



CHAPTER 4

SUPPORT FACILITIES



THIS CHAPTER PRESENTS OPTIONS AND LOCATIONS FOR SUPPORT FACILITIES including trailheads, nodes and points of special interest that can enhance the experience of using metropolitan area trails and active transportation facilities.



Well-placed support facilities can fill these needs and increase the comfort level of people using the trail and active transportation network.

But support along the route is not the only key function that support facilities provide. The destination rated as “very important” or “important” by the greatest number of respondents to this plan’s preference survey, with 88%, was the trail system itself, followed by schools, parks, and the public library. In many cases, people drive to trails for recreational walking, running, or biking. Transportation to a recreational destination is still a transportation trip, and an objective of a network is to reduce the number of these trips made by car. Yet, many people will continue to drive to trails and parks, and these transition points require a level of support as well.

Finally, support facilities enhance the experience of using an active transportation network. They can help orient users and provide milestones and events along a trail.

This chapter identifies criteria, locations, and features of support facilities related to the current state of the network plan.

SUPPORT FACILITIES

The planning of bicycle and pedestrian networks begins with definition of routes, which in the proposed Grand Island system will consist of a combination of multi-use paths on right-of-ways both separated from and adjacent to streets, a variety of on-street bicycle routes that share the space between curb lines with motor vehicles; and sidewalks for pedestrian use. Much of the network passes through the city, and private or public establishments provide support features for users, typically food, drink, bathrooms, and support or shelter in emergencies. However, parts of the proposed Grand Island network pass through areas that are relatively remote or lack public places or businesses that routinely serve support functions.

Types of Trailheads and Open Space Nodes

Based on both function and facilities, the Grand Island network may have three levels of support facilities. We can refer to these as major trailheads, minor trailheads, and nodes.

Major trailheads provide essential access to the shared use path system and include information and amenities for trail user comfort. Trailheads that serve local and regional populations that arrive by car, bike, or transit (if flex route service is implemented in Grand Island) may have a variety of features.

Minor trailheads provide strategic points of access to the shared use path system. They typically serve local users.



Trailhead on Prairie Spirit Trail in Kansas includes information kiosk, restrooms, benches, and parking



While major trailheads are likely to be accessed by car and are transfer points from car to bike or pedestrian travel, users are more likely to walk or bike to minor trailheads. In addition to marking entrances to the system, minor trailheads should provide users with information and some amenities, but have a much more limited facility program than major trailheads.

Nodes are generally focused to people already using a trail, and may point out points of interest or limited amenities to be used along the way. They also might provide useful features that can address contingencies or improve the experience.

Location Criteria and Features

Because of their different functions, each of the three support facility types has different location criteria and menus of features.

Major Trailheads

In the Grand Island area, major trailheads will function largely as interchanges, where people arrive by car and become pedestrians or bicyclists. They will also tend to use these entry points for recreational purposes. Criteria for sites include:

- Direct adjacency to a major trail. A location that will require some level of on-street cycling or walking will not be a successful major trailhead.
- Good access and visibility from a principal street, road, and bicycle and pedestrian routes. With urban trails, clear access routes are more important than with rural trails.
- Possible location at or near the ends of major trails. This tends to place major trailheads on the periphery of the city.

- From a practical point of view, sites that provide adequate space to accommodate the facility program without requiring land acquisition. Examples are parks, school sites, and other public lands.
- Reasonable access to major community facilities, including retailers and food service.
- Presence of existing features or facilities that serve multiple uses, such as substantial parking areas.

Facilities for a major trailhead may include:

- Motor vehicle parking, including accessible parking spaces.
- Bicycle parking, such as a sufficient number of inverted U's or hitching post designs. Guidelines for bike parking will be provided later in the plan.
- Wayfinding kiosks and signage, with orientation and interpretive information.
- Drinking water fountains.
- Screened portable toilets if facilities are not provided elsewhere on site.
- Shelters, benches, tables, trash receptacles, and similar site furniture.
- Emergency telephone.
- Scenic viewpoints or overlooks if relevant to the site.
- Interpretive information if applicable
- Fix-it station, installations that have secured tire pumps and tools for light repairs. One such facility is installed along the Stuhr Trail.

Many of these features are included in parks, and a trailhead location and trail extension that can use existing facility clusters is very desirable.



