

Online Alternatives & Strategies Public Meeting

The Grand Island Area Metropolitan Planning Organization (GIAMPO) hosted an online alternatives and strategies public meeting from Monday, June 1 through Wednesday, June 17 as part of the 2045 Long Range Transportation Plan (LRTP) update. The goal of this public engagement effort was to have Grand Island residents provide their input on potential future multi-modal strategies and proposed alternatives that might be included in the plan.

GIAMPO hosted an online meeting instead of an in-person meeting due to public gathering restrictions related to COVID-19. However, online meeting participation far exceeded expected in-person public meeting participation with:

- 256 unique users
- 509 unique comment entries

The online meeting, available in both English and Spanish, provided a brief review of the 2045 LRTP, presented how to provide feedback in the online meeting, and described previous public involvement efforts. Participants were then asked to review technical analyses for Grand Island's roadways, bicycle and pedestrian facilities, transit and freight facilities. Following their review of the technical analyses, participants were asked to provide their feedback on proposed alternatives and strategies through mapping exercises and surveys.

Context of Public Comments

The public participated in comment mapping exercises and surveys to elicit feedback on potential multi-modal strategies. The feedback received and documented in this summary was reviewed by technical staff from GIAMPO and the City of Grand Island. Comments that were feasible and consistent with general safety and mobility standards will be considered further. Some strategy ideas provided are likely not feasible or safe, and will not be considered further. Some treatments used in one part of the Grand Island area may be harmful if deployed in other parts of the area.

As GIAMPO and City staff considered input from the online meeting, they also kept in mind the role of different types of streets in the Grand Island area. Streets and roads are classified generally into the following categories:

- **Arterial streets** provide a high level of mobility and tend to carry high volumes of traffic over longer distances. Arterials are classified as Principal and Minor Arterials.
- **Collector streets** “collect” traffic from Local streets and connect traffic to Arterial streets.
- **Local streets** provide high levels of direct access to neighborhoods and residences and tend to carry lower volumes of traffic.

The purpose of the 2045 LRTP is to provide long-term recommendations for Federal Aid-eligible roadways, bicycle and pedestrian facilities, and public transit operations. Federal Aid-eligible roadways include Collector and Arterial streets. Local streets constitute a large portion of the Grand Island area street network, but are not Federal Aid-eligible. As such, any potential roadway projects related to local streets will not be included in the 2045 LRTP. Bicycle and pedestrian projects can typically be on or adjacent to local streets and be eligible for Federal funding.

Results of the Online Alternatives & Strategies Public Meeting

Roadway Results

Figure 1 presents the number of public comments each proposed roadway strategy received within the comment mapping activity. **Figure 2** and **Figure 3** maps public comments received for each proposed roadway strategy, with descriptions of each numbered roadway map item described in **Table 1**, in the words provided by public participants. When comments across multiple entries were consistent, those entries have been combined. **Figure 4** presents public feedback on the importance of implementing each proposed roadway strategy.

