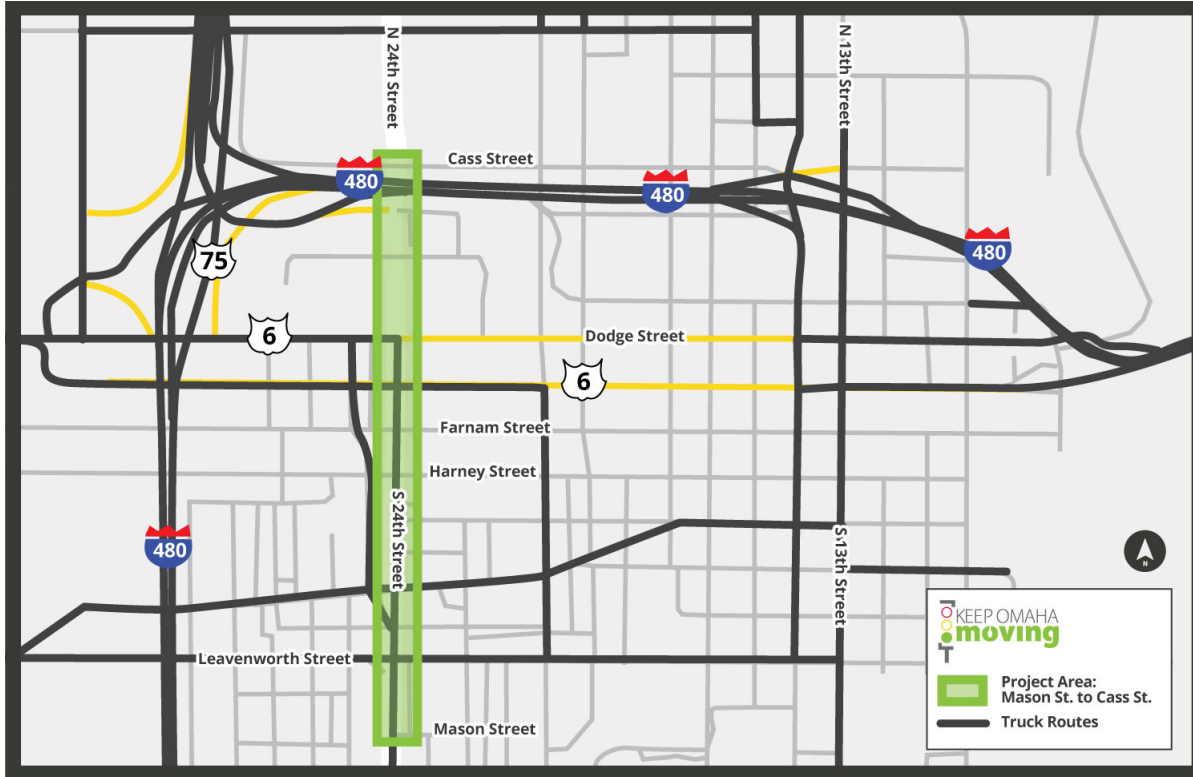


# WELCOME!



## 24<sup>th</sup> Street Corridor

### Mason Street to Cass Street


The purpose of this meeting is to present:

- Draft final study
- Preferred alternative
- Proposed projects



# WELCOME!

On several slides of the virtual meeting presentation, you will find notes providing more detailed information. You can view them by hovering over the icon in the top left corner:




## WHAT EXISTS TODAY


### No-Build Alternative

- Retains the existing cross sections and operational features.
- One-way pairs
- 'Acceptable' pedestrian environment
- No bicycle amenities
- Limited on-street parking

#### 24th Street (Existing)



#### 24th Avenue (Existing)





# STUDY PURPOSE & GOALS

- Develop the ultimate street cross sections
- Enhance multimodal connectivity
- Balance future development / existing character
- Develop a more livable community



