITE NEGATIVE IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Negative Impact
7	6.89	HIGH
4W	4.78	
4E	4.39	
11E	4.33	
11W	3.75	LOW

Lunbeck/CUA/12/15/71

TABLE 3

ALTERNATE I

COMPOSITE POSITIVE IMPACT BY NEIGHBORHOOD

Neighborhoods	Mean Rank	Positive Impact
11W	7.25	HIGH
11E	6.67	
4E	6.63	MEDIUM
4W	6.22	
7	4.11	LOW

Lunbeck/CUA/12/15/71

TABLE 4

ALTERNATE I

NEGATIVE DEMOGRAPHIC IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Negative Impact
4W	8.50	HIGH
7	4.50	MEDIUM
11E	3.00	LOW
4E	2.00	
11W	1.00	

Lunbeck/CUA/12/15/71

TABLE 5

ALTERNATE I

POSITIVE DEMOGRAPHIC IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Positive Impact
11W	10.00	HIGH
4E	9.00	
11E	8.00	
7	6.50	MEDIUM
4W	2.50	LOW

TABLE 6

ALTERNATE I

NEGATIVE SOCIO-ECONOMIC IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Negative Impact
7	7.67	HIGH
4E	6.67	MEDIUM
11W	5.00	
11E	5.00	
4W	3.33	LOW

Lunbeck/CUA/12/15/71

TABLE 7

ALTERNATE I

POSITIVE SOCIO-ECONOMIC IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Positive Impact
4W	7.67	HIGH
11E	6.00	MEDIUM
11W	6.00	
4E	4.33	LOW
7	3.30	

TABLE 8

ALTERNATE I

POSITIVE SOCIAL PSYCHOLOGICAL IMPACT

BY NEIGHBORHOOD

Neighborhood	Mean Rank	Positive Impact
4W	8.50	HIGH
4E	6.50	MEDIUM
11E	6.00	
11W	5.75	
7	2.50	LOW

TABLE 9

ALTERNATE I

NEGATIVE SOCIAL PSYCHOLOGICAL IMPACT

BY NEIGHBORHOOD

Neighborhood	Mean Rank	Negative Impact
7	8.50	HIGH
11W	5.25	MEDIUM
11E	5.00	
4E	4.50	
4W	2.50	LOW

Lunbeck/CUA/12/15/71

TABLE 10

ALTERNATE II

TOTAL IMPACT BY NEIGHBORHOOD

Neighborhood	Negative		Positive	
6W	HIGH	7.89		HIGH
	MED.			MED.
	LOW		3.11	LOW
6E	HIGH			HIGH
	MED.	6.78	4.22	MED.
	LOW			LOW
8E	HIGH			HIGH
	MED.	6.08	5.56	MED.
	LOW			LOW
8W	HIGH			HIGH
	MED.	5.44	4.92	MED.
	LOW			LOW
2	HIGH		6.33	HIGH
	MED.			MED.
	LOW	4.67		LOW
11E	HIGH		6.67	HIGH
	MED.			MED.
	LOW	4.33		LOW
11W	HIGH		7.25	HIGH
	MED.			MED.
	LOW	3.75		LOW

TABLE II

ALTERNATE II

COMPOSITE NEGATIVE IMPACT

BY NEIGHBORHOOD

Neighborhood	Mean Rank	Negative Impact
6W	7.89	HIGH
6E	6.78	
8W	6.08	MEDIUM
8E	5.44	
2	4.67	
11W	4.33	LOW
11E	3.75	

Lunbeck/CUA/12/15/71

TABLE 12

ALTERNATE II

COMPOSITE POSITIVE IMPACT

BY NEIGHBORHOOD

Neighborhood	Mean Rank	Positive Impact
11W	7.25	
11E	6.67	HIGH
2	6.33	
8E	5.56	
8W	4.92	MEDIUM
6E	4.22	
6W	3.11	LOW

