



DATE: November 30, 2017

SUBJECT: 72nd St & Maple St | Public and Stakeholder Comments

Project Name: 72nd & Maple St Intersection Improvements, Omaha

Project Number: HSIP-64-7(127)

Control Number: 22702

Question/Concern	Response
General Project	
What is the purpose of this project?	The purpose of this project is to improve safety, increase capacity, and decrease congestion at the intersection of 72nd Street and Maple Street.
What studies have been done in anticipation of and to justify this project?	In 2015, the Nebraska Department of Roads (NDOR) Safety Committee identified the 72nd Street and Maple Street intersection as a high crash location based on the crash rate (number of crashes per entering vehicle volume). Review of the crashes identified a pattern of eastbound left-turn vehicles with westbound through vehicles. At the time, NDOR and the City of Omaha considered alternatives to address the crash pattern and determined dual left turn lanes on Maple Street would be the most effective solution to improve safety while maintaining efficient traffic operations.
Why did the study stop at 68th Street and not continue west on Maple to 63rd Street?	The 72nd Street and Maple Street intersection was identified as a high crash location by the NDOR Safety Committee in 2015. Other adjacent intersections were not included on the high crash location list and were not included in the safety study. The project only extends beyond the intersection far enough to widen Maple Street to provide for the dual left turn lanes.
Are more traffic lights proposed on Maple Street?	No additional traffic signals are planned on Maple Street as part of this project. The signal at the intersection of 72nd and Maple Street would be updated to new traffic signal standards.
Is reinstating the light at 66th & Maple Street being considered?	The intersection of 66th Street and Maple Street is located outside of the project area. No additional traffic signals on Maple Street are included as part of this project. Based on recent signal warrant studies completed by the City of Omaha separate from this project, a traffic signal at the 66th Street intersection is not warranted at this time. A signal at this intersection would only be considered when traffic signal warrants are met.
Is a traffic signal at 69th & Maple Street being considered?	The intersection of 69th Street and Maple Street is located outside of the project area. Traffic volumes at 69th Street and Maple Street intersection do not meet the warrants to install a traffic signal. No additional traffic signals on Maple Street are included as part of this project.

Can a right-turn lane be added on Maple Street for northbound 72nd Street?	The volume of vehicles making the westbound right turn movement at the intersection does not meet the threshold for a separate right turn lane. The dual left turn lanes proposed on Maple Street at 72nd Street would increase the capacity of the intersection and are expected to facilitate more efficient operation of the overall intersection.
Can 72nd Street be widened north and south of Maple Street to accommodate two left-turn lanes in both directions?	The traffic volumes for these movements do not meet thresholds for adding dual left-turn-lanes on 72nd Street. The northbound and southbound left turn lanes on 72nd Street are proposed to be lengthened to provide more storage for turning vehicles and would ease congestion in the through lanes.
Would turn lane bays on 72nd Street be extended for cars turning onto Maple Street?	The northbound and southbound left turn lanes are both currently proposed to be lengthened with this project. The additional length is expected to accommodate future traffic volumes.
Would the traffic light synchronization change at the 72nd & Maple Street intersection?	The traffic signal at the 72nd Street and Maple Street intersection would be rebuilt as part of this project. The traffic signal would be updated to new traffic signal standards to accommodate the new traffic patterns and new intersection configuration.
Speed is a concern, specifically on Maple Street between 63rd and 72nd Streets. How would this project decrease speeding through the area?	The purpose of this project is to improve safety, increase capacity, and decrease congestion at the intersection of 72nd Street and Maple Street. The proposed lane reconfiguration on Maple Street between 70th Street and 68th Street is anticipated to decrease speeds due to reducing the number of lanes from 4 to 3. The current posted speed limit of 35 mph would remain on Maple Street east of 72nd Street.
Could a speed bump be added on Maple Street, west of 68th Street?	Speed bumps are not considered or allowed by the City of Omaha on arterial streets such as 72nd Street or Maple Street.
Would this project affect snow removal in the area?	No, this project would not address snow or ice clearing issues. City streets are cleared of snow and ice under the street maintenance program; if icy conditions exist, a sand barrel for this area can be requested from the City of Omaha Street Maintenance Division at (402) 444-4919.
I am in support of this project.	Thank you for your comment.

Median Closures	
Would adding medians on Maple Street hurt business by limiting their access?	No businesses would be landlocked, and at least one access would remain open to each business, even during construction.
Have the impacts of median closures and the consequent increased traffic routing through residential neighborhoods been considered when closing medians on Maple Street?	Changes in traffic patterns have been evaluated and the impacts to residential streets have been considered. Drivers would be allowed to make U-turns on Maple Street, which would reduce the amount of cut-through traffic on residential streets. Considering the number of displaced vehicles and alternate routes for access, the overall impact to adjacent residential streets is anticipated to be minor.
With the removal of access from southbound 72nd street to eastbound Corby Street, I would have to navigate other streets with steep hills that are impassable in deep snow. Has this been considered?	<p>With the closure of the median at Corby Street, access directly from southbound 72nd Street to the neighborhood southeast of 72nd and Maple Street would still be available at Lake Street. Alternative access from southbound 72nd Street to the neighborhood is also available from Maple Street at 71st Street, 70th Avenue, and 70th Street. Access modifications at Corby, as well as other areas of this project, are aimed to increase the safety and mobility of the traveling public. By controlling access, the proposed modifications are intended to provide a safer overall corridor for drivers.</p> <p>Streets are cleared of snow under the street maintenance program; if icy or snowy conditions exist, a sand barrel for this area can be requested when needed from the City of Omaha Street Maintenance Division at (402) 444-4919.</p>
Median closures in front of Friendship Program may slow emergency access. Turning on a side street and rerouting to the building could mean the difference between life and death.	<p>After further review, the median opening east of 75th Street would be designed with a 3/4 median opening instead of a full closure. Traffic exiting the businesses would only be able to make right turns onto Maple Street. However, left turns would be permitted for eastbound vehicles entering the businesses on the north side of Maple Street.</p> <p>The westbound left turn movement into the Friendship Program would be eliminated with the project, with the exception of emergency vehicles. The median would be configured to allow access into the Friendship Program in the event of an emergency. All other</p>

