

DRAFT LONG RANGE TRANSPORTATION PLAN PUBLIC MEETING



Thank you for joining us!

**Please visit the displays
around the room to
learn more about the
Draft LRTP and which
strategies and projects
will be recommended.**

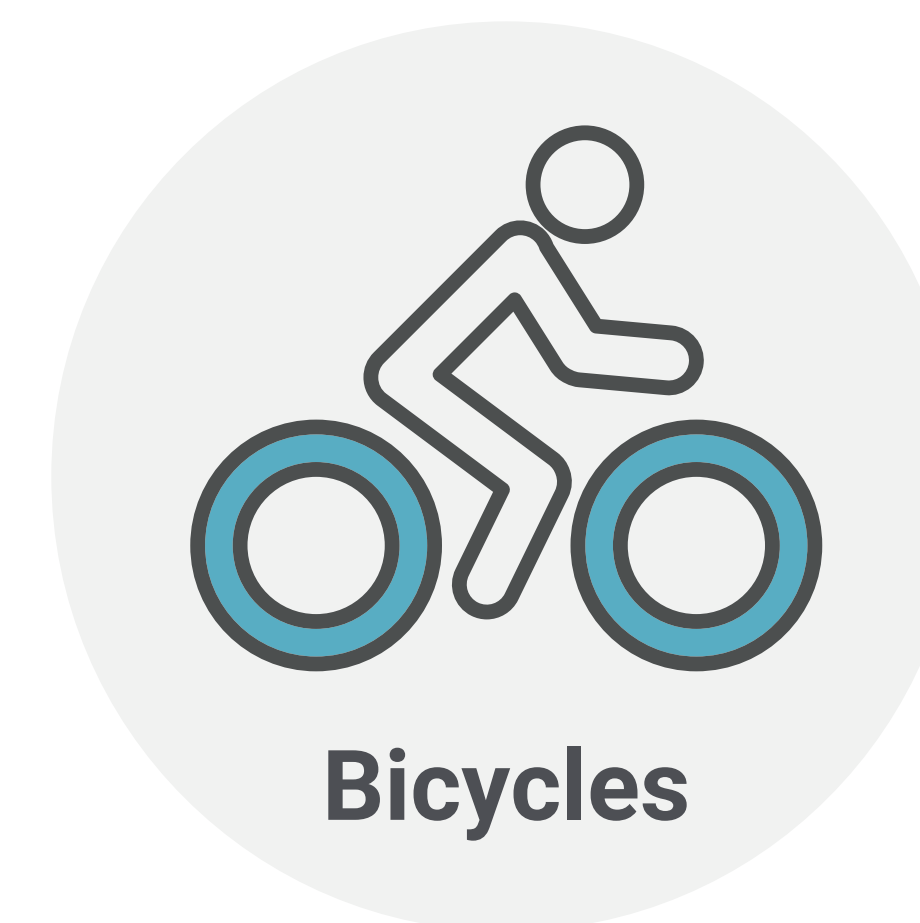
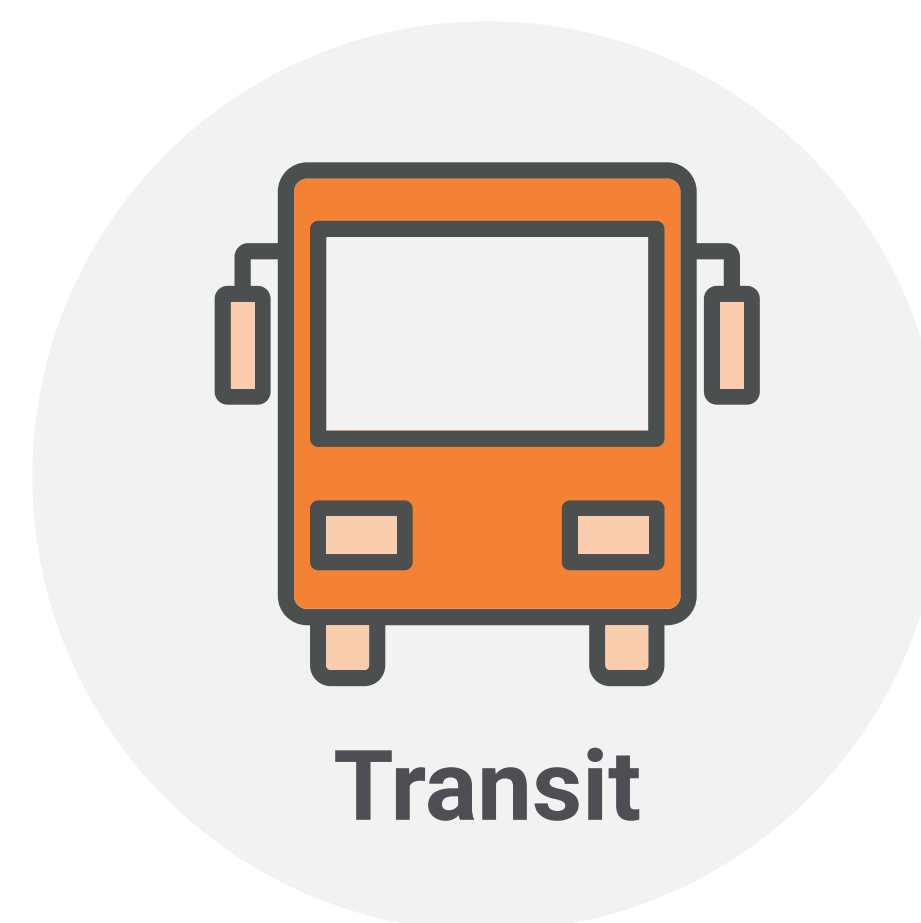
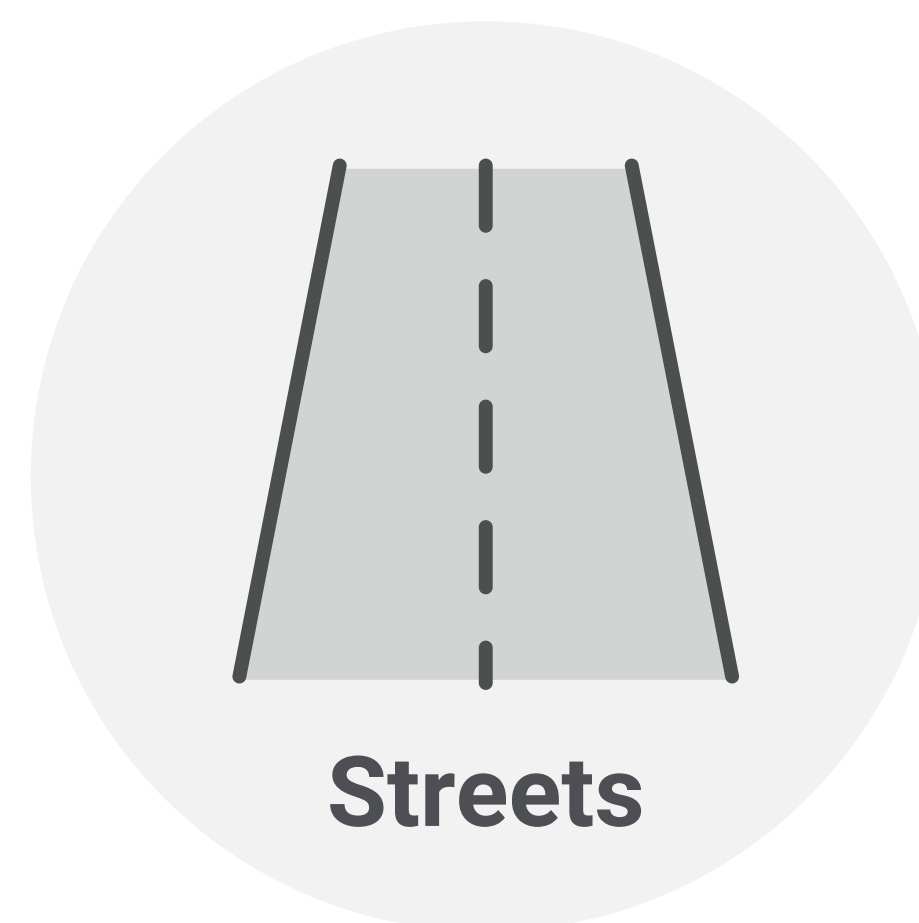
Long Range Transportation Plan Purpose