Lunbeck/CUA/12/15/71

TABLE 13

ALTERNATE II

NEGATIVE DEMOGRAPHIC IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Negative Impact
6E	9.50	HIGH
6W	8.50	
8E	7.00	MEDIUM
8W	6.50	
2	4.50	LOW
11E	3.00	
11W	1.00	

TABLE 14

ALTERNATE II

POSITIVE DEMOGRAPHIC IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Positive Impact
11W	10.00	HIGH
11E	8.00	
2	6.50	MEDIUM
8W	4.50	
8E	4.00	
6W	2.50	LOW
6E	1.50	

TABLE 15

ALTERNATE II

NEGATIVE SOCIO-ECONOMIC IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Negative Impact
6W	7.17	HIGH
6E	6.83	
8W	6.00	
11W	5.00	MEDIUM
11E	5.00	
8E	4.33	
2	3.00	LOW

TABLE 16

ALTERNATE II

POSITIVE SOCIO-ECONOMIC IMPACT BY NEIGHBORHOOD

Neighborhood	Mean Rank	Positive Impact
2	8.00	HIGH
8E	6.67	
11E	6.00	
11W	6.00	MEDIUM
8W	5.00	
6E	4.17	
6W	3.83	LOW

TABLE 17

ALTERNATE II

NEGATIVE SOCIAL PSYCHOLOGICAL IMPACT

BY NEIGHBORHOOD

Neighborhood	Mean Rank	Negative Impact
6W	8.00	HIGH
2	6.50	
8W	5.75	
11W	5.25	MEDIUM
11E	5.00	
8E	5.00	
6E	4.00	LOW

TABLE 18

ALTERNATE II

POSITIVE SOCIAL PSYCHOLOGICAL IMPACT

BY NEIGHBORHOOD

Neighborhood	Mean Rank	Positive Impact
2	6.33	
8E	6.00	
11E	6.00	HIGH
11W	5.75	
8W	5.25	
6E	4.22	MEDIUM
6W	3.11	LOW

Lunbeck/CUA/12/15/71

TABLE 19

NEGATIVE RANKS BY NEIGHBORHOOD AND INDICATOR

ICATOR	NEIGHBORHOOD									
ographic	2	4W	4E	6W	6E	7	8W	8E	11W	11E
sons per household	4	8	2	10	9	5	7	6	1	3
ld to adult	5	9	2	7	10	4	6	8	1	3
Mean Rank	4.50	8.50	2.00	8.50	9.50	4.50	6.50	7.00	1.00	3.00
cio-economic										
ner occupancy	1	3	7	9.5	9.5	8	6	5	2	4
ngth of residence	4	6	8	3	1	7	5	2	10	9
hesiveness	4	1	5	9	10	8	7	6	3	2
Mean Rank	3.00	3.33	6.67	7.17	6.83	7.67	6.00	4.33	5.	5.00
ocial Psychological										
eighborhood attachment	7	4	5	6	3	10	9	2	8	1
gainst Highway	6	1	4	10	5	7	2.5	8	2.5	9
Mean Rank	6.50	2.50	4.50	8.00	4.00	8.50	5.75	5.00	5.25	5.00
Sum of Means	14.00	14.33	13.17	23.67	20.33	20.67	18.25	16.33	11.25	13.00
Mean of Means	4.67	4.78	4.39	7.89	6.78	6.89	6.08	5.44	3.75	4.33

