

PUBLIC PRIORITIES WORKSHOP

Thank you for joining us!



As you visit the interactive exercises around the room that will help us develop the 2050 LRTP, think about which strategies you would like to see recommended in the plan and where they could be used around the Grand Island area.

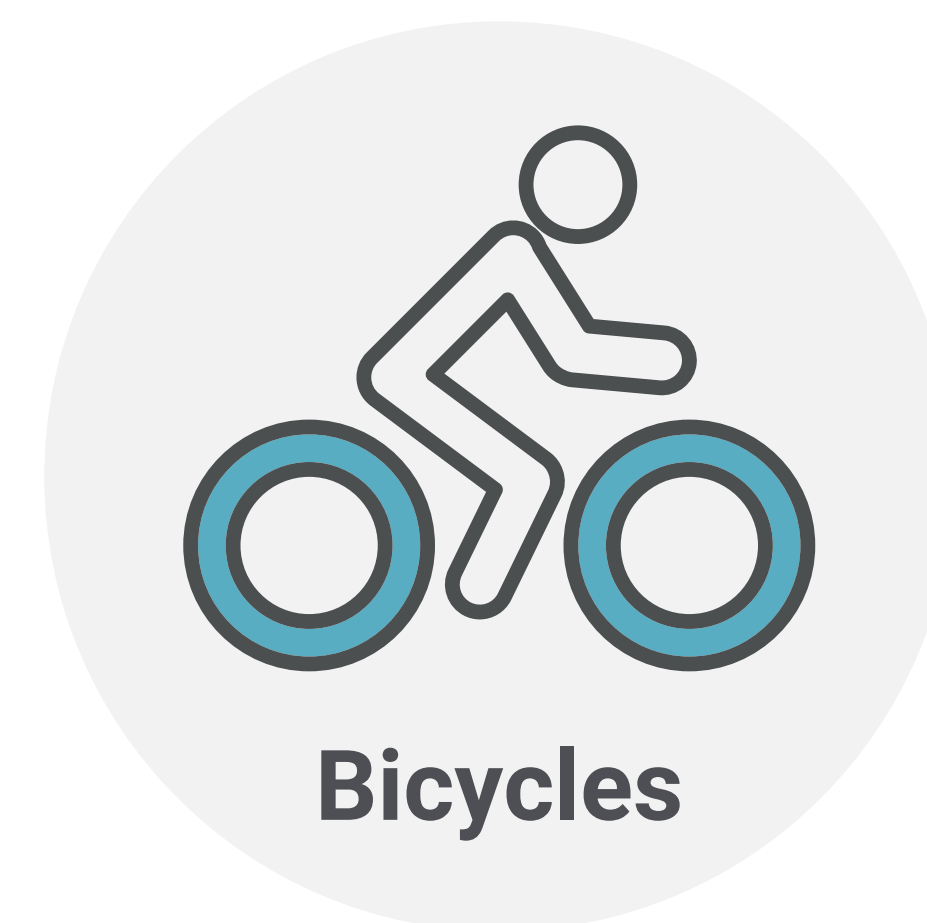
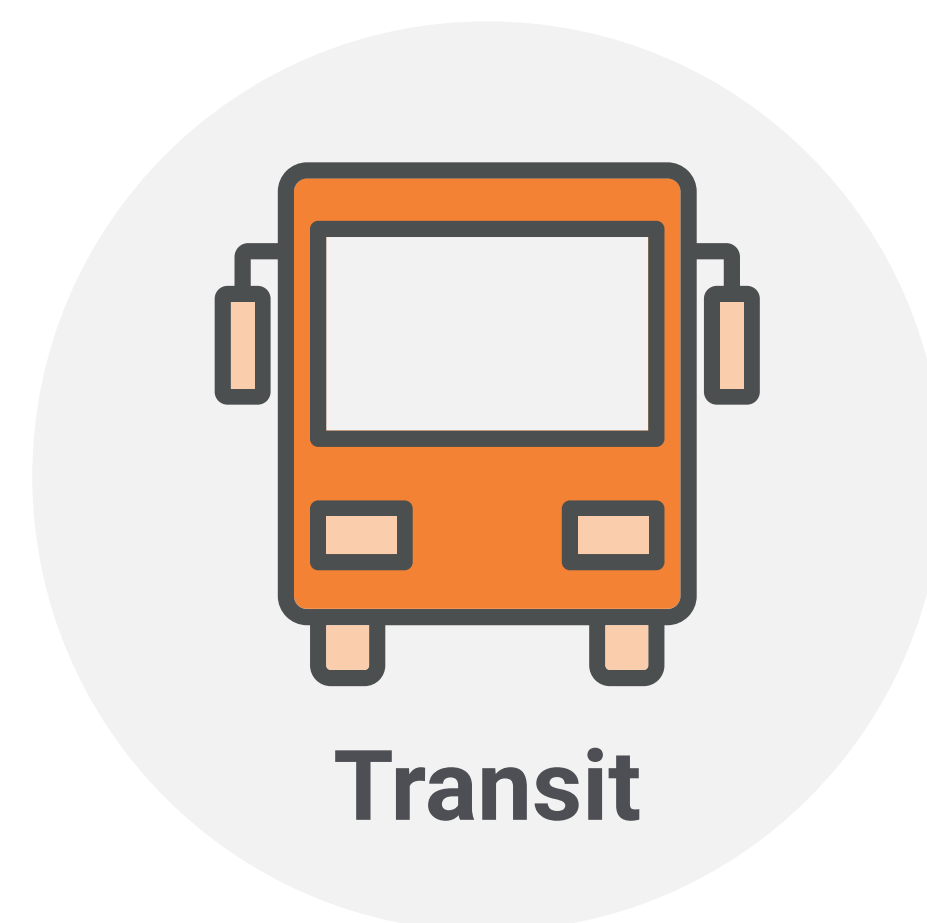
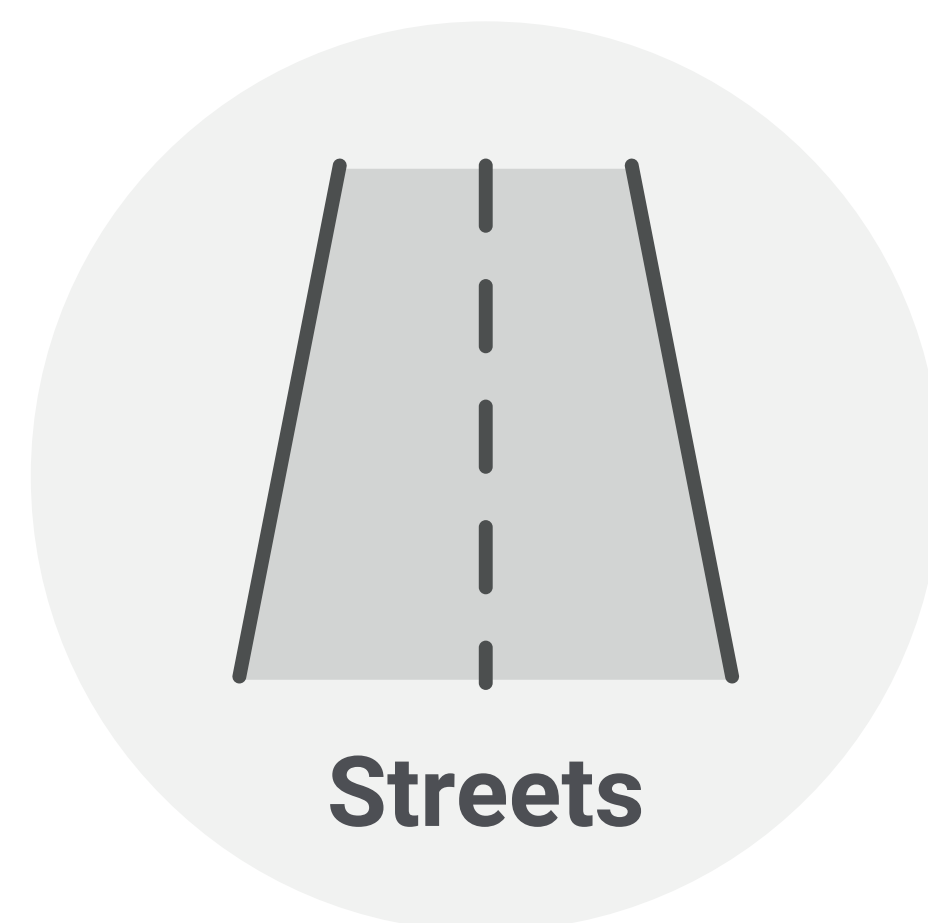
Long Range Transportation Plan Purpose