Trailhead possibilities. From top: Illustration of a major trailhead with parking, screened or structured restrooms or portable toilets, shelter, and parking; portable toilet and shelter on Iowa's High Trestle Trail; minor trailhead with bench, receptacle, and information kiosk.

Minor Trailheads

Minor trailheads will be primary points of entrance by local users. Thus, location criteria and the facilities menu will adjust accordingly. Criteria for minor trailhead sites include:

- As with major trailheads, direct adjacency to a major trail. A location that will require some level of on-street cycling or walking should be avoided.
- Location in a park (including a neighborhood park), school site, or other public space. Other potential locations include the intersection of a trail and a principal on-street route.
- Availability of at least a few parking spaces (desirable but not mandatory).
- Reasonable spacing to permit access and exiting from the trail. Given the city's size and configuration, a reasonable spacing of minor trailheads would be about two miles apart.
- Nearby commercial convenience services are desirable.

Facilities for a minor trailhead may include:

- A small parking area if available in an adjacent use.
- Bicycle parking for a small number of bicycles, such as two inverted U's, hitching posts, or other space efficient designs.
- Wayfinding signage, with orientation and interpretive information.
- Bench and trash receptacle.
- Interpretive information if applicable
- Fix-it station, installations that have secured tire pumps and tools for light repairs.

Nodes

Nodes are points along the trail, generally placed for the

comfort and convenience of trail users, or to emphasize a special destination or feature. As a result, they need not be placed at street intersections or other access points. However, spacing along trails becomes a much more important factor than it is for trailheads. Possible locations for nodes include:

- Sites of special interest, such as historic sites, locally important destinations, or scenic or environmentally important features.
- Changes in trail direction or places where special guidance to the user is required.
- Junctions between trails or between trails and a major on-street route.
- Shade trees, green spaces, or other locations that can add quality to the trail experience.

Nodes should be placed to ensure a typical distance of one mile between support services or guidance. Trailheads and publicly available convenience services can fill the same function as a node and may have an effect on their location. Facilities for a node may include:

- Bicycle parking.
- Wayfinding and interpretive signage or kiosks.
- Bench and trash receptacle.
- Fix-it stations at two to three mile intervals.

Proposed Locations

Tables 4.1, 4.2, and 4.3 on the following page presents potential trailhead and node locations, based on the current development of the Grand Island regional network. These locations are divided into locations on existing trails that could be implemented if funds are available; and facilities that require future trail development. Figure 4.4 illustrates possible locations for various types of nodes.



Table 4.1: Possible Major Trailhead Locations

LOCATION	TRAIL	CURRENT SITE RESOURCES AND NEEDS	OTHER COMMENTS
EXISTING POTENTIAL			
Eagle Scout Park/Sports Complex, North Broadwell Ave	Eagle Scout Trail	Parking, restrooms, shelter	Already receives substantial use by pedestrians. For full utilization, requires connection to Capital Trail via proposed Broadwell sidepath. Future development would add wayfinding and interpretive information.
Shoemaker Elementary School, Sweetwood Drive	Shoemaker Trail	Parking, playground area, shelter	Future development would add short path connection to main trail, benches, receptacles, wayfinding graphics, landscape.
Hall County Park, Schimmer Drive between US 281 and North Rd	Riverway Trail	Parking, full camping facilities including restrooms, picnic shelters, playground	Already serves major trail loop. Future development may include dedicated parking area for trail users if necessary, wayfinding and information graphics.
Pier Park	Beltline Trail	Parking, full urban park facilities	Major in-city park at the eastern end of the city's most popular trail. Requires additional wayfinding and park information graphics.
FUTURE DEVELOPMENT			
Veterans Legacy Park	Eagle Scout and Capital Trails	New development	Legacy Park concepts incorporate Eagle Scout Park and include a trail bridge over BNSF mainline. A new full-service trailhead may be incorporated into the eventual plan, replacing or complementing the existing Eagle Scout facility. Such a trailhead may be development along the Capital Avenue trail frontage to serve in-city needs.
Wood River/Fonner Park; approximate location near Stolley Park Rd and Stuhr Rd	Proposed Wood River Trail	New development	Potential east peripheral trailhead with good regional access from Highway 34. Integrated into Fonner Park and potentially part of a loop around the periphery of the facility. Takes advantage of abundant existing parking.
Capital Avenue and Sky Park Rd	Proposed Capital Trail extension	New development	Provides a northeast point of entry to the future trail network.
Mormon Island State Recreation Area	Proposed Mormon Island Trail	Full SRA services include restrooms, parking, camping and associated facilities, and wide array of commercial visitor services	Requires extension of trail along South Locust from Riverway Trail and east-west connection to the existing SRA. Routing of east-west connection requires careful environmental study.
Riverway East, Nebraska Highway 2	Proposed Riverway Trail	New development	Endpoint if current mountain bike quality surface is upgraded to pavement. Provides excellent access to Highway 2 and Interstate 80 if corridor can be acquired.