Lunbeck/CUA/12/15/71

TABLE 20

POSITIVE RANKS BY NEIGHBORHOOD AND INDICATOR

INDICATOR	NEIGHBORHOOD									
Demographic	2	4W	4E	6W	6E	7	8W	8E	11W	11E
Persons per household	7	3	9	1	2	6	4	5	10	8
Child/Adult Ratio	6	2	9	4	1	7	5	3	10	8
Mean	6.50	2.50	9.00	2.50	1.50	6.50	4.50	4.00	10.0	8.0
Socio-economic										
Owner occupancy	10	8	4	1.5	1.5	3	5	6	9	7
Length of residence	7	5	3	8	10	4	6	9	1	2
Cohesiveness	7	10	6	2	1	3	4	5	8	9
Mean	8.00	7.67	4.33	3.83	4.17	3.33	5.00	6.67	6.00	6.00
Social Psychological										
Neighborhood attachment	4	7	6	5	8	1	2	9	3	10
Favor highway	5	10	7	1	6	4	8.5	3	8.5	2
Mean	4.50	8.50	6.50	3.00	7.00	2.50	5.25	6.00	5.75	6.00
Sum of means	19.00	18.67	19.88	9.33	12.67	12.33	14.75	16.67	21.75	20.0
Mean of means	6.33	6.22	6.63	3.11	4.22	4.11	4.92	5.56	7.25	6.67

Lunbeck/CUA/12/15/71

TABLE 21

SCORE AND NEGATIVE AND POSITIVE RANKS BY NEIGHBORHOOD AND INDICATOR

INDICATOR	NEIGHBORHOODS											
	2			4W			4E			6W		
	Score	RANK Neg.	RANK Pos.	Score	RANK Neg.	RANK Pos.	Score	RANK Neg.	RANK Pos.	Score	RANK Neg.	RANK Pos.
Demographic												
Persons per house	3.45	4	7	4.25	8	3	2.76	2	9	4.88	10	1
Child/Adult	.78	5	6	1.13	9	2	.42	2	9	.91	7	4
Mean Rank		4.50	6.50		8.50	2.50		2.00	9.00		8.50	2.50
Socio-economic												
Owner occupied (%)	52.00	1	10	62.00	3	8	81.00	7	4	100.00	9.5	1.5
Mobility	8.2	4	7	9.7	6	5	11.60	8	3	6.60	3	8
Cohesiveness	29.87	4	7	24.75	1	10	31.52	5	6	34.11	9	2
Mean Rank		3.00	8.00		3.33	7.67		6.67	4.33		7.17	3.83
Social Psychological												
Neighborhood Attachment	2.39	7	4	2.25	4	7	2.30	5	6	2.36	6	5
Against Highway (%)	45.00	6	5	12.00	1	10	34.00	4	7	56.00	10	1
MEAN RANK		6.50	4.50		2.50	8.50		4.50	6.50		8.00	3.00
SUM OF MEANS		14.00	19.00		14.33	18.67		13.17	19.88		23.67	9.33
MEAN OF MEANS		4.67	6.33		4.78	6.22		4.39	6.63		7.89	3.11

Lunbeck/CUA/12/15/71

TABLE 21 (Continued)

SCORE AND NEGATIVE AND POSITIVE RANKS BY NEIGHBORHOOD AND INDICATOR

INDICATOR	NEIGHBORHOODS											
	6E			7			8W			8E		
	Score	RANK Neg.	RANK Pos.	Score	RANK Neg.	RANK Pos.	Score	RANK Neg.	RANK Pos.	Score	RANK Neg.	RANK Pos.
Demographic												
Persons per house	4.80	9	2	3.62	5	6	4.07	7	4	4.05	6	5
Child/Adult	1.40	10	1	.68	4	7	.90	6	5	1.10	8	3
Mean Rank		9.50	1.50		4.50	6.50		6.50	4.50		7.00	4.00
Socio-economic												
Owner occupied (%)	100.00	9.5	1.5	85.00	8	3	79.00	6	5	76.00	5	6
Mobility	2.50	1	10	11.40	7	4	9.3	5	6	3.70	2	9
Cohesiveness	41.00	10	1	32.61	8	3	31.79	7	4	31.71	6	5
Mean Rank		6.83	4.17		7.67	3.30		6.00	5.00		4.33	6.67
Social Psychological												
Neighborhood Attachment	2.15	3	8	3.21	10	1	2.89	9	2	2.04	2	9
Against Highway (%)	40.00	5	6	46.00	7	4	29.00	2.5	8.5	52.00	8	3
MEAN RANK		4.00	7.00		8.50	2.50		5.75	5.25		5.00	6.00
SUM OF MEANS		20.33	12.67		20.67	12.33		18.25	14.75		16.33	16.67
MEAN OF MEANS		6.78	4.22		6.89	4.11		6.08	4.92		5.44	5.56