A Long Range Transportation Plan (LRTP) is a strategic document that formalizes the vision for the regional multi-modal transportation system for the next 25 years.

Key elements of the LRTP include:

- Establish a series of transportation goals that reflect community values and align with state and federal priorities.
- Identify transportation projects to address the community's safety and travel needs over this timeframe.
- Develop a constrained list of projects that will fit within anticipated federal, state, and local funding.

The plan has been developed through public input and a technical analysis of how all modes of transportation perform including:




Project Prioritization Summary

In June 2025, the project team held an in-person and online Public Project Priorities Workshop to gather information regarding preferences for projects in the Grand Island metro area. Additionally, a survey was conducted between June 5 and June 20, and an online project prioritization app was available to the public from August 22 to September 5.

All data received from the meetings, survey, and app were taken into consideration when forming the project suggestions for the Draft LRTP.

2050
G/AMPO
LONG RANGE TRANSPORTATION PLAN
GRAND ISLAND AREA METROPOLITAN
PLANNING ORGANIZATION

RoadwayBike / PedestrianTransit



Description:


This project would construct a high-speed regional bypass across the eastern parts of the Grand Island area, connecting Locust Street to Highway 34 and Highway 30 on the east side of Grand Island and Highway 281 on the north side of Grand Island.

Type:

Street Project

Cost:

\$80M

 [View Map](#)

2050
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GRAND ISLAND AREA METROPOLITAN
PLANNING ORGANIZATION

HomeEmailMobile

Select Language

Total Budget: \$40M

Your Projects: \$0M

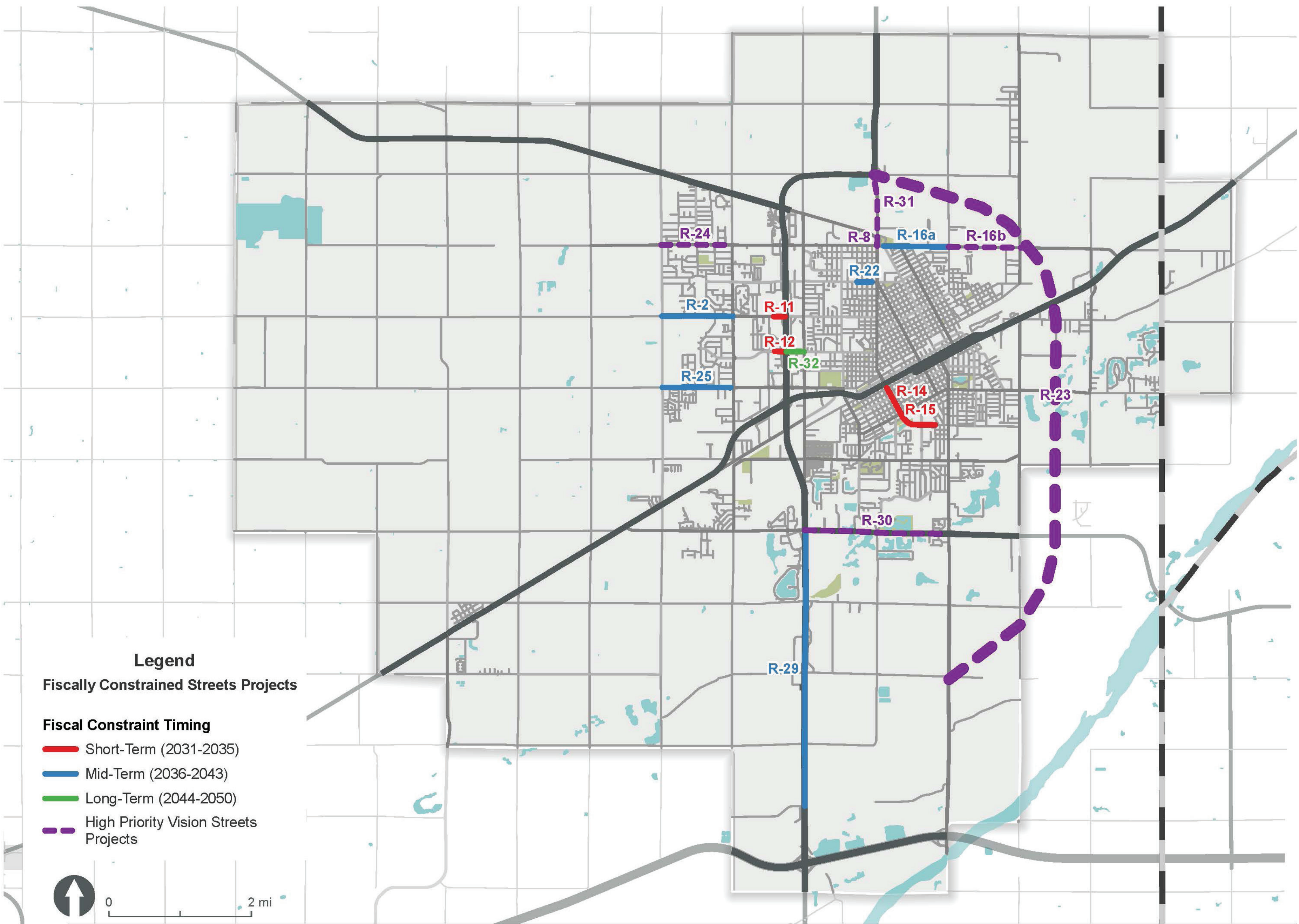
Select your top three projects by dragging them into the box.