# ALTERNATIVES ANALYSIS

## ALTERNATIVES SUMMARY

GOAL	OBJECTIVE(S)	ALT 1 One Way Road Diet	ALT 2 Two Way Conversion	ALT 3 Hybrid Operation	ALT 4 Partial Closure	MODIFIED ALT 3
<b>Improve multimodal access and operation</b>	Increase bicycle and pedestrian amenities through complete streets practices					
	Improve transit amenities and operation/enhance transportation choices					
	Repurpose excess roadway capacity					
	Assess freight movements and truck routes					
<b>Improve safety for all users</b>	Reduce number of accidents for vehicular and active transportation users					
<b>Speed reduction</b>	Reduce average travel speed along the corridor to improve multimodal comfort					
<b>Improve and/or retain on-street parking</b>	Establish proper parking conditions and enhance current parking amenities					
<b>Increase livability</b>	Increase access to public greenspace to residents and users of the corridor					
	Increase potential for street activities/furniture					
<b>Retain acceptable levels of traffic operation</b>	Provide acceptable levels of service for automobile and freight movements					
<b>Support existing business operations</b>	Provide acceptable options for first-mile/last-mile freight movements and deliveries					
<b>Support public safety</b>	Provide appropriate access for police, fire, and EMT response to emergency situations.					

BEST
 GOOD
 FAIR





# WHAT WE HEARD



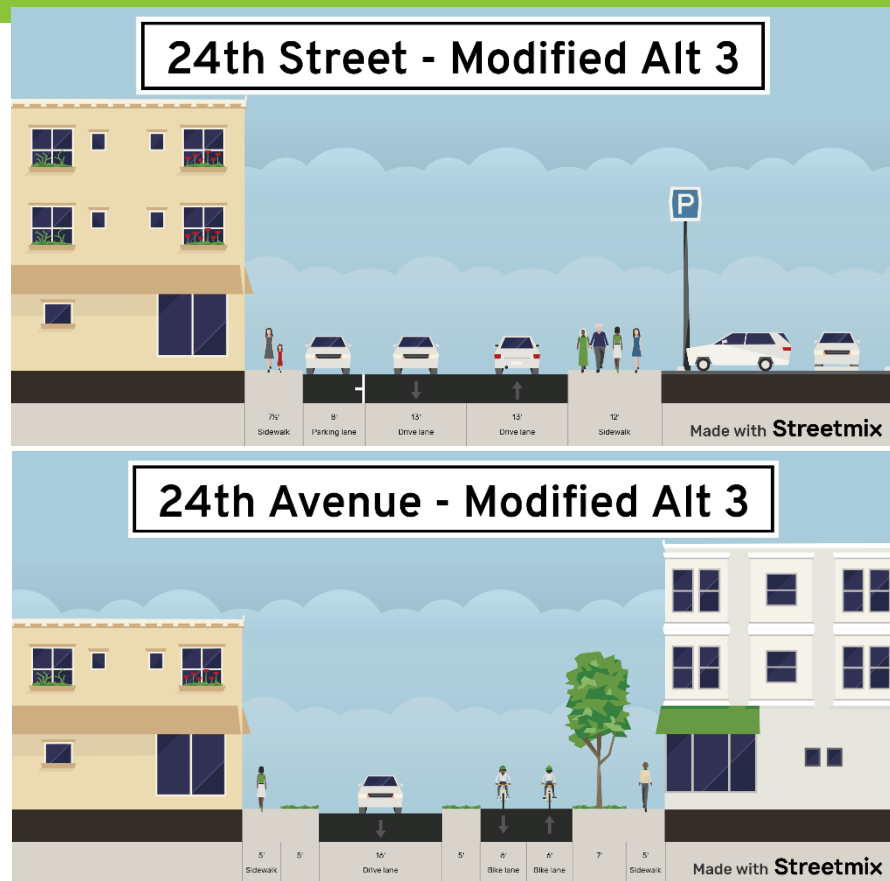
- Preference for additional on-street parking
- Desire for public safety access to all parcels
- Inclination to support loading/unloading zones for adjacent businesses