Lunbeck/CUA12/15/71

TABLE 21 (Continued)

SCORE AND NEGATIVE AND POSITIVE RANKS BY NEIGHBORHOOD AND INDICATOR

INDICATOR	NEIGHBORHOODS					
	11W			11E		
	Score	RANK		Score	RANK	
		Neg.	Pos.		Neg.	Pos.
Demographic						
Persons per house	2.43	1	10	3.15	3	8
Child/Adult	.31	1	10	.56	3	8
Mean Rank		1.00	10.00		3.00	8.00
Socio-economic						
Owner occupied (%)	57.00	2	9	64.00	4	7
Mobility	12.90	10	1	12.30	9	2
Cohesiveness	27.50	3	8	27.47	2	9
Mean Rank		5.00	6.00		5.00	6.00
Social Psychological						
Neighborhood Attachment	2.84	8	3	2.03	1	10
Against Highway (%)	29.00	2.5	8.5	53.00	9	2
MEAN RANK		5.25	5.75		5.00	6.00
SUM OF MEANS		11.25	21.75		13.00	20.00
MEAN OF MEANS		3.75	7.25		4.33	6.67

Lunbeck/CUA/12/15/71

TABLE 22

NEGATIVE IMPACT RANKS BY NEIGHBORHOOD

MEAN COHESIVENESS SCORES

Neighborhood	Score	Rank
4W	24.75	1
4E	31.52	5
6W	34.11	9
6E	41.00	10
8W	31.79	7
8E	31.71	6
11W	27.50	3
11E	27.47	2
2	29.87	4
7	32.61	8

TABLE 23

NEGATIVE IMPACT RANKS BY NEIGHBORHOOD

MEAN NUMBER OF PERSONS PER HOUSEHOLD

Neighborhood	Score	Rank
4W	4.25	8
4E	2.76	2
6W	4.88	10
6E	4.80	9
8W	4.07	7
8E	4.05	6
11W	2.43	1
11E	3.15	3
2	3.45	4
7	3.62	5

Lunbeck/CUA/12/15/71

TABLE 24

POSITIVE IMPACT RANKS BY NEIGHBORHOOD

MEAN YEARS OF RESIDENCE

Neighborhood	Score	Rank
4W	9.7	5
4E	11.6	3
6W	6.6	8
6E	2.5	10
8W	9.3	6
8E	3.7	9
11W	12.9	1
11E	12.3	2
2	8.2	7
7	11.4	4

TABLE 25

NEGATIVE IMPACT RANKS BY NEIGHBORHOOD

PERCENT OWNER OCCUPANCY

Neighborhood	Score (%)	Rank
4W	62	3
4E	81	7
6W	100	9.5
6E	100	9.5
8W	79	6
8E	76	5
11W	57	2
11E	64	4
2	52	1
7	85	8

TABLE 26

NEGATIVE IMPACT RANKS BY NEIGHBORHOOD

NEIGHBORHOOD ATTACHMENT

Neighborhood	Score	Rank
4W	2.25	4
4E	2.30	5
6W	2.36	6
6E	2.15	3
8W	2.89	9
8E	2.04	2
11W	2.84	8
11E	2.03	1
2	2.39	7
7	3.21	10

Lunbeck/CUA/12/15/71

TABLE 27

NEGATIVE IMPACT RANKS BY NEIGHBORHOOD

PERCENT AGAINST HIGHWAY

Neighborhood	Score (%)	Rank
4W	12	1
4E	34	4
6W	56	10
6E	40	5
8W	29	2.5
8E	52	8
11W	29	2.5
11E	53	9
2	45	6
7	46	7