If extra funding were found, drag in any other projects you'd like to see in order of importance.

1	East Bypass ⓘ ↑ ↓	Cost: \$80M
2	North Broadwell Avenue and Burlington Northern Railroad Grade Separation ⓘ ↑ ↓	Cost: \$14M
3	Highway 34 Widening ⓘ ↑ ↓	Cost: \$24M
4	East Capital Avenue Widening ⓘ ↑ ↓	Cost: \$14M
5	South Stuhr Road Widening ⓘ ↑ ↓	Cost: \$20M

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GRAND ISLAND AREA METROPOLITAN
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ROADWAY STRATEGIES & TREATMENTS



Fiscally Constrained Street Projects

(sufficient funding for proposed projects with reasonably expected future revenues)

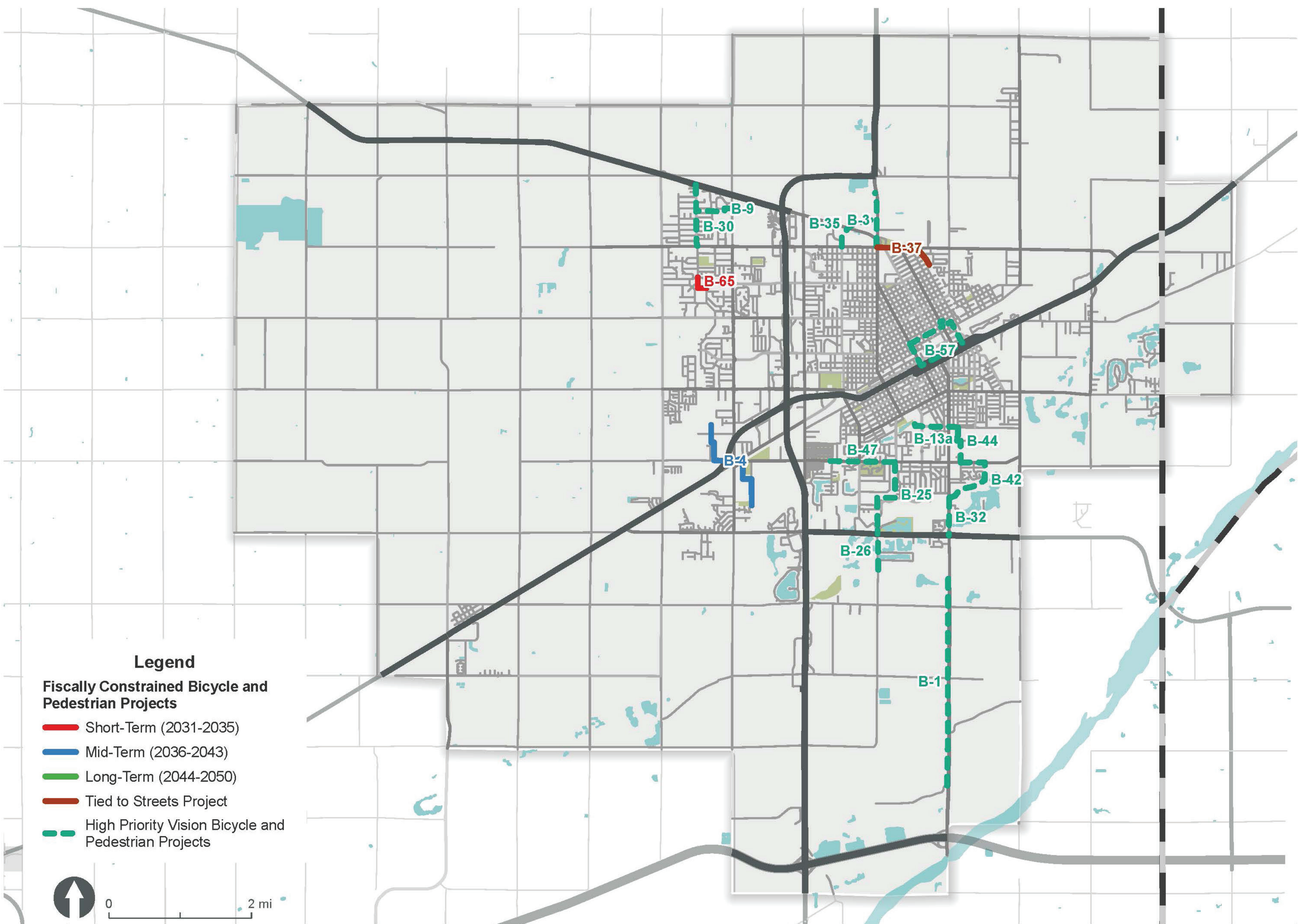
Period	ID	Corridor	From	To	Project Type	Cost (2025\$)
Short-Term (2031-2035)	R-11	W 13th Street	W of Diers Avenue	US 281	Access Management	\$3,700,000
	R-12	W Faidley Avenue	W of Diers Avenue	US 281	Access Management	\$4,100,000
	R-14	S Broadwell Avenue	W Anna Street	W 1st Street	Widen to 3-Lane Urban	\$2,800,000
	R-15	S Broadwell Avenue	S Adams Street	W Anna Street	New Corridor	\$7,200,000
Period	ID	Corridor	From	To	Project Type	Cost (2025\$)
Mid-Term (2036-2043)	R-16a	E Capital Avenue	N Wheeler Avenue	Saint Paul Road	Widen to 3-Lane Urban	\$6,300,000
	R-25	Old Potash Highway	North Road	Engleman Road	Widen to 3-Lane Urban	\$6,600,000
	R-2	W 13th Street	North Road	Engleman Road	Widen to 3-Lane Urban	\$6,600,000
	R-22	State Street	N Lafayette Road	Huston Avenue	Widen to 3-Lane Urban	\$1,500,000
	R-29	US 281	US 34	I-80	Intersection Control	\$3,600,000
Period	ID	Corridor	From	To	Project Type	Cost (2025\$)
Long-Term (2044-2050)	R-32	W Faidley Avenue	US 281	N Webb Road	Widen to 4- or 5-Lanes	\$3,100,000

