

| Comment   | Response   |
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| <p><b>My car has been hit 4 times in 11 years while parked on 24th Street. I can't wait for this project to begin.</b></p>  | <p>Thank you. Parking is intended to be safer with the proposed street reconfiguration. The bike lanes provide a buffer between the traffic lanes and on-street parking.</p>   |
| <p><b>Thank you for this forum. The graphics were excellent and the meeting was well-staffed.</b></p>   | <p>Thank you for your input.</p>   |
| <p><b>I would prefer protected bike lanes instead of one lane in each direction. Parking protected bike lanes would work great.</b></p>   | <p>Protected bike lanes were considered as part of this project. However, they need additional curbs, which would require additional right-of-way (ROW), additional stormwater inlets, and create concerns for maintenance. Protected bike lanes between parallel parked cars and the curb is not a practice intended to be used by the City because of concerns with maintenance, obstructions in the bike lane, intersection crossing issues, and the need for additional ROW.</p> |
| <p><b>I'm happy to hear the project team is working with Omaha South High Magnet School.</b></p>  | <p>The Omaha South High Magnet School is an important stakeholder and the project team will continue to work closely with the school.</p>  |
| <p><b>I oppose this project. The road is used wisely as it's currently laid out as a four-lane roadway. No need to spend money re-striping a road that South Omaha residents are happy with. It's a waste of taxpayer money.</b></p>  | <p>Thank you for your input. The purpose of the 24th Street Complete Streets Safety Project is to enhance safety and improve multimodal connectivity. The project is needed due to high rates of vehicular crashes and the high number of pedestrians along the corridor.</p>  |
| <p><b>I am grateful bicycle facilities are included, and for exceptional collaboration among multiple government entities.</b></p>  | <p>Thank you for your input.</p>   |
| <p><b>I support the lane reconfiguration, but am concerned about non-protected bike lanes. Concerned that the absence of bike lane buffers at intersections, with vehicle and bike collision dangers occurring when a vehicle is making a right turn across a bike lane without a clearly defined 'shared space'. A 'shared space' could be made more visible with different colored paving material.</b></p> | <p>Protected bike lanes were considered as part of this project. However, they need additional curbs, which would require additional ROW, additional stormwater inlets, and create concerns for maintenance. For consistent application and to minimize safety risks and unsustainable maintenance, painted or colored pavement is not the City's practice. The bike lanes will be striped.</p>  |

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| <p><b>12' lanes exists on the corridor beyond the truck route designation. Narrowing lanes to the state minimum of 11' would create more buffer space in the bottle neck sections on the corridor where not designated as a truck route.</b></p>   | <p>For corridor uniformity, and to provide more buffer, lanes would remain 12-feet, even outside of the posted truck route, which runs L Street to Martha Street. The center turn lane would remain 11-feet to provide enough space for the addition of bike lanes.</p>  |
| <p><b>Flexible delineators are very effective to provide a perception of safety for the person riding a bike without the significant cost of creating curbs and blocking access to local business.</b></p>   | <p>Flexible delineators are not in the City's common practice and are not a sustainable practice due to the required maintenance to constantly replace them. They would also impede the ability for cars to parallel park along the curb.</p>  |
| <p><b>What typology was selected for the street and how it was evaluated based on the Complete Street draft guidelines?</b></p>  | <p>The Complete Street draft guidelines are not complete and typology was not formally identified. Review of the summary typologies, transit routes, truck routes, traffic and crash data, and adjacent land use indicate 24<sup>th</sup> Street from L Street to Leavenworth Street would have multiple typologies. Federal functional classification of 24<sup>th</sup> Street is a minor arterial.</p>          |
| <p><b>Overall, happy with the opportunity to create a safer street experience and believes it will work well with long-term transit planning for the Heartland 2050 Visioning. With minor adjustments to address safety concerns for people riding bicycles, this project will represent a brilliant start to our complete streets process today and in years to come.</b></p> | <p>Thank you for your input.</p>   |
| <p><b>I'm concerned this project would lessen business at my location. Customers and employees would have a harder time getting to my business.</b></p>  | <p>The addition of the center turn lane is intended to improve traffic, mobility and safety for this corridor. This project would reduce the frequency and severity of crashes while improving multimodal connectivity for this area. The remaining available pavement presents an opportunity to add bike lanes and intersection nodes, which are intended to safely enhance cyclist and pedestrian mobility.</p> |
| <p><b>This is an experiment of the "Complete Streets" design approach.</b></p>   | <p>This is not an "experiment" of the design approach. The 'Complete Streets' approach has been proven as an effective design in many examples throughout the country. Rather, this project would serve as a successful example of a four-lane roadway converted to a three-lane, with center turn lane and bicycle lanes in each direction.</p>   |