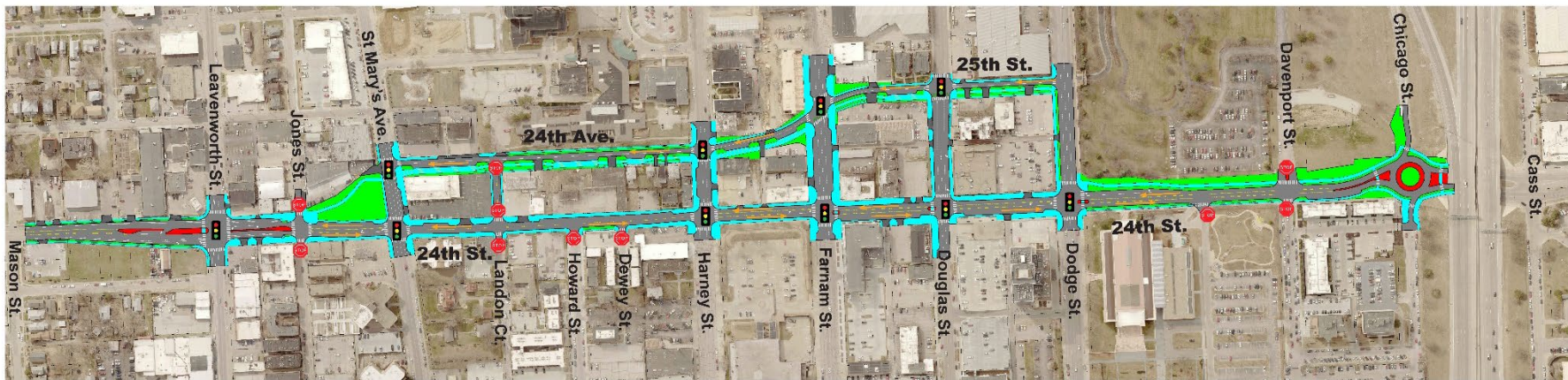
# PREFERRED ALTERNATIVE

## Modified Alternative 3

- Two-way operation on 24<sup>th</sup> Street
  - Parking replaces center turn lane from St. Marys Ave to Harney Street
  - Consolidated transit/vehicular operations
- One-way southbound on 25<sup>th</sup> Street/24<sup>th</sup> Avenue
  - Enhanced pedestrian/bicycle environment
  - Local access for vehicles

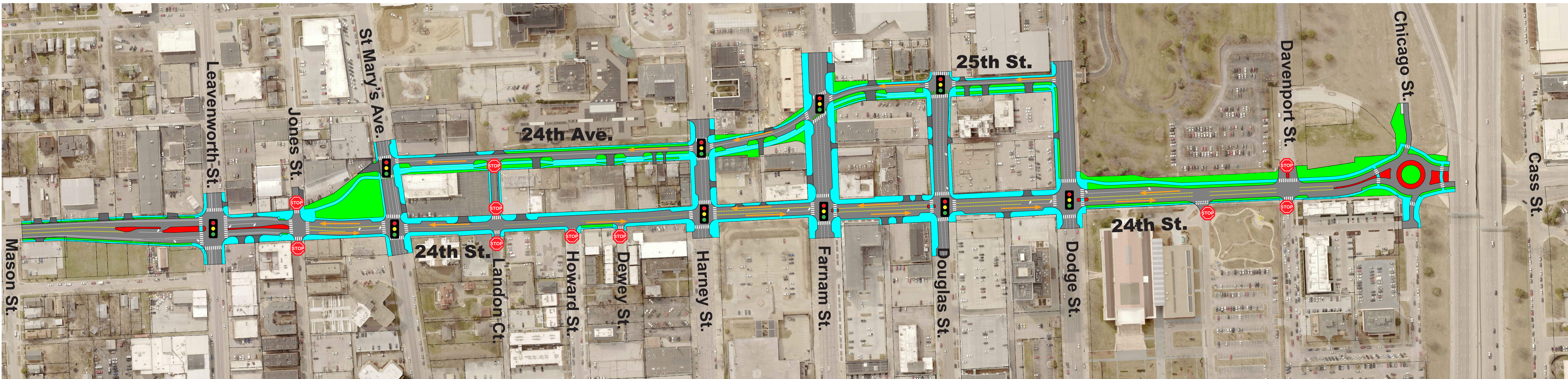


# PREFERRED ALTERNATIVE





# Modified Alternative 3







# PROPOSED PROJECTS

- 3 Major Projects

- 24<sup>th</sup> Street - Cass Street to Dodge Street
  - Roundabout
  - Reconfiguration
- 24<sup>th</sup> Street - Dodge Street to Mason Street
  - Two-way conversion
- 25<sup>th</sup> Street/24<sup>th</sup> Avenue – Dodge Street to St. Mary's Avenue
  - Reconfiguration
  - Bicycle/pedestrian enhancements