High Priority Vision Street Projects

(high or medium priority projects that exceed available future revenues)

ID	Corridor	From	To	Project Type	Cost (2025\$)
R-8	N Broadwell Avenue	W Capital Avenue	W Roberts Street	Grade Separation	\$13,700,000
R-16b	E Capital Avenue	Saint Paul Road	Sky Park Road	Widen to 3-Lane Urban	\$7,200,000
R-23	East Bypass	-	-	Expressway	\$80,300,000
R-24	W Capital Avenue	North Road	Engleman Road	Widen to 3-Lane Urban	\$6,600,000
R-30	US 34	S Locust Street	US 281	Widen to 4-Lane Divided	\$24,800,000
R-31	N Broadwell Avenue	W Capital Avenue	Airport Road	Widen to 3-Lane Urban	\$6,900,000

BICYCLE & PEDESTRIAN STRATEGIES & TREATMENTS



Fiscally Constrained Bicycle/Pedestrian Projects
(sufficient funding for proposed projects with reasonably expected future revenues)

Period	ID	Corridor	From	To	Project Type	Cost (2025\$)
Short-Term (2031-2035)	B-65	Independence Avenue	Manchester Road	Mansfield Road	Trail	\$300,000
Period	ID	Corridor	From	To	Project Type	Cost (2025\$)
Mid-Term (2036-2043)	B-4	Stolley Park Road	Aiden Street	Highway 34	Trail and Grade Separation	\$4,100,000
	B-37	W Capital Avenue	N Broadwell Avenue	E 18th Street	Trail	\$400,000
Period	ID	Corridor	From	To	Project Type	Cost (2025\$)
Long-Term (2044-2050)	-	-	-	-	-	-

Due to limited expected future revenues, no bicycle and pedestrian projects are identified for the long-term.

High Priority Vision Bicycle/Pedestrian Projects
(high or medium priority projects that exceed available future revenues)*

ID	Corridor	From	To	Project Type	Cost (2025\$)
B-1	S Locust Street	Wood River Diversion	Camp Augustine Entrance	Trail	\$6,000,000
B-3	Eagle Scout Park Trail	Capital Avenue	Eagle Scout Park	Trail	\$800,000
B-9	North Road Connector	Independence Avenue	North Road	Trail	\$500,000
B-13a	E Fonner Park Road	Sycamore Street	Suck's Lake Park	Trail	\$700,000
B-25	Pioneer Boulevard Connector	W Stolley Park Road	Highway 34	Trail	\$1,200,000
B-26	S Blaine Street	Highway 34	Riverway Bike Trail	Trail	\$600,000
B-30	Independence Avenue	Highway 2	W Capital Avenue	Trail	\$900,000
B-32	S Locust Street	Highway 34	Proposed Wood River Trail	Trail	\$500,000
B-35**	Veteran's Athletic Complex Connector	W Capital Avenue	N Broadwell Avenue	Trail	\$800,000
B-42	Wood River Trail	S Locust Street	E Stolley Park Road	Trail	\$1,200,000
B-44	Fonner Park Connector	E Stolley Park Road	E Fonner Park Road	Trail	\$600,000
B-47	W Stolley Park Road	Brentwood Boulevard	S Harrison Street	Trail	\$900,000
B-57	Downtown Grand Island	-	-	Curb Extensions	\$1,000,000

*Note: B-26 and B-35 are low priority projects based on the LRTP prioritization criteria.
**Implementation of B-35 would be contingent upon the construction of a grade-separated crossing of Broadwell Avenue and BNSF.
Construction of a grade-separated crossing facility would reduce the need for implementing B-35.

SUMMARY OF DRAFT PLAN CONTENTS



Chapter 1 – Who We Are

A summary of Grand Island Area Metropolitan Planning Organization's (GIAMPO) roles and responsibilities, the Long Range Transportation Plan (LRTP) process, and related planning efforts.