Table 4.2: Possible Minor Trailhead Locations

LOCATION	TRAIL	CURRENT SITE RESOURCES AND NEEDS	OTHER COMMENTS
EXISTING POTENTIAL			
Gates School, Curtis and Anna Street	Beltline, Cemetery, and St. Joe Trails	Parking, playground, with substantial open area on south of site	Strategic site at intersection of several trails and a major part of the on-street system. Requires upgrade of a narrow paved path leading to Beltline Trail to full trail standards. Additional facilities include shelter, benches and receptacles, bike parking, wayfinding and information graphics.
College Park, south edge of parking lots bordering trail and fronting along Husker Highway	St. Joe Trail	Parking, full Central Community College facilities	Requires shelter, limited bike parking, seating, receptacles. Strategic location near Husker Highway trail crossing.
South Locust, adjacent to Walmart parking or south driveway	South Locust Trail	Parking in adjacent commercial lot. Requires other facilities	Important point along a future South Locust connection north of US 34 and south to Mormon Island. Could be incorporated into pad site plans and would benefit from future commercial development.
Sterling Estates, Norseman Avenue	Shoemaker and St Joe Trail	New neighborhood park under development includes full array of features with connection to trail	Excellent opportunity for northwest gateway to trail system. Will require additional wayfinding and park information graphics.
FUTURE DEVELOPMENT			
Cedar Hills Park, Avon and Hampton Ave	Proposed Shoemaker extension and Moore's Creek Trail	Parking, shelter and existing trail loop	With extension of trails, will provide southwest access to the rest of the system.
George Park, Independence and Norseman A	Proposed George Park connector	Parking, shelter, full city park features, including 8-foot path between Macron and Independence Ave	Paving of alley east of Macron and developing path to Sterling Estates Park will connect major northwest park to the trail network. Wayfinding and information graphics should be incorporated into trailhead.
20th Street Tunnel/Knickrehm School; edge of school site at 20th and Plum	Proposed Capital Trail extension along drainageway	School parking available. New development	Valuable entry point for east side users to the extended Capital Trail via the edge of the school site. Requires extension of Capital Vaenue Trail, eventually to Ashley Park.
Seedling Mile School, Seedling Mile Rd and Main	Proposed Seedling Mile Trail	School parking lot and play areas. Opportunity for shelter and other support facilities between west parking lot and playground	Local entrance to trail system to the Shady Bend neighborhood. Opportunity for Lincoln Highway interpretation.
North Front fields, east of US 281	Proposed ped/bike bridge over US 281	New development	Strategic location with enough room for ramps for a full grade separated crossing and moderate ramps. Minor trailhead would be appropriate at eastern landing or proposed bridge.