Figure 1. Roadway Strategy Selection Total

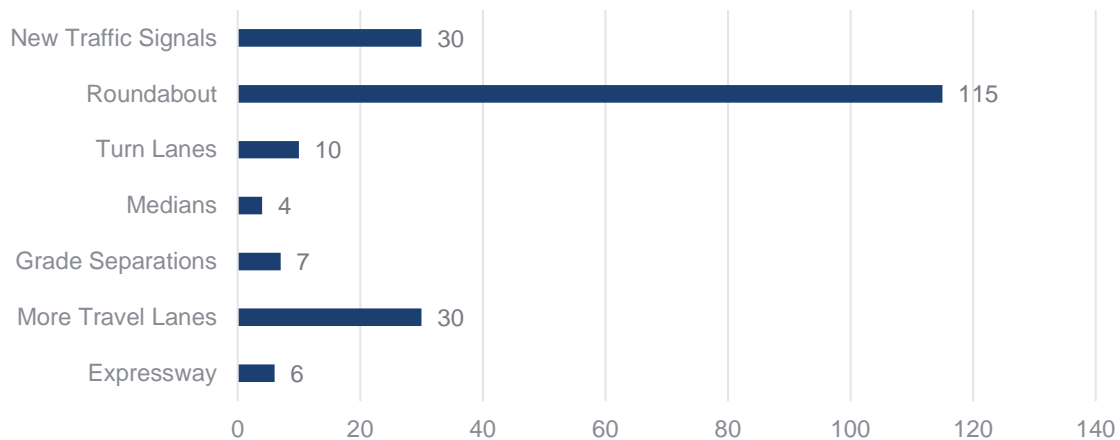


Figure 2. Public Input from the Roadway Mapping Activity, Street Comments

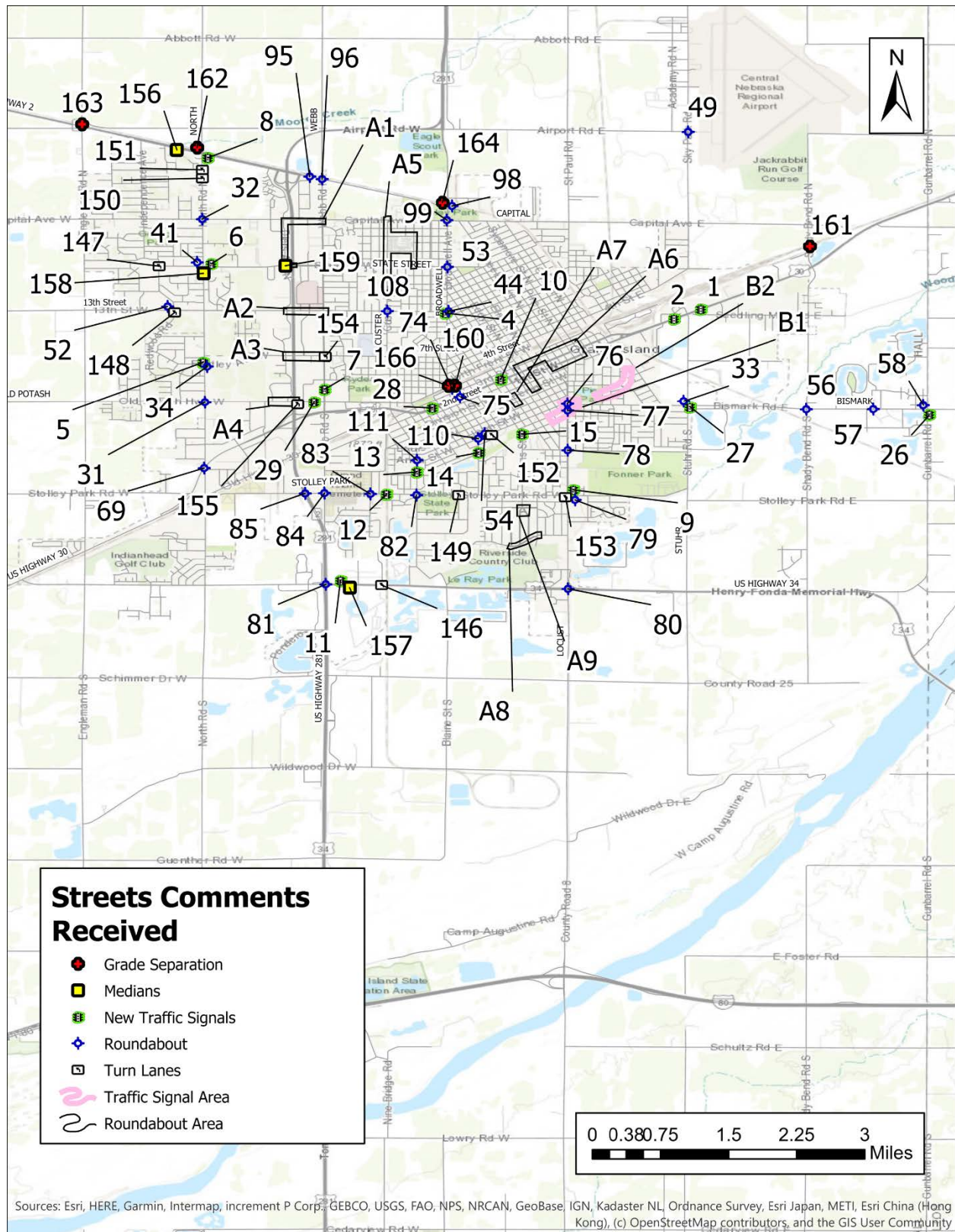


Figure 3. Public Input from the Roadway Mapping Activity, New Lane and Expressway Comments