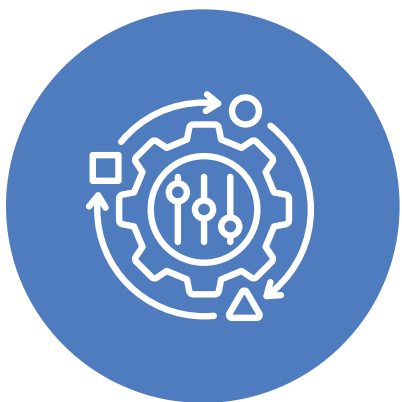
Chapter 2 – Community Engagement

A summary of communication tools and tactics, engagement milestones, and other community efforts used in the development of the LRTP.



Chapter 3 – Goals, Objectives, and Performance Measures

A description of the federal LRTP requirements and the 2050 LRTP goals and objectives.



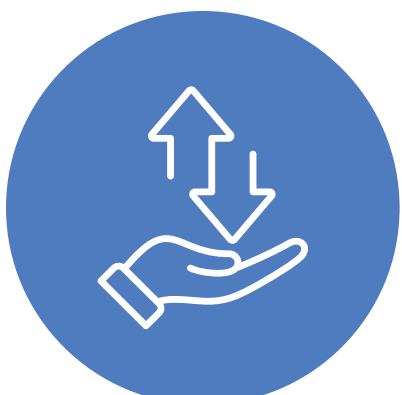
Chapter 4 – Regional Profile

A summary of demographic, land use, and travel trends in the Grand Island metropolitan area.



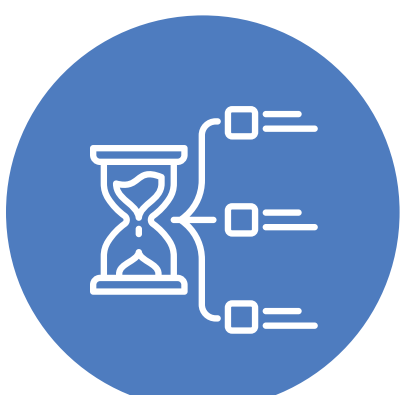
Chapter 5 – Current System Performance

A discussion of the region's current conditions on the multimodal system. This includes the street network, system safety, traffic operations, asset conditions, bicycle and pedestrian system connections, transit system, and a summary of current system issues and needs.



Chapter 6 – Future Conditions Assessment

Looking ahead at forecasted growth in area households and employment, travel on the future network, emerging transportation trends and technologies, and emerging transportation technologies.



Chapter 7 – Project Alternatives and Strategies Development

A discussion of the process followed in developing the multi-modal alternatives listed in the LRTP.



Chapter 8 – Future Transportation Revenues

A summary of the results of a financial analysis conducted for GIAMPO's transportation revenues sourced from key federal, state, and local funding programs.



Chapter 9 – Fiscally Constrained Plan

This summarizes the recommended transportation investments for GIAMPO and its member agencies until the year 2050 for regionally significant multimodal transportation improvements.



Chapter 10 – Environmental Review and Mitigation

A discussion of environmental screening and considerations during the development of the LRTP.



Chapter 11 – Federal Compliance

A discussion of the federal guidelines and planning factors that influenced how the plan was written and tailored to local needs.