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 will be developed through public input and a technical analysis of how all modes of transportation perform including:



Public Visioning Workshop Summary

In February, the project team held an in-person and online Public Visioning Workshop to gather information regarding transportation issues and opportunities for the 2050 LRTP.

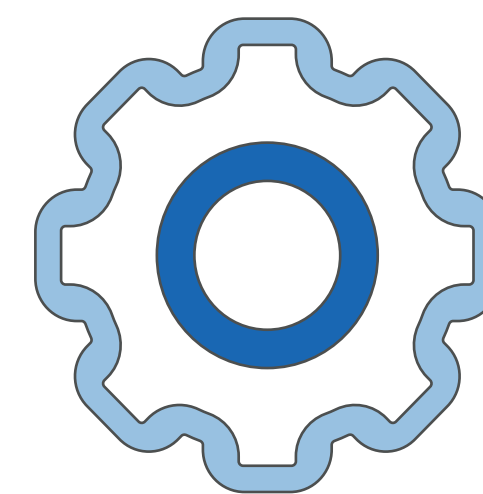
The workshop activities showed that the public's top three priorities were: safety, efficiency and reliability, and accessibility. Participants concluded that the city has room to improve transit, rideshare, bicycle/pedestrian travel, and sidewalks in the area.

In addition to the workshop, a survey was conducted from January 22 to February 21 that received **108** responses.

Participants prioritized topics for the LRTP to include:



1 Safety



2 Efficiency and reliability



3 Accessibility

ROADWAY STRATEGIES & TREATMENTS



MORE TRAVEL LANES

This strategy typically involves constructing new through lanes or turn lanes to accommodate more vehicles.

Pros:

- Increases road capacity, can alleviate traffic congestion and lead to smoother traffic flow and reduced travel time in the short term.
- Reduces the likelihood of crashes related to congestion by giving drivers additional room.

Cons:

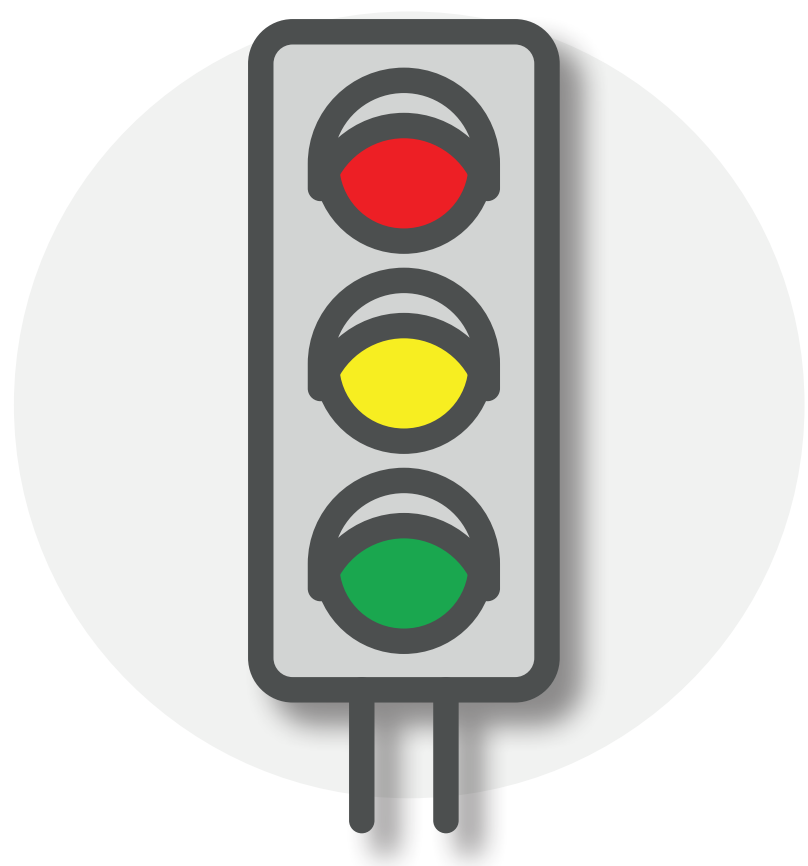
- Wider streets can be less safe for turning traffic, pedestrians, and bicyclists.
- Widening streets can often lead to long-term increases in traffic due to drivers choosing the higher-capacity route.
- Can negatively impact the livability of adjacent neighborhoods due to increased air pollution, loss of green spaces, and additional noise.

What do you think? Vote below!



Additional notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS



TRAFFIC SIGNAL TIMING OPTIMIZATION/COORDINATION

Traffic signal timing optimization adjusts the operation of existing traffic signals or modernizes this equipment. This strategy may lead to fewer vehicle stops on major roads, better responsiveness or adaptation to changing traffic levels, protected time for crosswalk users, or timing improvements to increase vehicle safety.

Pros:

- Cost-effective use of existing infrastructure and equipment.
- Reduces overall travel time and congestion due to vehicles stopping at fewer intersections.
- Can improve safety.

Cons:

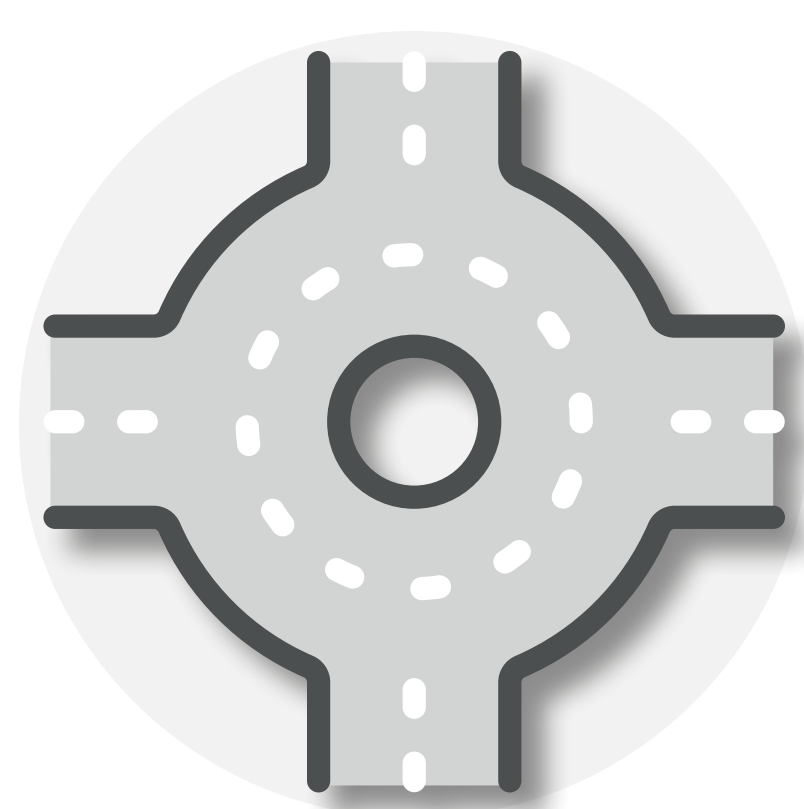
- Optimization methods do not prioritize non-motorized users.
- Unable to be funded by many state and federal funding sources.
- Timing and optimization strategies require regular maintenance and monitoring.