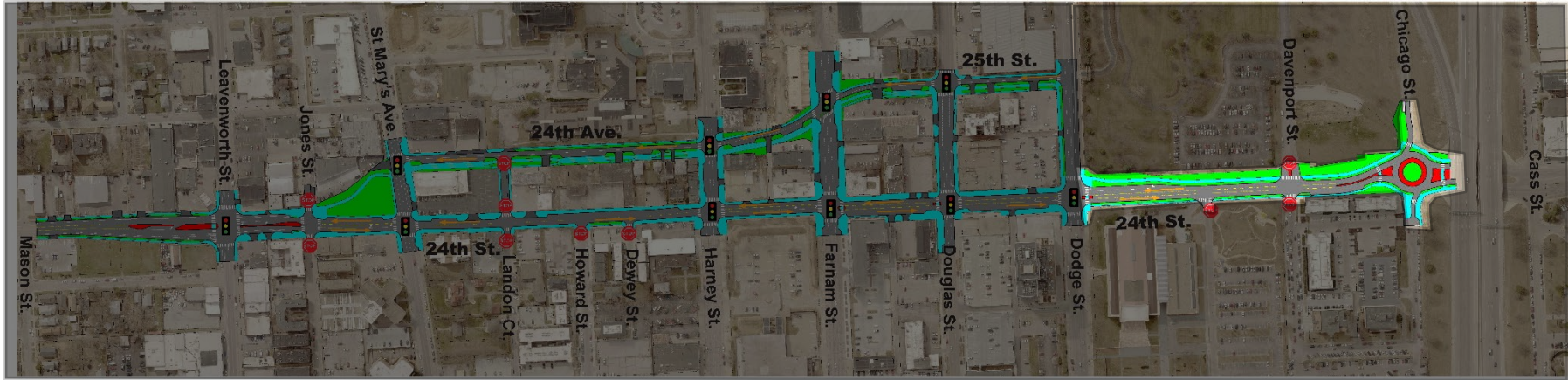
- 3 Minor Projects

- Landon Court Extension– 24<sup>th</sup> Street to 24<sup>th</sup> Avenue
  - New street
- Pocket Park
  - West of 24<sup>th</sup> Street
  - South of St. Mary's Avenue
- Cross Street Pedestrian Improvements
  - Douglas Street
  - Harney Street
  - Farnam Street





# 24<sup>TH</sup> STREET – CASS STREET TO DODGE STREET

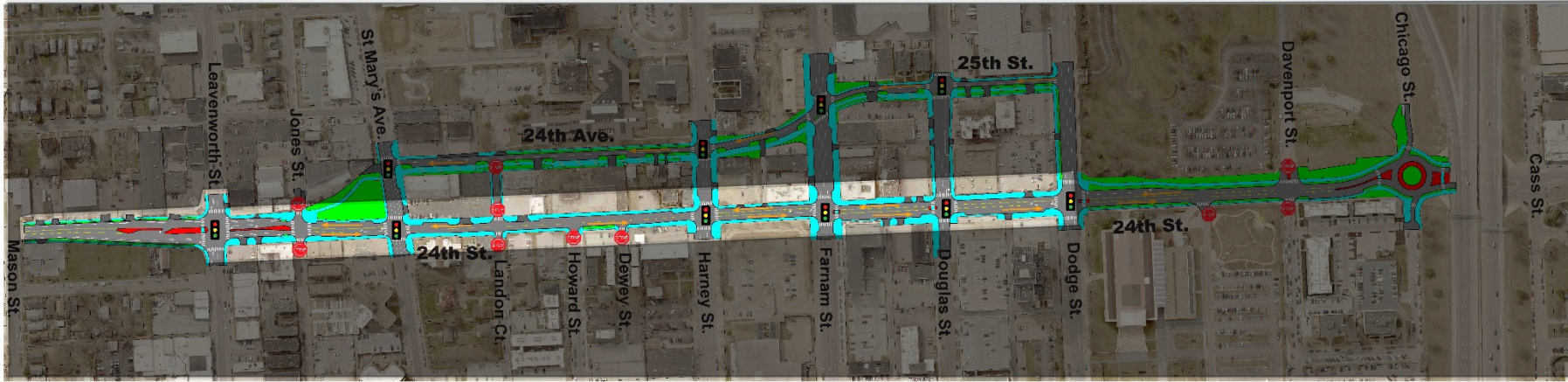


- Proposed Improvements
  - Chicago Street Roundabout
  - 24<sup>th</sup> Street Reconfiguration to 3-lane section
  - Multiuse path widening