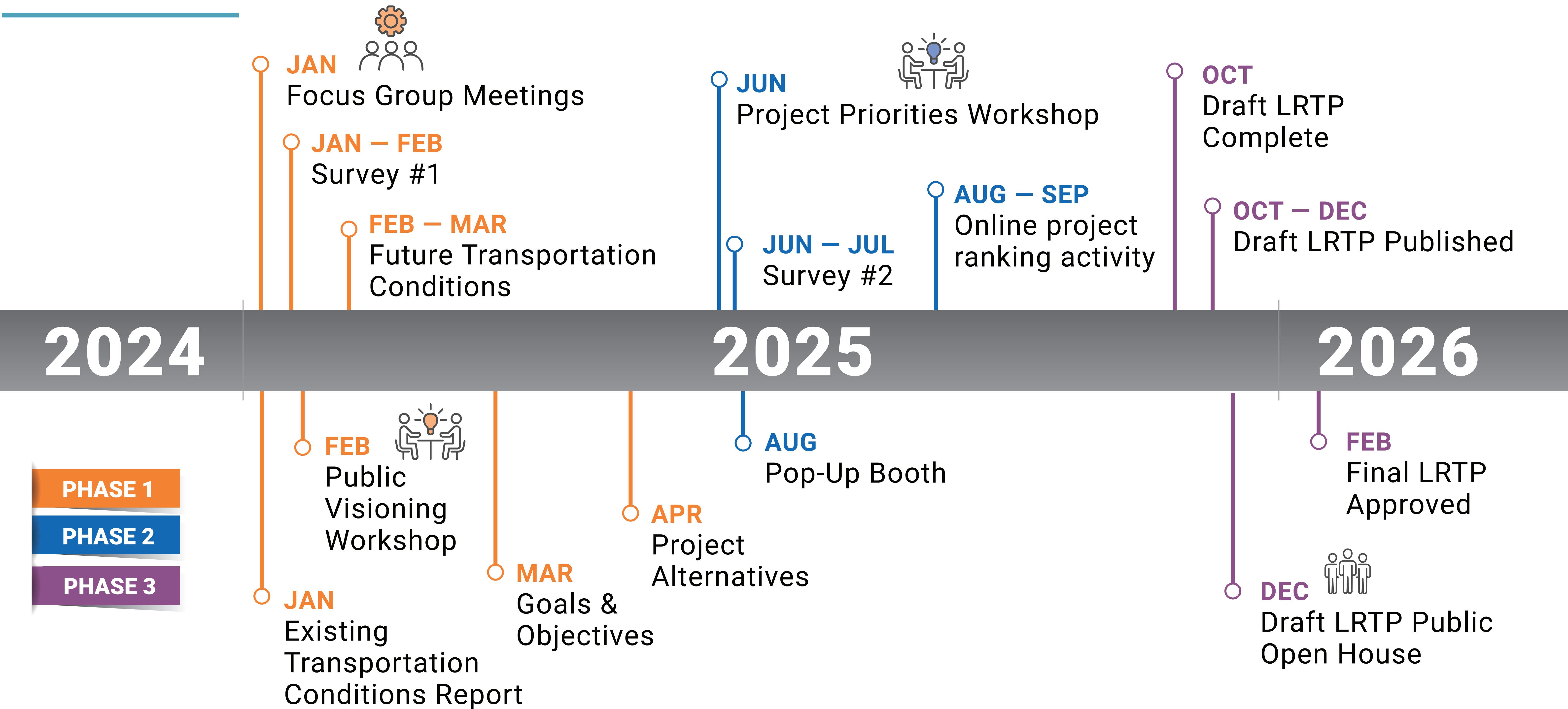
TRANSIT PROJECTS



Period	Project Type	Cost (2025\$)
Short-Term (2031-2035)	Urban Transit Operations	\$10,060,000
	Urban Capital Projects	\$788,000
	Rural Transit Operations	\$1,200,000
Period	Project Type	Cost (2025\$)
Mid-Term (2036-2043)	Urban Transit Operations	\$16,096,000
	Urban Capital Projects	\$1,260,000
	Rural Transit Operations	\$1,920,000
Period	Project Type	Cost (2025\$)
Long-Term (2044-2050)	Urban Transit Operations	\$14,084,000
	Urban Capital Projects	\$1,103,000
	Rural Transit Operations	\$1,680,000

Assume no changes to the existing system

Schedule



Get Involved & Stay Informed!

Website

Stay up to date on project milestones and public events, opt-in to future communications, or provide feedback by visiting www.GI2050.com.



Comments

Comments on the Draft LRTP and included projects will be collected through **January 12, 2026**, and can be submitted on the website, sent to comment@GI2050.com, or mailed to:

Allan Zafft
MPO Program Manager
100 East 1st Street, PO Box 1968
Grand Island, NE 68802