What do you think? Vote below!



Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS



ROUNABOUTS

Roundabouts are an alternative option to signalized intersections. Roundabouts move traffic in a continuous counterclockwise motion around a circular center island. Entering vehicles yield to traffic already in the roundabout (drivers must check for conflicts on their left).

Pros:

- Reduces injury crashes by 75 percent or more due to naturally lower speeds.
- Can provide enhanced pedestrian safety when crossings are placed further away from where vehicles enter the roundabout.
- Can reduce average vehicle delay at intersections.
- Long-term maintenance costs are lower than a traffic signal.

Cons:

- Pedestrian traffic must travel a further distance outside the roundabout and use a crossing where vehicles are not stopped.
- Often creates a larger right-of-way footprint than other intersection types.
- Initial costs of implementation may be higher than a traditional intersection.

What do you think? Vote below!



Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS



TURN LANES (LEFT OR RIGHT)

Turn lanes provide a lane exclusively for right- or left-turns and cause fewer delays by removing turning vehicles from traffic lanes. Turn lanes are commonly used on busier streets.

Pros:

- Increases capacity on roadway.
- Reduces low severity, rear-end crashes by an average of 50 percent.

Cons:

- Increase crossing distances for multimodal users – negatively impacting safety.
- Vehicles stacking in the turn lane can cause delays in the through lanes.

What do you think? Vote below!



Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS



MEDIANS

A median is the area between opposing lanes of traffic. It creates a physical separation between traffic lanes, essentially creating a one-way road in each direction. Median types are raised, flushed, and depressed. Raised and depressed medians create a barrier to turning left across traffic, increasing safety.

Pros:

- Reduces vehicle crashes.
- Increases pedestrian safety by allowing a pedestrian refuge in the median.

Cons:

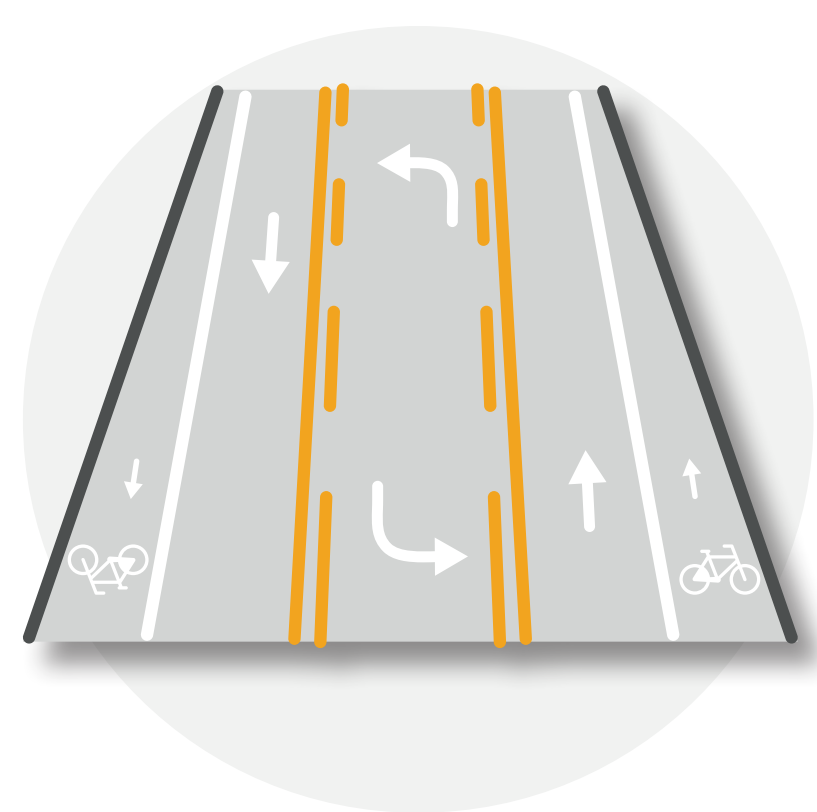
- Creates additional street space than not having a median, which may require on-street parking removal or additional right of way.
- Medians can restrict property access.
- May slightly increase travel distance to reach destinations due to potential restricted left turns.