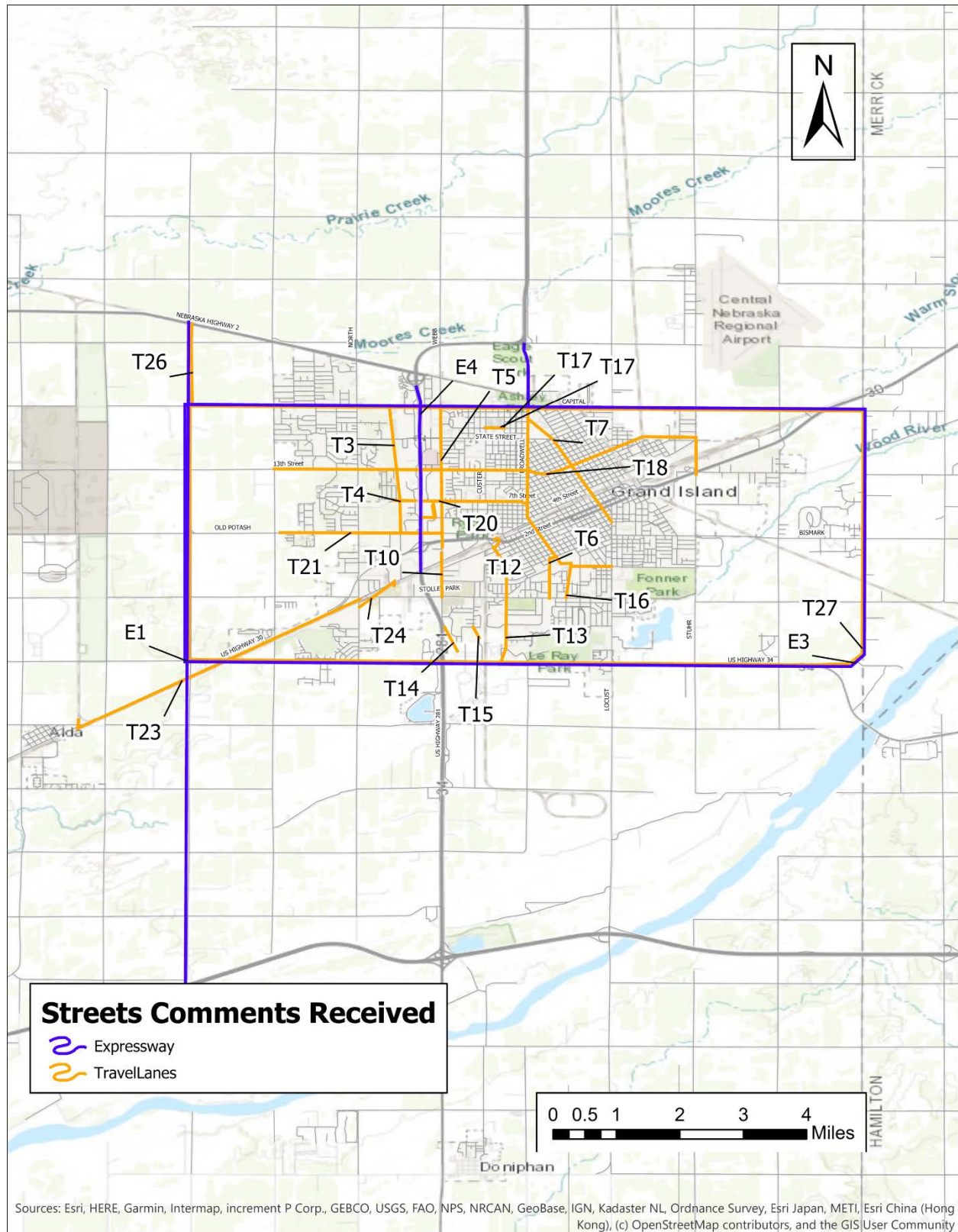
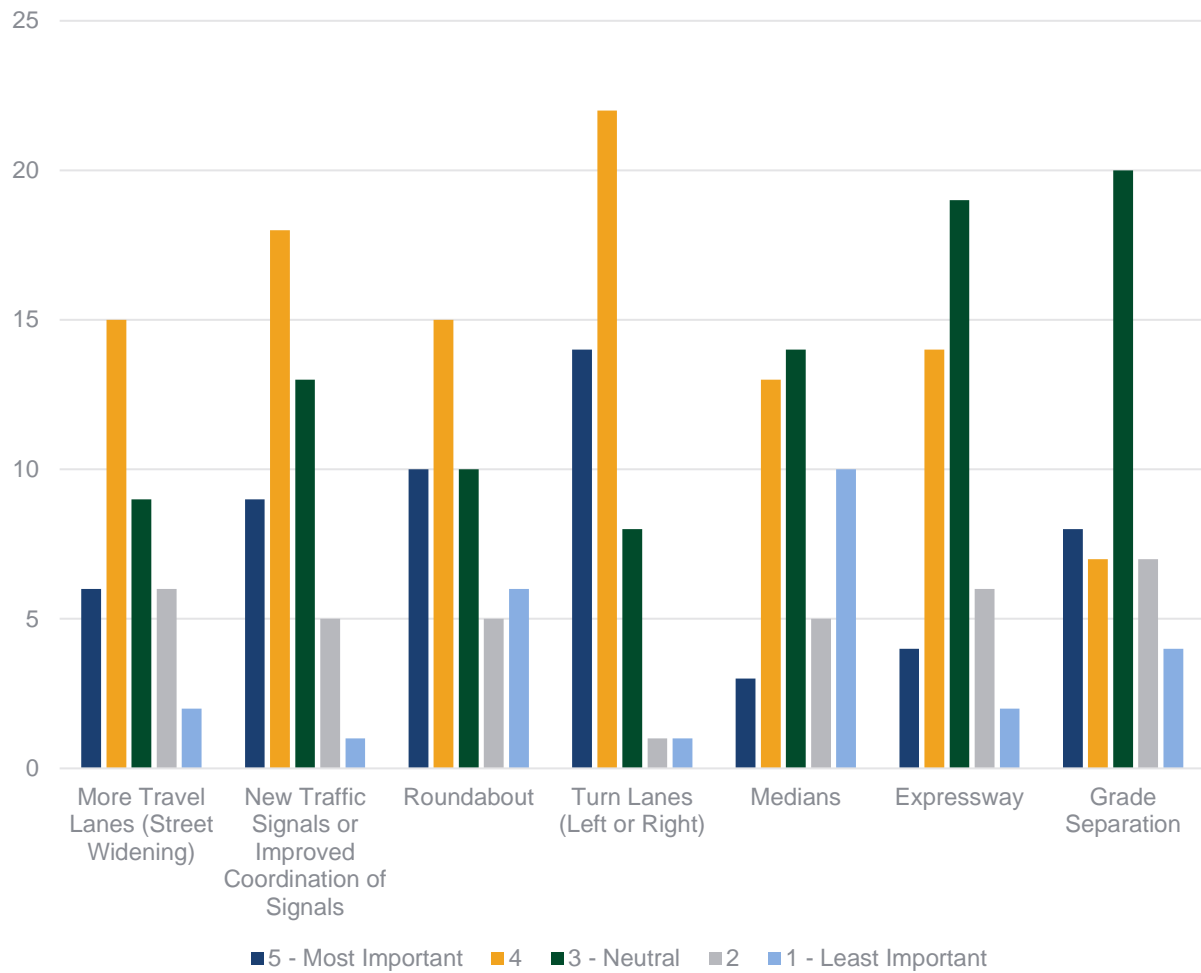