Table 4.3: Possible Node Locations

LOCATION	TRAIL	COMMENTS
EXISTING POTENTIAL		
Sutherland and Cherry	Beltline Trail	Existing east terminus of trail. With proposed Beltline extension, will be a significant node, first on east side of railroad
Suck's Lake Park	Beltline Trail	Major scenic feature on trail with adjacent parking. Functions as a minor trailhead
Blaine Cross	Beltline Trail	Node will enhance visibility at important arterial crossing
St Joe/Beltline Crossing	Beltline, St Joe, Cemetery Trails	Major junction in trail network, requiring wayfinding information and placemaking effort
Stolley Park Crossing	St Joe Trail	Intersection of trail and on-street bikeway. Connection to major city park on the bikeway network but off trail
Stuhr Museum site along US 281	St Joe/Stuhr Trail	Existing Fix-It installation, upgraded to node
Blaine Crossing	Riverway Trail	Node at major street crossing marks connection to lake neighborhoods south of US 34
Locust Crossing	Riverway Trail	West of trail crossing under South Locust
Ashley Park	Capital Trail	Major park with parking facilities at east end of current Capital Trail. Functions as a minor trailhead but requires a crossing of Broadwell to the west and Capital to continue east
Capital Ave Crossing	Capital Trail	Marks existing trail crossing of major arterial, increases visibility of trail users
Westside Connector	Westside (State-Capital) Connector, Capital Trail	Major wayfinding point and west end of Capital corridor
State Street	Westside Connector, State St Trail	Major trail junction, ultimately a four point trail intersection with southward connector extension
Engleman School, Mansfield Drive south of Cannon Rd	State St and Shoemaker Trails	Major westside trail intersection and school site, with change of direction and intersection with on-street route
Westridge Middle School, south edge of school site	Shoemaker Trail	Major community site, possible intersection with future local collector street west of middle school campus
FUTURE POTENTIAL		
Westside Connector north of 13th	Connector Trail extended	
Westside Connector on North Front alignment	Connector Trail extended, North Front overpass	Marks access to proposed ped/bike overpass to North Front and Ryder Park
Shoemaker Trail extended at half-section south of Old Potash	Shoemaker Trail extension	Change in direction, junction with potential Cornhusker Plant Trail
Shoemaker/Stolley Park Sidepath near North Rd	Shoemaker Trail extension	Interval node ahead of North Rd intersection