# 24<sup>TH</sup> STREET – DODGE STREET TO MASON STREET

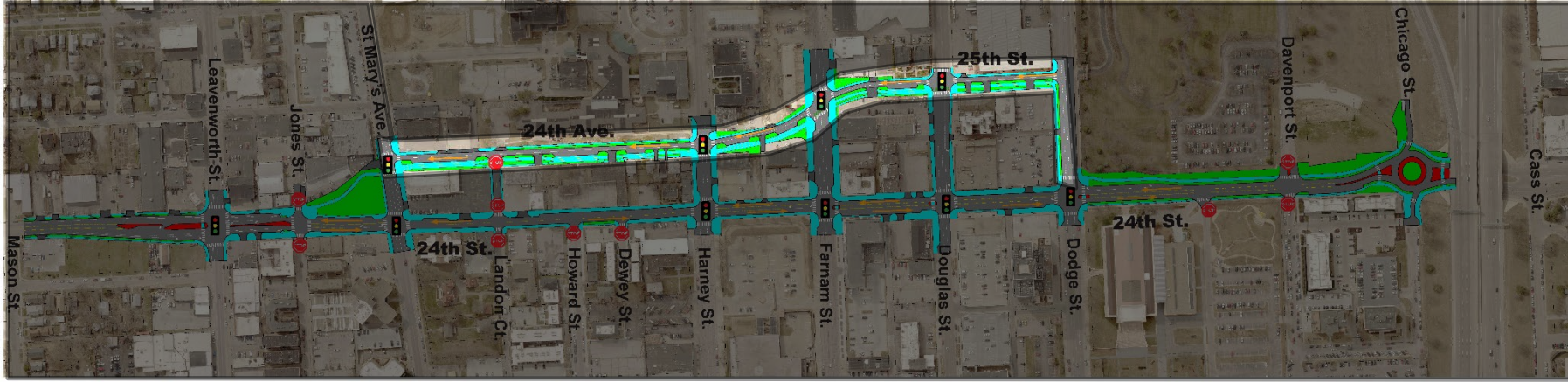


- Proposed Improvements
  - 24<sup>th</sup> Street Reconfiguration to Two-way Operation
  - Sidewalk Improvements
  - Additional On-street Parking
    - Harney Street to St. Mary's Avenue





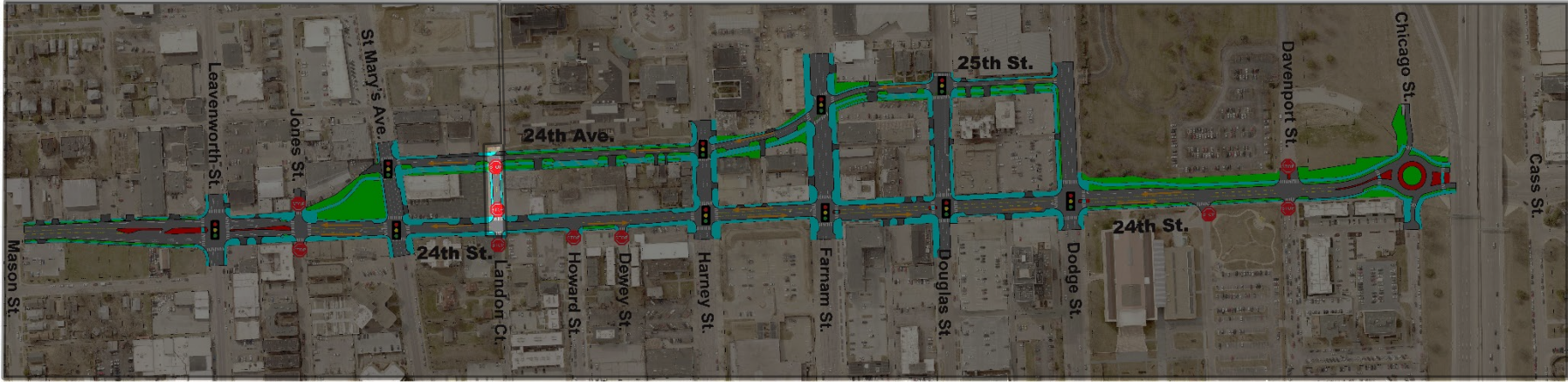
# 25<sup>TH</sup> ST/24<sup>TH</sup> AVE – DODGE STREET TO ST. MARY'S AVENUE