Table 1. Roadway Mapping Comments

Comment ID	Comment	Strategy Type
1	Yellow warning light that main light is going to change	Intersection Control
2	Two sided yellow light warning when light on either side is going to change	Intersection Control
4	Light with traffic sensor.	Intersection Control
5, 6	Light with traffic sensor, so everybody doesn't have to stop every time through.	Intersection Control
7	The traffic signals on Webb Road could be greatly improved. We definitely don't need more traffic signals, but smarter ones with better timing. It would be nice to be able to travel the length of Webb and only hit one light (like you can on HWY 281).	Intersection Control
8, 26, 27		Intersection Control
9	coordinated s locust signals from Stolley to 4th St	Intersection Control
10	Busy Street, difficult to see oncoming traffic, lots of pedestrians need a crossing to library.	Intersection Control
11-15	Protect Pedestrian/Bike Crossing	Intersection Control
28	Too many pedestrian crossing from hotels, there is are parks near here. Need to stop traffic and let them cross safely instead of jaywalking all over.	Intersection Control
29	It is insane to get in and out of this grocery store and surround businesses	Intersection Control
31, 32, 34, 41, 44, 56-58, 108, 110, 111	-	Intersection Control
33	School and Swift let-out times are horrendous!	Intersection Control
49	traffic signal not needed, roundabout would be best	Intersection Control
52	This intersection during the school year is so busy and difficult to get through	Intersection Control
53	Need roundabout. traffic signal is confusing and dangerous	Intersection Control
54	Busy Intersection	Intersection Control
69	this intersection is ridiculous	Intersection Control
74	for UP	Intersection Control
75-96, 99	Roundabout	Intersection Control
98	for RR	Intersection Control
146 - 152		Turn Lanes
153	Busy, Busy intersection during the fair.	Turn Lanes
154	It would be great to have a turning lane from North bound Webb to turn right (east) on Faidley.	Turn Lanes
155	All Hwy 281 intersections should have right and left turn lanes added - from Interstate to Airport Road.	Turn Lanes
156	Remove median from highway for turn lane and North bound traffic to be able to turn West on Highway 2.	Medians
157, 158		Medians

Comment ID	Comment	Strategy Type
159	need median across intersection with turning restrictions	Medians
160	Roadway over or under tracks	Grade Separation
161	Overpass to allow traffic on East end of city when trains block tracks, and increase safety.	Grade Separation
162-164		Grade Separation
166	need grade separation; very busy	Grade Separation
A1	36,43,48,66,67,70-73,91-94,159	Intersection Control
A2	37,65,89,90,122,123	Intersection Control
A3	47,64,87,88,124	Intersection Control
A4	62,63,86	Intersection Control
A5	68,100-107	Intersection Control
A6	125-145	Intersection Control
A7	59-61	Intersection Control
A8	118-121	Intersection Control
A9	112-117	Intersection Control
T3	Relief for 281 and Diers	More Travel Lanes
T4	Relief for 281 Retail traffic	More Travel Lanes
T5, T19		More Travel Lanes
T6	Need Clear N/S Main Route from Anna to Stolley Park Rd.	More Travel Lanes
T7	thru street from s locust north to Capital Ave	More Travel Lanes
T8	access to Hyvee off Faidley	More Travel Lanes
T9	Alleviate 281 traffic at Old Potash	More Travel Lanes
T10	two lanes each way from Hwy 30 to Stolley park with turn lane	More Travel Lanes
T11	access to Blaine s/b from Hwy 30	More Travel Lanes
T12	Create N/S Route W of Broadwell	More Travel Lanes
T13	Need N/S Route to Hwy2/34 between Locust and 281	More Travel Lanes
T14	Connect Webb to College, eliminate 281	More Travel Lanes
T15	Connect the campus from Webb or form, Brentwood	More Travel Lanes
T16	access to Stolley park Rd from an arterial n/s street east of Custer	More Travel Lanes
T17	open again have kids travel under or over	More Travel Lanes
T18	Create E/W corridor thru town that goes from Engleman to east side of BNSF	More Travel Lanes
T20	Always busy, needs at least a turn lane.	More Travel Lanes
T21	Hornady employees!	More Travel Lanes
T22	need alt access to 281 for northbound traffic	More Travel Lanes
T23	More Travel lanes for wherever HWY 30 is relocated.	More Travel Lanes
T24	More travel lanes for HW30 to where the 4 lanes already are located.	More Travel Lanes
T25	better access to south locust from arterial south of Hwy 30	More Travel Lanes
T26	Connect to Hwy 2	More Travel Lanes
T27	Makes for a nice roundabout for traffic to move around the city.	More Travel Lanes
E1, E5		New Expressway
E3	More lanes and or expressway	New Expressway
E4	281 expressway over commercial 281 and Hwy 30. would eliminate a lot of traffic congestion/accidents on the 281 corridor	New Expressway

Figure 4. Importance of Implementing Roadway Strategies



Bicycle & Pedestrian Results

Figure 5 presents the number of public comments each proposed bicycle and pedestrian strategy received within the comment mapping activity. **Figure 6** and **Figure 7** maps public comments received for each proposed bicycle and pedestrian strategy, with descriptions of each numbered bicycle and pedestrian map item described in **Table 2**, in the words of the respondents. **Figure 8** presents public feedback on the importance of implementing each proposed bicycle and pedestrian strategy.