Lunbeck/CUA/12/15/71

TABLE 28

NEGATIVE IMPACT RANKS BY NEIGHBORHOOD

CHILD/ADULT RATIO

Neighborhood	Score	Rank
4W	1.13	9
4E	.42	2
6W	.91	7
6E	1.4	10
8W	.90	6
8E	1.1	8
11W	.31	1
11E	.56	3
2	.78	5
7	.68	4

TABLE 29

POSITIVE IMPACT RANKS BY NEIGHBORHOOD

CHILD/ADULT RATIO

Neighborhood	Score	Rank
4W	1.13	2
4E	.42	9
6W	.91	4
6E	1.4	1
8W	.90	5
8E	1.1	3
11W	.31	10
11E	.56	8
2	.78	6
7	.68	7

TABLE 30

POSITIVE IMPACT RANKS BY NEIGHBORHOOD

MEAN NUMBER OF PERSONS PER HOUSEHOLD

Neighborhood	Score	Rank
4W	4.25	3
4E	2.76	9
6W	4.88	1
6E	4.80	2
8W	4.07	4
8E	4.05	5
11W	2.43	10
11E	3.15	8
2	3.45	7
7	3.62	6

Lunbeck/CUA/12/15/71

TABLE 31

NEGATIVE IMPACT RANKS BY NEIGHBORHOOD

MEAN YEARS OF RESIDENCE

Neighborhood	Score	Rank
4W	9.7	6
4E	11.6	8
6W	6.6	3
6E	2.5	1
8W	9.3	5
8E	3.7	2
11W	12.9	10
11E	12.3	9
2	8.2	4
7	11.4	7

TABLE 32

POSITIVE IMPACT RANKS BY NEIGHBORHOOD

MEAN COHESIVENESS SCORES

Neighborhood	Score	Rank
4W	24.75	10
4E	31.52	6
6W	34.11	2
6E	41.00	1
8W	31.79	4
8E	31.71	5
11W	27.50	8
11E	27.47	9
2	29.87	7
7	32.61	3

TABLE 33

POSITIVE IMPACT RANKS BY NEIGHBORHOOD

NEIGHBORHOOD ATTACHMENT

Neighborhood	Score	Rank
4W	2.25	7
4E	2.30	6
6W	2.36	5
6E	2.15	8
8W	2.89	2
8E	2.04	9
11W	2.84	3
11E	2.03	10
2	2.39	4
7	3.21	1

TABLE 34

POSITIVE IMPACT RANKS BY NEIGHBORHOOD

PERCENT OWNER OCCUPANCY

Neighborhood	Score (%)	Rank
4W	62	8
4E	81	4
6W	100	1.5
6E	100	1.5
8W	79	5
8E	76	6
11W	57	9
11E	64	7
2	52	10
7	85	3

TABLE 35

POSITIVE IMPACT RANKS BY NEIGHBORHOOD

PERCENT AGAINST HIGHWAY

Neighborhood	Score (%)	Rank
4W	12	10
4E	34	7
6W	56	1
6E	40	6
8W	29	8.5
8E	52	3
11W	29	8.5
11E	53	2
2	45	5
7	46	4