- Proposed Improvements
  - Reconfiguration to single-lane
  - Cycle track
  - Sidewalk Improvements
  - Additional On-street Parking



# LANDON COURT EXTENSION – 24<sup>TH</sup> ST TO 24<sup>TH</sup> AVE

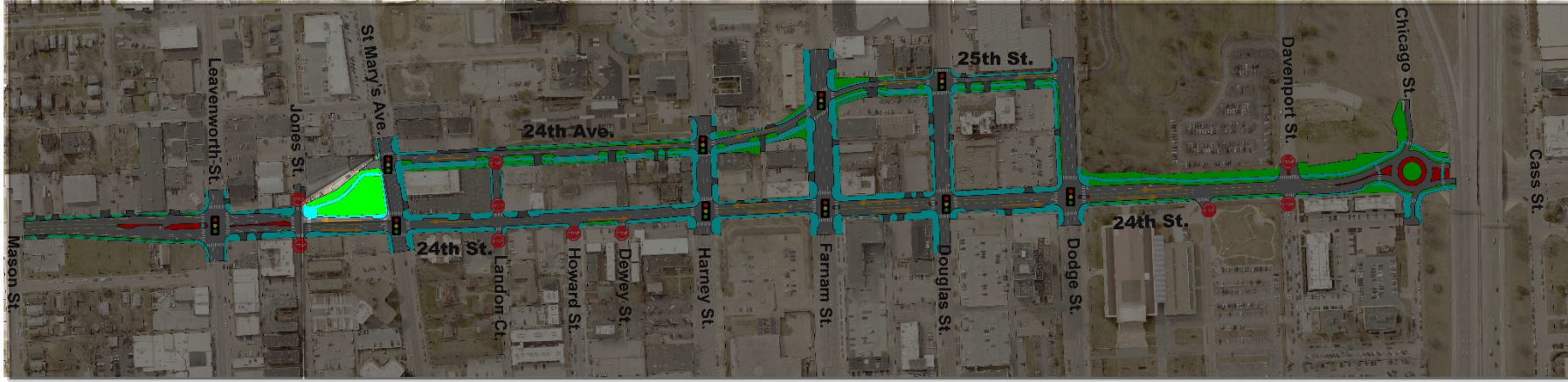


- Proposed Improvements
  - New street connecting 24<sup>th</sup> Street to 24<sup>th</sup> Avenue
  - New sidewalk connectivity