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| <p><b>Explain how this is a “Safety Project”.</b></p>  | <p>Crash statistics and a heavy-use of pedestrian facilities in the area are a driving factor for the project. The proposed roadway configuration would improve sight-distance, slow down traffic and provide safer bicycle and pedestrian facilities. The Federal Highway Administration has reviewed the potential safety benefits, and would be funding 90% of the project for the benefit of increased safety on the corridor.</p>  |
| <p><b>Would there be complete closures of 24<sup>th</sup> Street during construction?</b></p>  | <p>Construction details would be finalized later, but a complete closure of the corridor is not expected.</p>   |
| <p><b>Traffic turning at 24<sup>th</sup> Street and F Street backs up 3 blocks to turn. Would this project create more congestion?</b></p> | <p>At this intersection, signals would be improved and left-turn lanes would be longer, providing more storage. Traffic studies show the intersection would operate at efficient capacity in the future. This is intended to create less congestion for traffic not being slowed by turning vehicles.</p>   |
| <p><b>The project will put small children in danger because of increased congestion and more impatient drivers.</b></p>                    | <p>The addition of a bike lane and parking in some locations would move traffic approximately six- to fourteen-feet further from the sidewalk. Intended results are safety benefits for pedestrians, including children on the sidewalks. The new lane configuration is intended to slow down corridor traffic while promoting mobility through signal synchronization and balanced design. Drivers are less likely to become impatient and look for mobility alternatives, such as cutting through a parking lot, when the corridor is functioning well. Increased enforcement can be employed if cut through movements are observed after construction.</p> |
| <p><b>This will impact my parking lot because vehicles may use it as a detour around 24<sup>th</sup> Street.</b></p>                       | <p>If you observe vehicles utilizing your parking lot as a detour, please contact the Omaha Police Department at (402) 444-5600.</p>  |
| <p><b>Jaywalking may increase on 24<sup>th</sup> Street.</b></p>   | <p>Intersection nodes (or curb bump-outs) and improved pedestrian facilities would encourage pedestrians to use designated routes when crossing the street. Crosswalks would be shorter at some intersections. Crossing the street using the curb bump-outs and the new roadway configuration mean pedestrians would cross 3-lanes, rather than the current 4-lanes of traffic.</p>   |
| <p><b>I did not receive an invite to this meeting.</b></p>   | <p>Email address has been added to the distribution list.</p>   |

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| <p><b>Consider a turning signal at 24<sup>th</sup> Street &amp; Deer Park Blvd.</b></p>   | <p>A signal is not warranted at this location. The addition of a turn-lane at Vinton Street would improve the 24<sup>th</sup> Street and Deer Park Blvd intersection. Also, the addition of a center left-turn lane will eliminate the current prohibition of left-turns north and south at 24<sup>th</sup> and Vinton during 7-9 am and 4-6 pm weekday time periods, improving the flow of traffic and access. The addition of a center left-turn lane is intended to improve traffic operations overall in the area between Vinton Street, Deer Park Blvd and the I-80 ramps on 24<sup>th</sup> Street.</p>  |
| <p><b>Can recent traffic study data be made available to the public via the website?</b></p>  | <p>The traffic study will be posted on <a href="http://www.KeepOmahaMoving.com">www.KeepOmahaMoving.com</a></p>  |
| <p><b>I agree with the concept and believe it will actually benefit businesses with slower traffic and bike lanes.</b></p>  | <p>Thank you for the input.</p>  |
| <p><b>Will bike lane sharrows be repainted or maintained regularly?</b></p>   | <p>Sharrows (pavement markings in the vehicular travel lanes that indicate that cars and bikes should share the same lane) are not intended to be installed in this corridor. However, other bike lane designators (pavement markings in the bike lanes) and appropriate bike signage would be installed. It is City policy to restripe bike lanes and bike symbol markings once per year.</p>   |
| <p><b>Traffic on 24<sup>th</sup> Street is congested, particularly on the weekends when one lane is shut down.</b></p> <p><b>I suggest that the City temporarily closes one lane in each direction to observe congestion.</b></p> | <p>One lane in each direction with a center turn lane is intended to function much more efficiently than a two-lane roadway with no turn lane. With the center turn-lane, vehicles turning left would be removed from the through-lanes. This is intended to create less congestion for traffic not being slowed by turning vehicles.</p> <p>The City does not intend to temporarily close one lane along this corridor to test the effectiveness of the four-lane to three-lane conversion. Such an exercise would be very difficult to implement temporarily, and would not effectively illustrate the problems observed already. A traffic study has shown that the signalized intersections through the corridor will operate with acceptable levels of service (LOS) after the lane reconfiguration.</p> <p>An NDOT safety analysis showed that the reduction in accidents as a result of this project will result in a benefit to cost ratio of 3.55. According to FHWA, studies have indicated anywhere from a 19 to 47 percent reduction for overall crashes with a four to three lane reconfiguration project. More information on roadway reconfigurations can be found at this website: <a href="https://www.fhwa.dot.gov/innovation/everydaycounts/edc-3/roaddiets.cfm">https://www.fhwa.dot.gov/innovation/everydaycounts/edc-3/roaddiets.cfm</a></p> |

**I don't believe the City asked for public input on the project.**

The Public's input is important to this project. A Health Assessment was completed in 2012, including surveys of community members and South Omaha business owners and additional community engagement. Stakeholders were invited to meetings July 2017, and a public meeting was held in September 2017. Information on the project, as well as opportunities to comment were available on the City of Omaha Public Works page and [www.keepomahamoving.com](http://www.keepomahamoving.com)