Figure 5. Bicycle & Pedestrian Strategy Selection Total

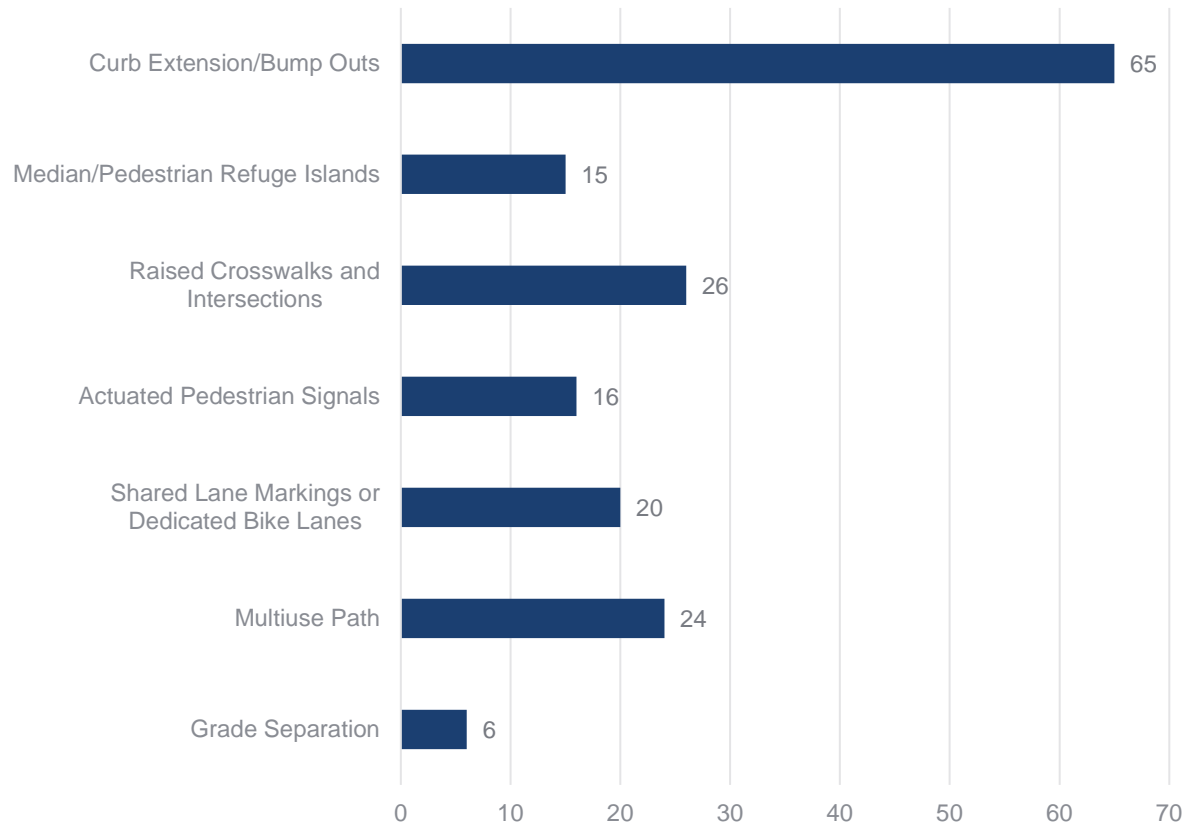


Figure 6. Public Input from the Bicycle & Pedestrian Mapping Activity, Regional View