	<p>westbound traffic would have to use 75th Street for access to the south.</p>
<p>Have impacts to the Friendship Program been considered? These may include slower emergency response due to limited direct access, difficulties for outside transportation agencies, limiting visibility and increase traffic to side streets and neighborhood residents.</p>	<p>As described above, the median would be configured to only allow left turns into the Friendship Program for emergency vehicles. Drivers would need to use the access from 75th Street in order to access the Friendship Program from the east. Right-in and right-out turns would still be allowed from the current driveway onto eastbound Maple Street at the Friendship Program.</p> <p>Driveway access modifications in front of Friendship Program, as well as other areas of this project, are planned to balance the needs of the property/businesses and safety/mobility of the traveling public. By controlling access, the proposed modifications are intended to provide a safer corridor for drivers. Visibility would not be affected as part of these modifications. Additionally, recent traffic counts at the existing median opening show that the volume of diverted traffic would not negatively impact traffic on side streets.</p>
<p>Eastbound public school busses use the median opening between 75th and 73rd Streets to access the north parking lot to turn around and travel west. Can closing this median be reconsidered?</p>	<p>As stated above, the median would now be designed as a 3/4 access intersection, and eastbound vehicles would be allowed to make left turns into the businesses on the north side of Maple Street.</p>
<p>If I'm unable to turn eastbound near 75th and Maple Street, I would have to reroute through a neighborhood and near a school many times a day. Can the closing of the median at 74th & Maple Street be reconsidered?</p>	<p>The median opening east of 75th Street would now be designed as a 3/4 access intersection. Drivers accessing Maple Street from the north would not be able to make left turns onto eastbound Maple Street, but would still be able to turn north into the properties from eastbound Maple Street.</p> <p>According to recent traffic counts at the current median opening, the volume of diverted traffic would not impact alternate access routes. Additionally, drivers would be allowed to make U-turns on Maple Street at 72nd Street, which would reduce the amount of cut-through traffic on residential streets.</p>

Are side streets equipped to handle increased traffic from drivers navigating new routes due to median closures?	Changes in traffic patterns have been evaluated and the impacts to residential streets have been considered. Drivers would be allowed to make U-turns on Maple Street, which would reduce the amount of cut-through traffic on residential streets. Considering the number of displaced vehicles and alternate routes for access, the overall impact to adjacent residential streets is anticipated to be minor.
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Construction

When would right-of-way be discussed with impacted property owners?	Specific details regarding the amount of permanent and temporary easements needed at various locations are not known at this time, but would be developed during final design. The City would contact affected property owners during the ROW acquisition phase of the project (anticipated to begin in 2018) and would follow the Nebraska Department of Transportation (NDOT) <i>Right of Way Manual</i> to acquire property rights.
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Would access to my business or residence remain open during construction?	Yes, access to businesses or residences would be maintained during construction but may be limited at times due to phasing.
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How long would construction take?	Construction is estimated to take one construction season. The project is tentatively scheduled to start in the spring of 2019 and finish in the fall of the same year.
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The 90th and Maple Street project and 87th and Maple Street bridge projects seemed to take a long time. Is there an assurance that this project would be completed on schedule?	City of Omaha construction contracts typically provide for a monetary penalty, generally referred to as liquidated damages, to the contractor if they go beyond the allowed contract time. This does not assure the contractor would be done on time, but is an incentive for them to complete the work within the allowed contract time.
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Would there be consideration to keep parallel roads free of construction during the construction of this project?	Yes. The City of Omaha and other agencies consider and sequence projects to avoid overlap and multiple constraints in a work area. A marked detour is not planned. No other projects are currently planned in the area at this time.
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Pedestrian

Would flashing school signs be incorporated near Benson West Elementary School?	This area is located outside the study area for this project. Please contact the City of Omaha Traffic Division at 402-444-5160 for more information or to request a school crosswalk.
Would crosswalk signals accommodating the disabled be utilized?	Yes, all pedestrian facilities related to this project would accommodate persons with disabilities according to the Americans with Disabilities Act (ADA).
How would this project affect bus stops?	There are currently four bus stops, one on each corner of the intersection of 72nd & Maple Streets. The City of Omaha would continue working with Metro transit both in the design of the project to determine the safest locations for the bus stops, and during construction to maintain safe access to buses for bus users and the traveling public.
Improving sidewalks along this corridor would improve safety for pedestrians.	Thank you for your comment.
General Meeting Comments	
The CSO project is a cost saver on Maple Street.	While they are separate projects, the two projects are being coordinated to avoid having to reconstruct items built with the intersection projects when the Combined Sewer Outfall (CSO) project is built.
Thank you for the meeting. Please continue to keep the public informed as this project progresses.	Thank you for your interest in the project. Updates would be posted on www.keepomahamoving.com . A public open house may be planned for early 2019 prior to construction.