Lunbeck/CUA/12/15/71

TABLE 36

NEIGHBORHOOD PROFILES

Neighborhood	N[1]	Cohesiveness Scores	Mobility (mean years)	% Home Owned	Child/Adult Ratio	% Activities Outside Neighborhood	Neighborhood Attachment	% Against Highway	Persons per Household	Mean Age (yrs)	Age Range (yrs)	% White Ethnic[2]	% Minority Group[3]
4W	(8)	24.75	9.7	62.00	1.13	91.10	2.25	12.00	4.25	42.6	61.00	16.6	33.00
11E	(94)	27.47	12.3	64.00	.56	63.7	2.03	53.00	3.15	51.4	51.40	44.0	11.20
11W	(14)	27.50	12.9	57.00	.31	63.7	2.84	29.00	2.43	55.0	55.40	15.0	30.0
2	(31)	29.87	8.2	52.00	.78	81.7	2.39	45.00	3.45	42.6	51.00	29.0	22.0
4E	(21)	31.52	11.6	81.00	.42	91.10	2.30	34.00	2.76	49.9	53.00	40.0	5.0
8E	(21)	31.71	3.7	76.00	1.10	85.40	2.04	52.00	4.05	29.8	32.00	21.0	--
8W	(14)	31.79	9.3	79.00	.90	85.40	2.89	29.00	4.07	40.4	44.00	65.0	--
7	(13)	33.42	11.4	85.00	.68	92.50	3.40	46.00	3.62	45.7	52.00	61.0	--
6W	(9)	34.11	6.6	100.00	.91	78.40	2.36	56.00	4.88	44.6	50.00	14.0	--
6E	(5)	41.00	2.5	100.00	1.40	78.40	2.15	40.00	4.80	33.8	16.00	--	--

1 N = Number of Respondents.

2 White ethnic refers to national origin or stock.

3 Minority group is defined as Black, Spanish American, Mexican American, American Indian, Oriental--those groups highly visible because of skin color.

TABLE 37

PERCENT OF ACTIVITIES OCCURRING OUTSIDE NEIGHBORHOODS

Neighbor-hoods	N[1]	Employ-ment	Shopping except grocery	Enter-tain-ment	Grocery Shopping	School	Church	Friends	Relatives	Informal Clubs
2	31	98	100	100	97	88.5	85	26	47	12.5
4	29	100	100	100	79	94	87	50	88	90
6	15	100	100	100	100	12.5	46	8	38	100
7	13	100	100	100	100	100	100	27	45	100
8	35	100	98.5	98	100	75	92	40	61	44
11	108	98	67.5	78.5	58	41	36	26	63	26

1 N = Number of Respondents.

Lunbeck/CUA/1/20/72

TABLE 38

NEIGHBORHOOD ATTACHMENT

Question 4.1 How do you feel about your neighborhood as a place to live?

Neighborhood	2		4		6		7		8		11	
Mean Score	2.55		3.03		3.71		3.75		3.06		3.02	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
(4) Best place I can think of	4	13	11	38	10	71	10	83	8	24	39	36
(3) A pretty good	15	48	9	31	4	29	1	8	21	62	40	37
(2) All right	6	19	8	28	--	--	1	8	4	12	23	21
(1) Don't care	6	19	1	3	--	--	--	--	1	3	4	6
(0) No answer	--	--	--	--	--	--	--	--	--	--	2	2
Total	31	99	29	100	14	100	12	99	34	101	108	102

TABLE 39

NEIGHBORHOOD ATTACHMENT

Question 4.3 How do you picture your neighborhood ten years from now?

Neighborhood	2		4		6		7		8		11	
Mean Score	2.55		2.00		2.64		3.58		2.41		2.24	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
(4) More desirable	7	23	3	10	5	36	9	75	6	18	10	9
(3) About the same	12	39	9	31	2	14	2	17	13	38	45	42
(2) Less desirable	4	13	4	14	4	29	0	0	5	15	27	25
(1) Don't plan to be here	7	23	11	38	3	21	1	8	9	26	16	15
(0) No opinion	1	3	2	7	0	0	0	0	1	3	10	9

Lunbeck/CUA/1/20/72

TABLE 40

NEIGHBORHOOD ATTACHMENT

Question 4.4 If you were to move from this address would you prefer to move to:

Neighborhoods	N[1]	In neighborhood		South Omaha		Omaha		Outside Omaha	
		No.	%	No.	%	No.	%	No.	%
2	31	6	19	11	35	4	13	10	32
4	28	2	7	11	38	4	14	11	39
6	12	0	0	1	8	0	0	11	92
7	10	2	20	3	30	1	10	4	40
8	33	5	15	2	6	8	24	18	54.5
11	99	19	19	31	31	16	16	33	33.3
Totals	213	34	16	59	27.7	33	15	87	40.8

1 N = Number of Respondents.

Lunbeck/CUA/1/20/72