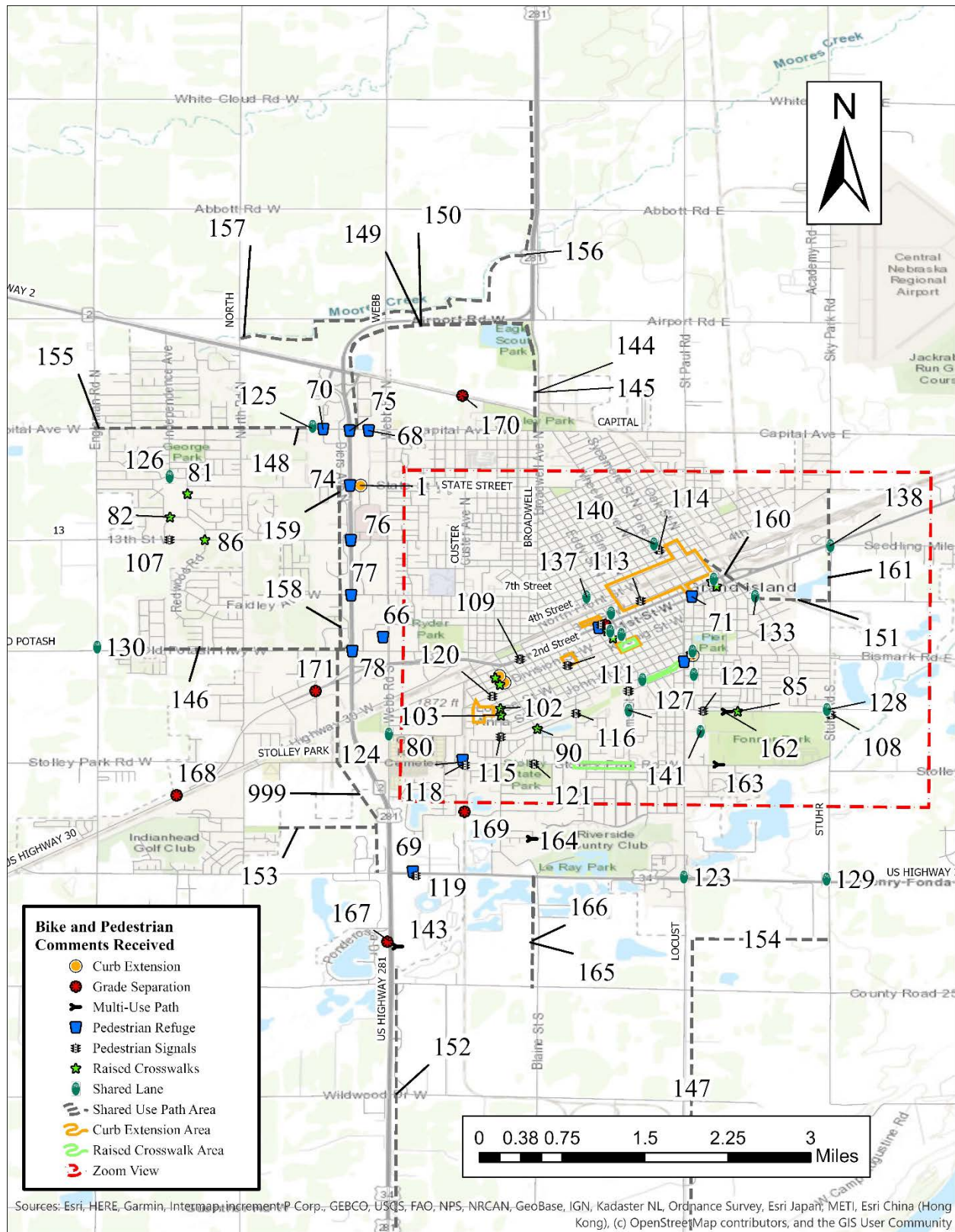




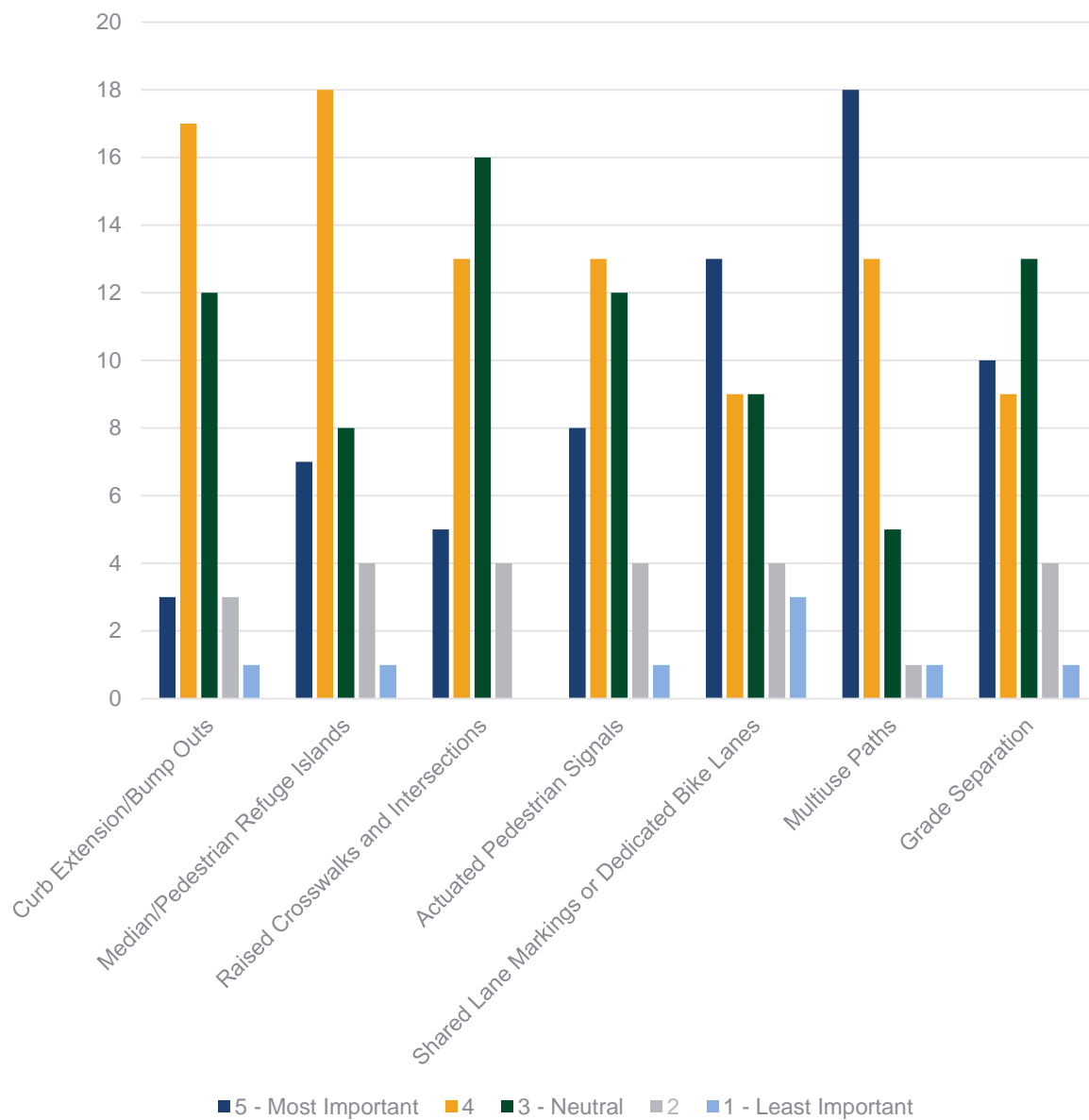
Table 2. Bicycle & Pedestrian Mapping Comments