Figure 4.4: Possible Support Facility Sites: North

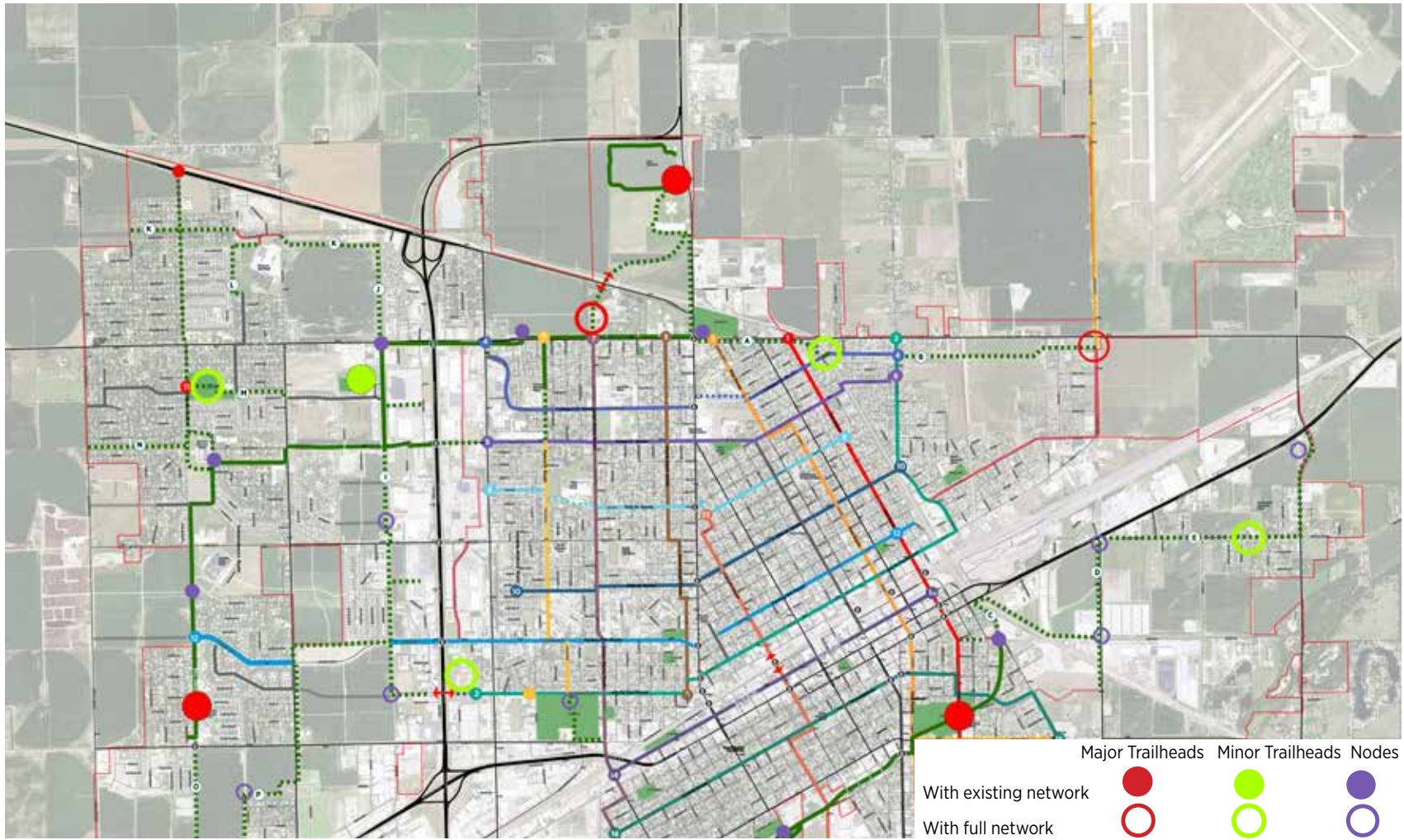
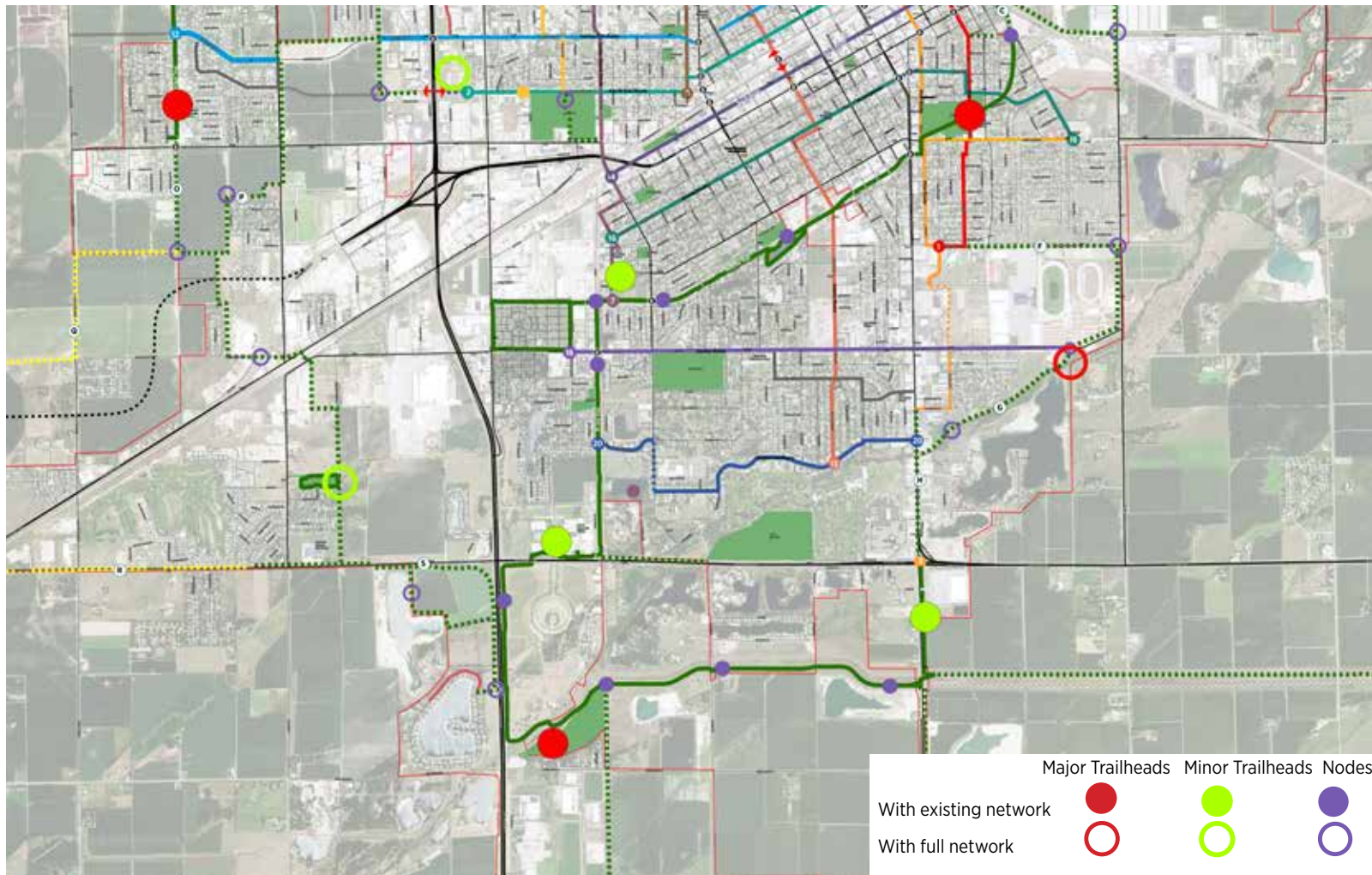