What do you think? Vote below!



Additonal notes? Add them here!

ROADWAY STRATEGIES & TREATMENTS



ROADWAY RECONFIGURATION

A roadway reconfiguration, also known as a road diet, reduces the number of vehicular travel lanes on a street. This strategy typically involves converting an existing four-lane undivided street to a three-lane street. The additional travel lane can be repurposed into a center two-way left-turn lane, street parking, bike lanes, or a combination of these.

Pros:

- Improves safety by providing a dedicated lane to turning traffic and potentially reducing travel speeds.
- Creates on-street parking or bike lane opportunities.
- Can be a cost-effective way to reducing severe crashes through low-cost modifications to existing infrastructure.

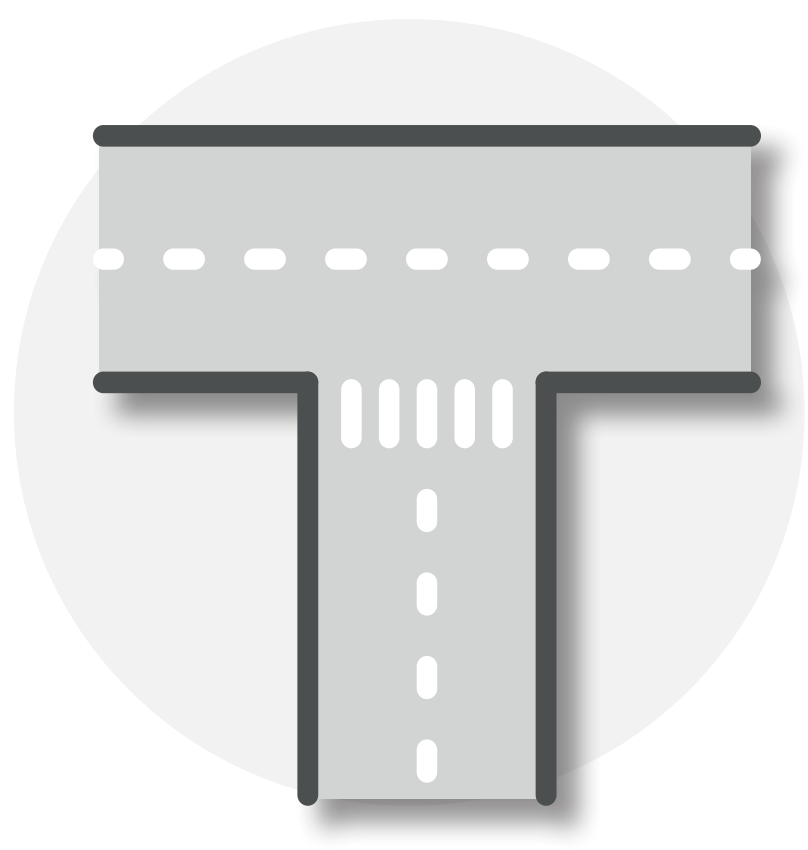
Cons:

- Can decrease the overall street capacity and lead to increased peak hour congestion.
- Road diets are not a universal solution and may not be appropriate for all corridors.

What do you think? Vote below!



Additional notes? Add them here!



IMPROVED PEDESTRIAN CROSSINGS

Improved pedestrian crossings would include sub-strategies like highly visible crosswalks, shorter crossings, and user-activated signs.

Pros:

- Increases visibility of people crossing for drivers.
- Decreases risk of pedestrian collisions.
- Creates a more pedestrian-friendly and safer environment
- Significantly increases vehicles yielding to crossing pedestrians.

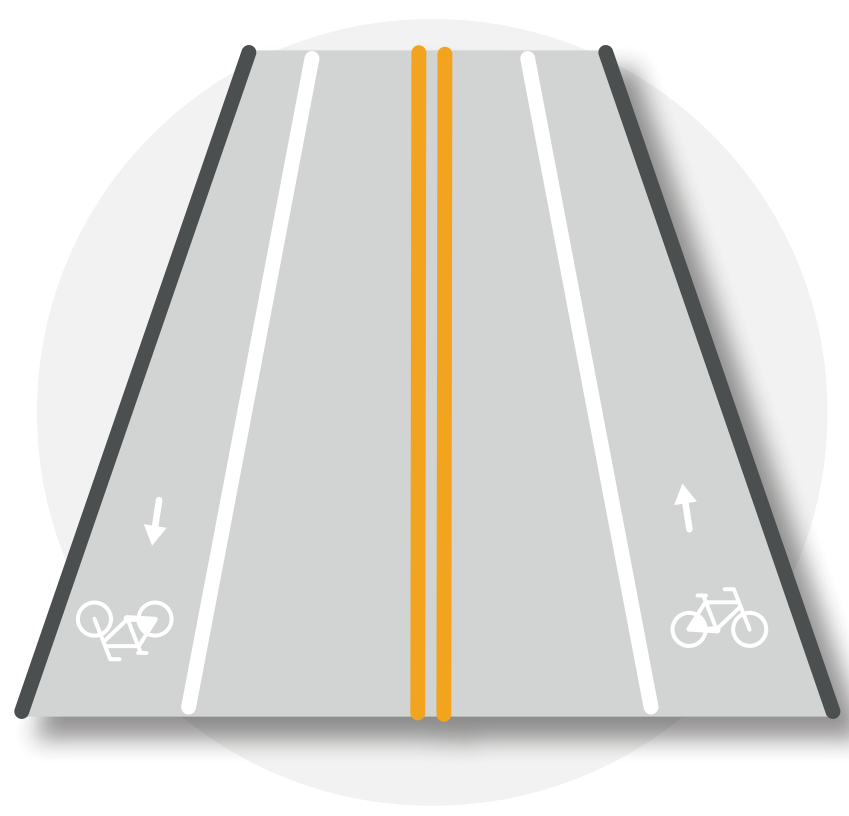
Cons:

- Enhanced crosswalks may require additional maintenance costs and staff time.
- Installing infrastructure to shorten pedestrian crossings can be expensive.
- Snow removal and other maintenance costs may increase.

What do you think? Vote below!



Additonal notes? Add them here!



CYCLE TRACKS/PROTECTED BIKE LANES

Cycle tracks, or protected bike lanes, are lanes dedicated to bicycle travel and include a physical buffer from vehicle lanes. The barrier can be pavement markings, bollards, planters, or a raised curb. They can be one-way or two-way.

Pros:

- Increases cyclist comfort and safety by clearly identifying bicyclists’ space.
- Creates physical separation between bicyclists and automobiles.

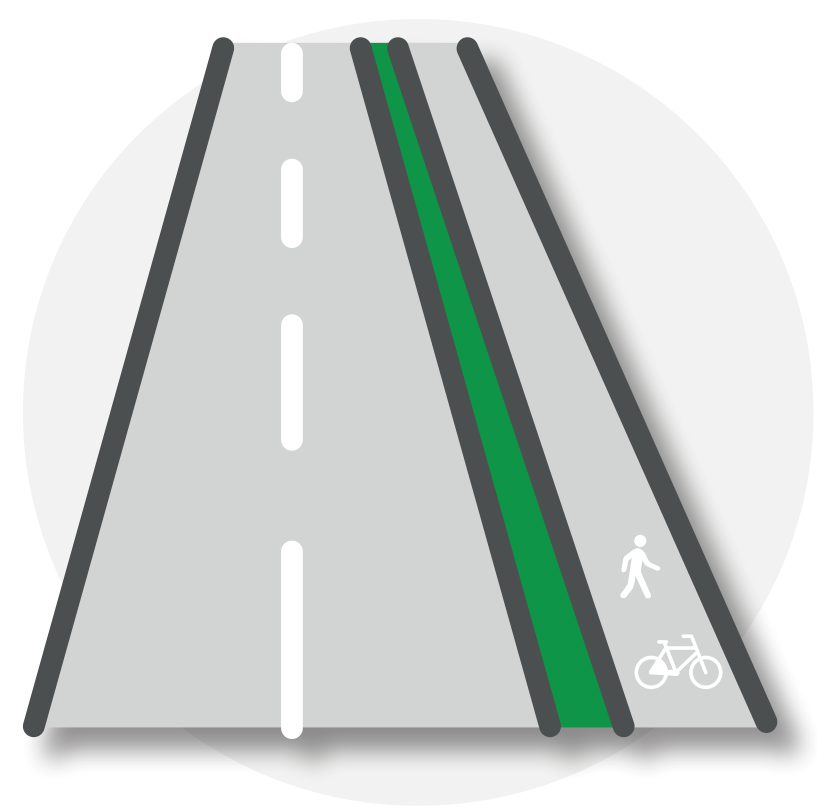
Cons:

- Cycle tracks require additional street space and may require additional right of way, narrowing or re-purposing of travel lanes, and on-street parking lanes.
- Increased maintenance costs for regular restriping and pavement markings.

What do you think? Vote below!



Additonal notes? Add them here!



NEW/IMPROVED TRAIL OR SIDEPATH

Trails and sidepaths provide dedicated space for walking and biking outside the roadway. Improvements include pavement markings at sidepath street crossings to separate users and enhanced crossing treatments at intersections with streets and driveways for safety.

Pros:

- Separation from vehicular traffic can improve the experience for some users.
- A boulevard section can be landscaped to add to aesthetics and user comfort.