Comment ID	Comment	Strategy Type
1-3, 42, 51, 52		Curb Extension
4	Major Intersection where High-Speed Traffic meets a school and route to/from school to library	Curb Extension
5-41	Protect Pedestrians in only walkable commercial district in the city	Curb Extension
43-45	Accentuate Library Pedestrian Visuals	Curb Extension
46-50	Protect School Children	Curb Extension
53-56	Retention Pond is a de facto Park	Curb Extension
57-65	Augustine Park to Gates is one giant pedestrian area	Curb Extension
66	Tested with my phone	Pedestrian Refuge
67	have needed a crossing at this location since 1974 when library moved to this location	Pedestrian Refuge
68-71, 74-86		Pedestrian Refuge
72	Need a way to cross 30 from Wasmer	Pedestrian Refuge
73	Need to protect Pedestrians at multiple places on 30	Pedestrian Refuge
87	Stop-Signs on Lincoln invite too much speeding in residential area.	Raised Crosswalks
88	Stop Signs on Lincoln invite n/s speeding	Raised Crosswalks
89	Stop signs on Lincoln invite N/S speeding right by a school	Raised Crosswalks
90-96, 100, 101		Raised Crosswalks
97-99	Protect School Children	Raised Crosswalks
102-103	Augustine Park to Gates is one giant pedestrian area	Raised Crosswalks
104-106	Stolley Park Rd has three schools, two major parks and churches. It should be entirely bikeable and protect pedestrian throughout	Raised Crosswalks
107, 108		Pedestrian Signals
109	Need a way to protect pedestrians who currently jaywalk from hotels, restaurants.	Pedestrian Signals
110	Need a way for pedestrians to safely cross 30 to library, especially Wasmer students.	Pedestrian Signals
111	Broadwell needs a means of crossing for pedestrians	Pedestrian Signals
112	Major Intersection where High-Speed Traffic meets a school and route to/from school to library	Pedestrian Signals
113	Need safe bike routes into downtown	Pedestrian Signals
114	Protect Pedestrians in only walkable commercial district in the city	Pedestrian Signals
115, 119		Pedestrian Signals
116, 118	Too Busy to not have a signal	Pedestrian Signals
117	Too busy to not have a signal to protect school kids	Pedestrian Signals
120	Augustine Park to Gates is one giant pedestrian area	Pedestrian Signals
121	Stolley Park Rd has three schools, two major parks and churches. It should be entirely bikeable and protect pedestrian throughout	Pedestrian Signals
122	Kids bike to the water park. Protect them with a safe dedicated route. And we could expand that to facilitate more biking to alleviate state fair parking issues.	Pedestrian Signals

Comment ID	Comment	Strategy Type
123	Need bike lanes on Locust as well as Highway 34 at least to Central Community College and north on Locust to State Fair and downtown	Shared Lane
124	bike lanes needed for all of Webb Road	Shared Lane
125	Bike lanes and/or path should continue on Capital Ave to Engleman Rd	Shared Lane
126, 129		Shared Lane
127	bike lanes needed on Fonner Park Drive	Shared Lane
128	bike lanes needed on Stuhr Road	Shared Lane
130	bike lane to cornhusker AD and husker harvest	Shared Lane
131	Lincoln is major N/S route, passes library and Wasmer. Need a formal bike lane.	Shared Lane
132	Rather than make Koenig a Bike Route, let cars have Koenig and give Division Bike Lanes	Shared Lane
133	Extend Bike Path to Downtown	Shared Lane
134	Extend Bike Path up Pine Street to Connect to Downtown. Streets are wide enough to add designated lane.	Shared Lane
135	Give Lincoln Bike Lane, connect to Jog Path, is best way to Connect N/S and then branch of East midway to Downtown.	Shared Lane
136	Is Lincoln gets a Bike Lane, then branch off to 3rd Street to reach downtown.	Shared Lane
137	If Lincoln gets a Bike Lane, Connect it to a 4th Street Bike Lane	Shared Lane
138	Too many of Swift's employees are low income. Providing them a route to work that doesn't entail owning/leasing a car would be a great service.	Shared Lane
139	Much of the residents North of 4th street are low income, and many work at Swift. We can and should provide them a route to Swift that doesn't require a car.	Shared Lane
140	Many residents north of 4th St. are low income, and many work at Swift. We should make a route that directly allows them a path to work that doesn't require a car. Bike lanes down Pine, to a dedicated 2nd/St + Hwy 30 Bike Path that connects to Swift.	Shared Lane
141	With Parking a challenge for the State Fair, bike paths or lanes would be very helpful.	Shared Lane
142	Connect Water Park/Fonner to Bike network.	Shared Lane
143, 148, 156		Multi-Use Path
144	Trail needed to connect to ball fields and eagle scout	Multi-Use Path
145	trail needed to connect ball fields and capital	Multi-Use Path
146	trail connection needed on west side from Shoemaker to new hospital trail	Multi-Use Path
147	Trail ends here and could continue as a crushed rock trail on old railroad grade as far as possible to Platte River!	Multi-Use Path
149	Trail around small pond and connecting to Eagle Scout Park	Multi-Use Path
150	trail connecting to small pond near intersection of Highway 2 and 281 that connects to Capital sidewalk trail	Multi-Use Path

Comment ID	Comment	Strategy Type
151	Trail just ends here, should connect to JBS and beyond	Multi-Use Path
152	Trail can continue to Mormon Island State Park	Multi-Use Path
153	trail connection from Shoemaker to new hospital	Multi-Use Path
154	Trail connection to Locust on existing grade	Multi-Use Path
155	bike path from Engleman Rd to existing path near Carelton	Multi-Use Path
157	Beginning of Moores Creek bike path	Multi-Use Path
158	Add a multi-use path between State St. and Old Potash HWY	Multi-Use Path
159	Multiuse path between State St and Old Potash Hwy	Multi-Use Path
160	Extend Bike Path to Downtown	Multi-Use Path
161	Many of Swift's employees are low income. Providing a route to work that doesn't require a car would be a great service to that segment of our community.	Multi-Use Path
162	With Parking a challenge for the State Fair, bike paths or lanes would be very helpful.	Multi-Use Path
163	With Parking a challenge for the State Fair, bike paths or lanes would be very helpful. Stolley Park Rd. Should be bikeable from Fonner to Cemetery.	Multi-Use Path
164	Create path to LE Ray Park that avoids Blaine Street, possibly using utility right of way	Multi-Use Path
165	Create sidewalk on west side of Paradise Lake to provide alternative to walking on Blaine Street.	Multi-Use Path
166	Create path from LE Ray Lake to Hike/trail to provide a safe alternative to walking on Blaine Street.	Multi-Use Path
167, 170		Grade Separation
168	Will need a bridge or crossing over/under highway 30 for new west side trail connecting Shoemaker elementary to new hospital and Central Community College	Grade Separation
169	bridge needed over spillway	Grade Separation
171	Bridge under/over highway 30 needed to connect Shoemaker trail to new hospital trail and CCC	Grade Separation
172	If this route is to become the major N/S connector to the pedestrian walk/bike network, then putting a safe crossing over the HWY 30 to the library is a must.	Grade Separation
999	Hospital Trail?	Multi-Use Path