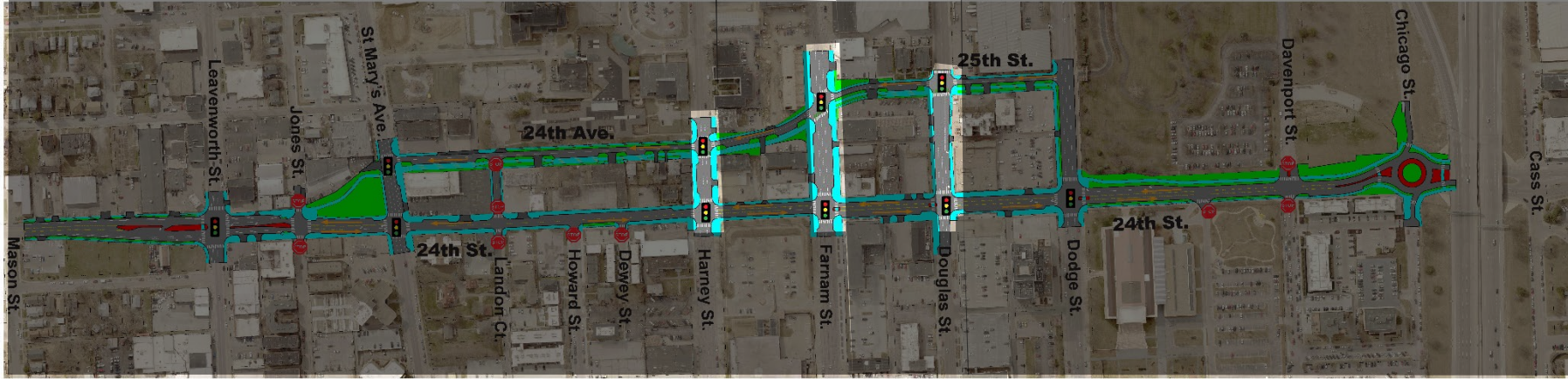
# POCKET PARK



- Proposed Improvements
  - Elimination of southbound 24<sup>th</sup> Avenue Lanes
  - Repurpose right-of-way (ROW) for potential pocket park
    - May also examine the opportunity to sell/redevelop the ROW



# CROSS STREET PEDESTRIAN IMPROVEMENTS

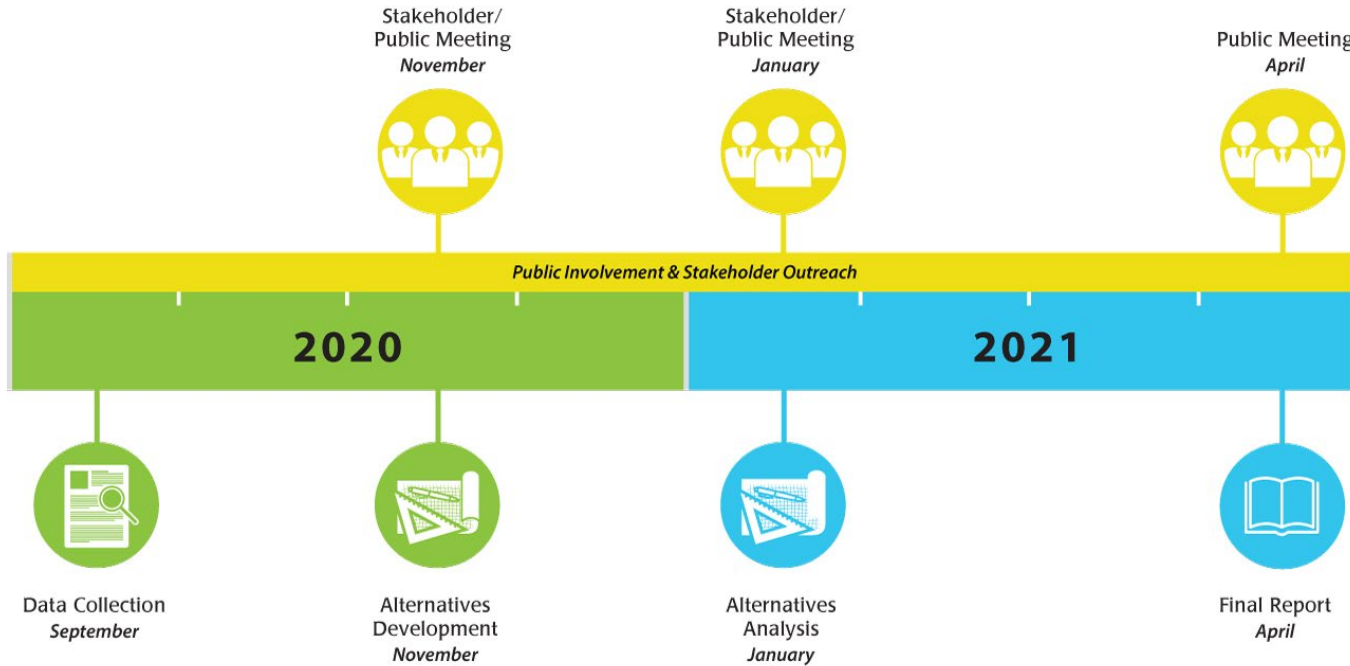


- Proposed Improvements
  - Replacement/improvements to sidewalks
  - Addition of nodes at intersections to reduce crossing distance





# NEXT STEPS





# THANK YOU!

Thank you to everyone who contributed to the study!

To provide feedback, please contact:

Jamie Winterstein, PE

Project Manager, City of Omaha

402-444-3390

[Jamie.Winterstein@cityofomaha.org](mailto:Jamie.Winterstein@cityofomaha.org)