Figure 4.5: Possible Support Facility Sites: South





POINTS OF INTEREST

The proposed network plan was designed to serve major destinations and points of interest in the community through trails, on-street principal routes, and shorter connectors. Thus, the active transportation network serves schools at all levels, most parks, the library, many substantial commercial areas, major employment destinations, and even cemeteries with the help of Grand Island’s Cemetery Trail.

The network also is designed to extend to new growth areas and currently planned park and open space projects. Thus, future projects serve areas identified for new development in the future land use plans and identifies proposed collector streets through these areas, which should be designed to accommodate all modes comfortably. Major park initiatives identified by the city’s park department include:

- Veterans Legacy Park, now in the planning stage.
- Sterling Estates Park, in the final stages of development.
- A new neighborhood park south of 13th Street and west of US 281
- Eventual recreational reuse of parts of the Cornhusker Plan, west of the city.

These facilities are also incorporated into the network.

However, one area of concern not fully considered are historically and/or architecturally significant points of interest. The National Register of Historic Places provides an excellent inventory of these resources, some of which are distinctive. The network, or at least its wayfinding system to be developed later in this planning process and part of the supporting facilities program described in this paper, should direct users to these features, all of which help tell the story of the Grand Island region. Table 4.5 lists the study area’s National Register listings, if and how they are served by the network, and what steps should be taken to provide better access.



**Table 4.5: National Register Properties in Grand Island Metropolitan Area**

PROPERTY	ADDRESS	RELATIONSHIP TO NETWORK	POSSIBLE STEPS TO CONNECT
Trinity Evangelical Lutheran Church	512 E 12th	One block north of Beltline extension; one block east of Oak Street route	Wayfinding signage from both approaches via Plum Street from trail and East 3rd Street from Oak
Liederkrantz	401 W 1st	3 blocks north of Koenig on Cedar, 2 blocks south of 3rd Street on Walnut	Wayfinding signage using Walnut connector route
Cathedral of the Nativity	204 W Cedar	1/2 block north of Koenig on Cedar	Wayfinding signage
Carnegie Library	321 W 2nd St	1 block south of 3rd on Walnut; on Walnut Connector	Wayfinding signage; on network
Hall County Courthouse	1st and Locust	On Pine St bikeway route	Directly on network
Burlington Depot	603 Plum	At end of 6th Street Route	Extension of route from Oak to Plum
Nine Bridges Bridge		Near Mormon Island Trail	On extended network
Shady Bend Gas Station	US 30 and Shady Bend Road	On extended Seedling Mile path	On extended network
Seedling Mile of Lincoln Highway	Seedling Mile west of Stuhr Road	Near Seedling Mile Path	Wayfinding signage on route crossing US 30 at signalized Stuhr Road intersection
Hotel Yancey	123 N. Locust	2 blocks south of 3rd	Wayfinding signage via Locust
Grand Island Post Office	203 W 2nd	1 block south of 3rd	Wayfinding signage via Locust
Hamilton-Donald House	820 W 2nd	1 block south of 3rd	Wayfinding signage via Clark
Bartenbach House	720 W Division	1 block north of Koenig	Wayfinding signage via Cleyburn and Division
Roeser-Gartner House	721 W Koenig	On Koenig route	On network
Glade-Donald House	1004 W Division	1 block north of Koenig	Wayfinding signage via Greenwich
Hargis House	1109 W 2nd	On Lincoln route	On network, requires treatment of Lincoln Ave intersection
Walnut School (GI High School)	500 N Elm	On 6th Street route	On network
Lee Huff Apartments	213 S. Walnut	On Koenig route	On network
Heinrich Giese House	2226 S. Blaine	1,000 feet north of Pioneer Blvd route and Stolley Park route	Wayfinding signage or sidewalk use