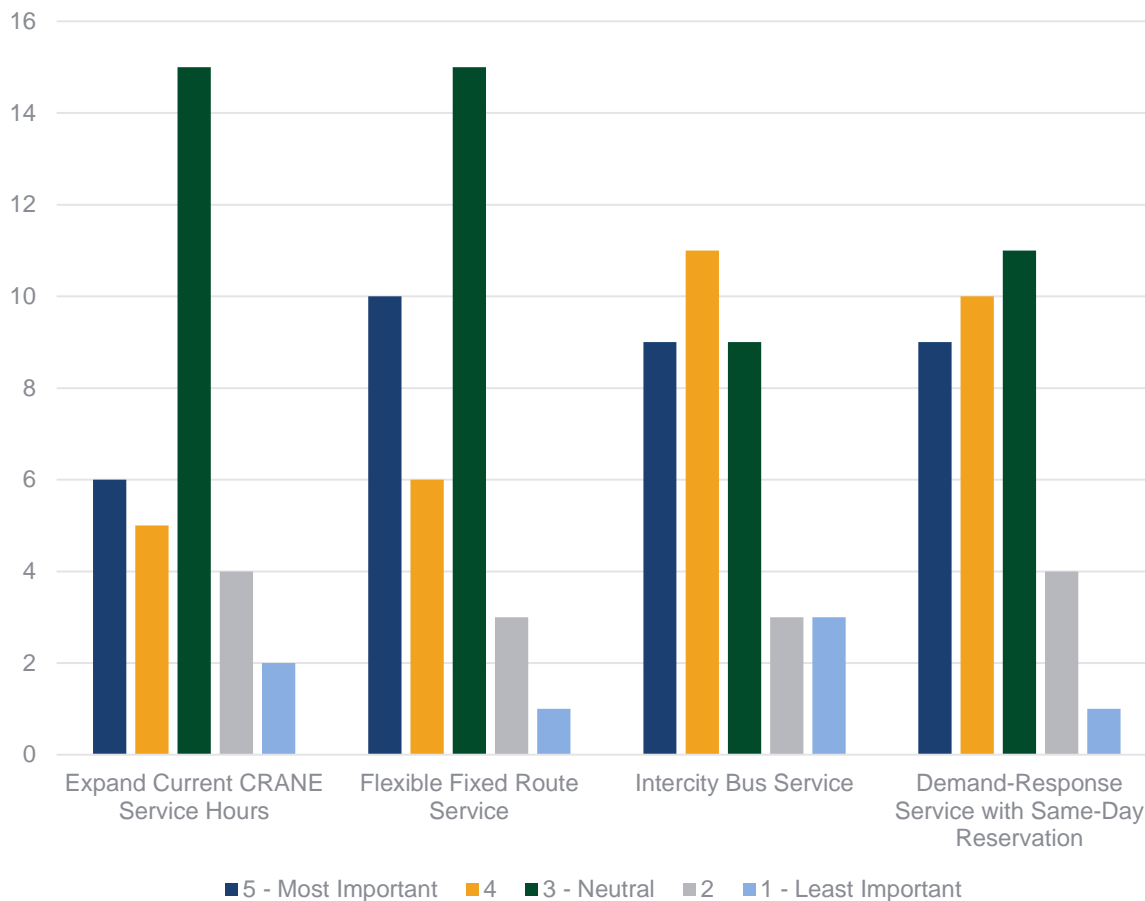
Figure 8. Importance of Implementing Bicycle & Pedestrian Strategies



Transit Survey

Figure 9 presents public feedback on the importance of implementing each proposed transit strategy.

Figure 9. Importance of Implementing Transit Strategies



Freight Survey

Table 3 presents public feedback received through the general comment form.

Table 3. Public Input from the Freight Comment Form

Comment
Would advocate a truck route around the city to keep non local trucks out of more congested areas of the city. COVID 19 is changing how consumers do business, it is questionable if shopping malls will exist in 10 to 15 years. Provide non local trucks and travelers that have no intention of stopping an alternative route, alleviating congestion in community traffic flow.
There are not enough railroad crossings open in Grand Island.
I think if the city made riding a bike and walking safer and more accessible it could potentially help to encourage people to use other means of transportation besides cars. It would be nice to have a safe way to cross 281 to get to restaurants and stores near 13th and State street or even Faidley.
Provide a better route from I80 north - up Locust - and around East side of City to Airport and Hwy 281 North.
seems to be satisfactory
I do not think that East Beltway for north/south traffic is warranted for the cost required to provide railroad overpasses, land purchases and rights of way, etc. JBS Swift and the Airport.
I think an expressway or bypass road around the main traffic area would be helpful.
Less trucks on Highway 34, between Locust and Highway 281. Alternate route needed
Provide grade separation with high volume roads intersecting with rail crossing.
Noise is the biggest issue with freight. Train noise has improved, truck noise is worse with jake brakes. Ideally, trucks would be diverted around town.
Freight trucks should not be allowed to travel on 13th street. These should be rerouted through HWY 2/Hwy 30 and Monitor Rd
none
I believe it's very important to keep the highway and interstate open and avoid a lot of road closures and construction at the same time so the trucks can get around to do their deliveries. Many times Grand Island does a lot of the construction and closures at the same time and it causes clusters and delays with traffic and makes it hard for emergency vehicles to get around too.