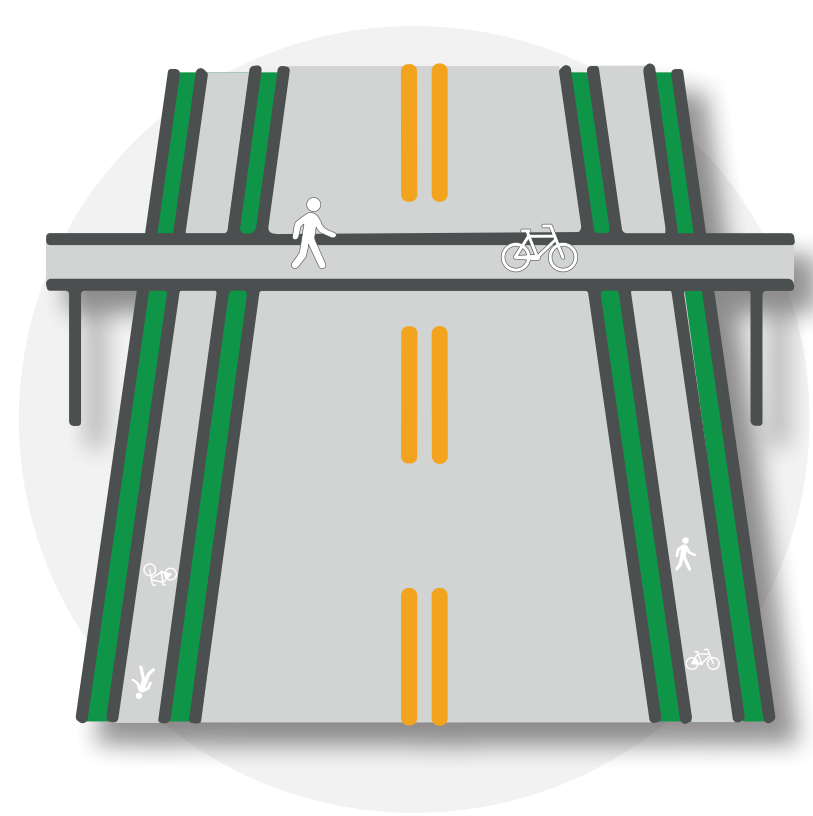
Cons:

- Sidepaths add to the total right-of-way width requirements.
- Drivers turning out of driveways and side streets may have a harder time seeing people bicycling on a sidepath than on an on-street facility.

What do you think? Vote below!



Additional notes? Add them here!



GRADE-SEPARATED CROSSINGS

Grade-separated crossings are typically found where a trail or sidepath intersects with a waterway or a major road. They can be bridges or under crossings.

Pros:

- Separation from vehicular traffic can provide a direct and safe connection.
- Provides connections across barriers that cannot otherwise be crossed.

Cons:

- Grade separations are expensive.
- Where they require out-of-direction travel, pedestrians may not use the grade separation.

What do you think? Vote below!



Additonal notes? Add them here!

EMERGING TRENDS & TECHNOLOGIES



MICROMOBILITY

Micromobility allows users to share bicycles or scooters to complete short trips and expand transportation options to enhance mobility and improve services for individuals without access to reliable transportation.

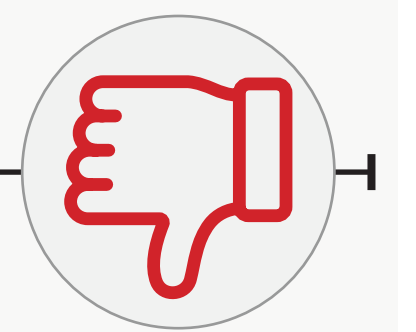
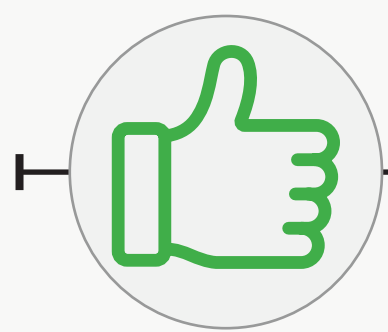
Pros:

- Reduces the use of a vehicle for short or routine trips.
- Lower cost due to sharing equipment.

Cons:

- Safety concerns for novice users.

What do you think? Vote below!



Additonal notes? Add them here!

TRANSIT STRATEGIES & TREATMENTS*

INCREASED SERVICE HOURS & WEEKEND SERVICE

Increased hours and service extends the time a bus operates. This could include longer service hours during the week or expanded weekend and holiday service.

Pros:

- Increased access for those with irregular schedules.
- Increase mobility for people that cannot drive or do not have access to a car.

Cons:

- Higher costs to operate the transit system.

SAME DAY SERVICE

Allowing passengers to book transit trips the day of the trip, instead of with a 24-hour lead time.

Pros:

- Closer to an on-demand service that would allow transit trips to be provided when unplanned needs and emergencies arise.

Cons:

- Higher costs, potentially including more transit vehicles to accommodate shorter-term ride requests.

What do you think? Vote below!



Additonal notes? Add them here!

What do you think? Vote below!

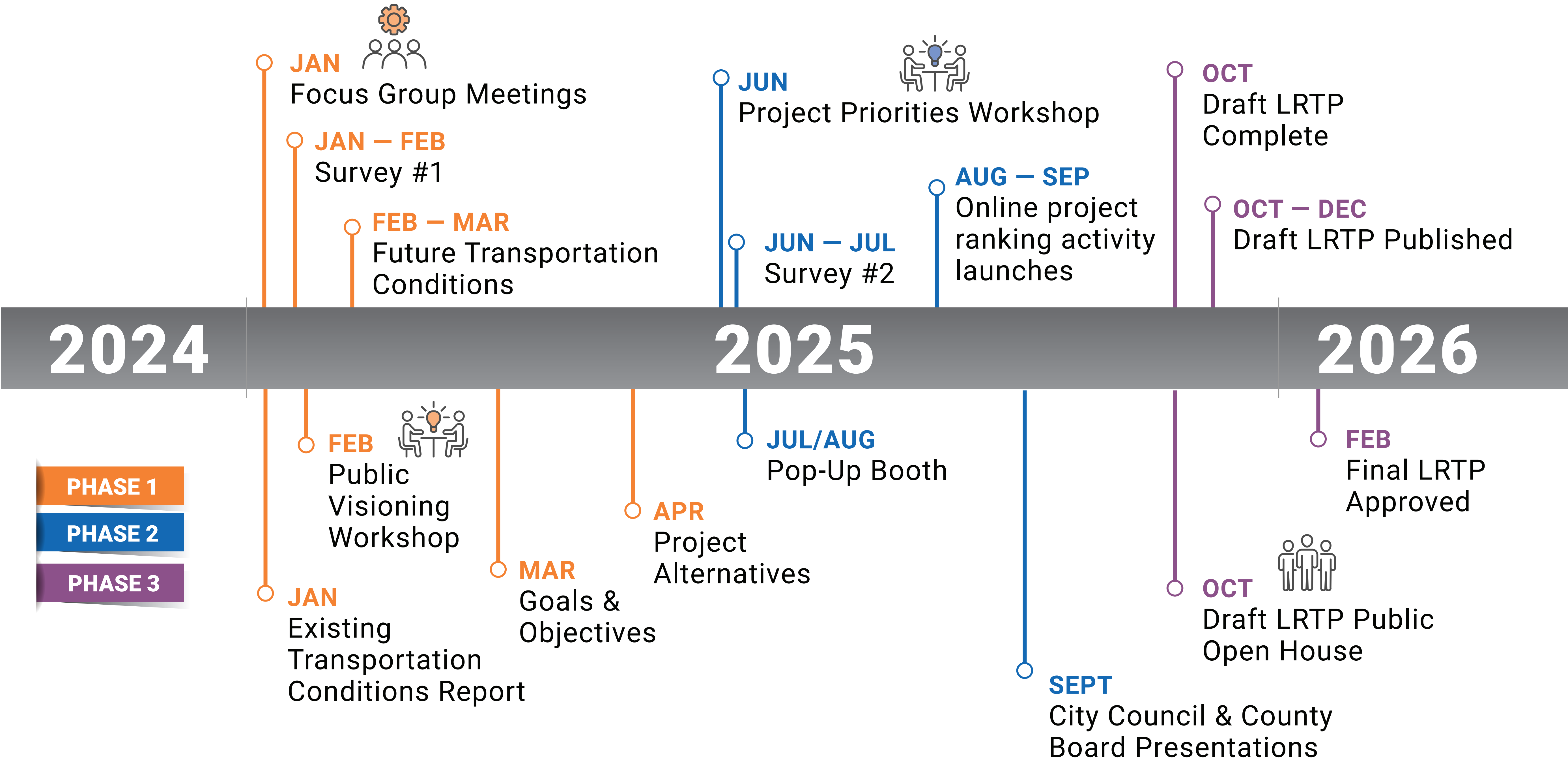


Additonal notes? Add them here!

**Implementation dependent on funding availability.*

Schedule

The 2050 LRTP will be developed over the next year and a half. During that time, the public will be invited to provide their comments, questions, and concerns at multiple key milestones.



Get Involved & Stay Informed!

Survey

Tell us which transportation strategies you think the LRTP should prioritize by taking an online survey. It's open now through **July 3** at www.bit.ly/GI2050LRTP2.



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 and survey responses will be collected through **July 3** and can be submitted on the website, sent to comment@GI2050.com, or mailed to Allan Zafft at 100 East 1st Street, Grand Island, NE 68801.



Next Steps

Several projects were proposed in the 2045 LRTP, and we've since made progress on many of those, including:

1. Old Potash Road Widening
2. Five Points Intersection Roundabout and Pedestrian Enhancements
3. JBS Extension Trail
4. Claude Avenue Extension
5. US-30 Grand Island West
6. North Road Improvements



Your voice matters!

Later this summer, we'll launch an interactive online activity where you can rank potential projects based on priorities and a set budget. This is your chance to help shape the future of transportation in Grand Island!

Follow us on social media and stay tuned for more details and how to participate!

f @GI.PublicWorks or @CityofGrandIsland

X @GIPublicWorks or @CityofGI