

# Executive Summary

## 2045 Long Range Transportation Plan

### Introduction

The Grand Island Area Metropolitan Planning Organization (GIAMPO) is responsible for multimodal transportation planning and administering Federal and state transportation funds within the urbanized area of Grand Island. One major duty of GIAMPO is to update its Long Range Transportation Plan (LRTP) every five years, per Federal requirement. The 2045 LRTP lays out a 25-year roadmap for the region's future transportation system that details the condition, issues, and opportunities of the existing system, while outlining a realistic plan for future improvements based on historical and projected funding trends.

The 2045 LRTP draws on technical analysis, public input, and local MPO staff input to identify the most pressing issues facing GIAMPO's transportation system and create solutions to these issues that were developed through a comprehensive, cooperative, and continuing program.

### Who We Are

As the formal transportation planning body for the Grand Island Urbanized Area, GIAMPO defines the region's shared vision for the multimodal system and sets the policy direction to achieve it. GIAMPO facilitates collaboration between member jurisdictions, Federal and state agencies, and residents so that transportation resources can be allocated in the most efficient way possible.

GIAMPO maintains two groups whose voting members consist of local policy makers, including city council members, as well as city and county staff members. Non-voting members include other transportation professionals from Federal, state, and local agencies.

#### GIAMPO Member Jurisdictions



- City of Grand Island
- Village of Alda
- Hall County
- Merrick County
- Nebraska Department of Transportation
- Central Nebraska Airport

**GIAMPO Policy Board:** The Policy Board is responsible for the preparation and adoption of planning studies, review transportation projects to align with regional transportation goals, adopt a four-year Transportation Improvement Program (TIP) and review Federal and state funding available for local transportation projects, oversee updates to the Long-Range Transportation Plan (LRTP), adopt an annual Unified Planning Work Program (UPWP), and implement a Public Participation Process (PPP). The board consists of eight voting members.

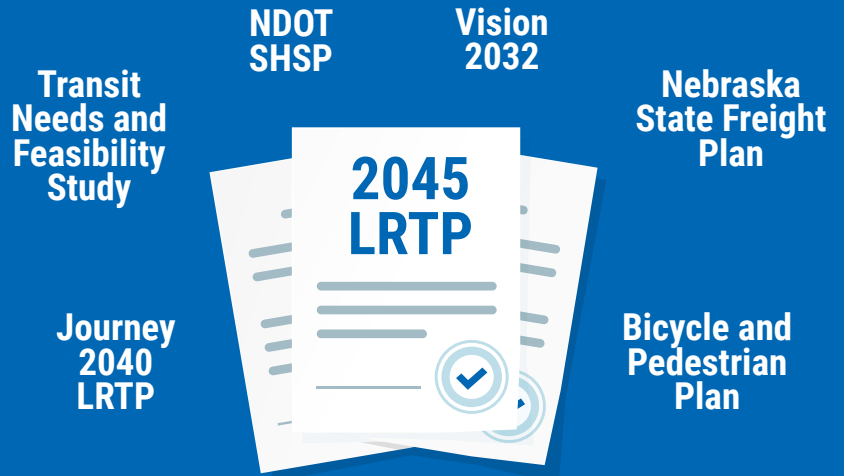
**GIAMPO Technical Advisory Committee (TAC):** The TAC is responsible for overseeing and advising the Policy Board on the technical matters related to their duties discussed above. The TAC provides oversight in the development and review of the LRTP in addition to other work products developed by the MPO. The TAC is comprised of 11 voting members.

In addition to the Policy Board and TAC, GIAMPO creates additional subcommittees, working groups, and roundtables to address various transportation-related issues within the planning area.

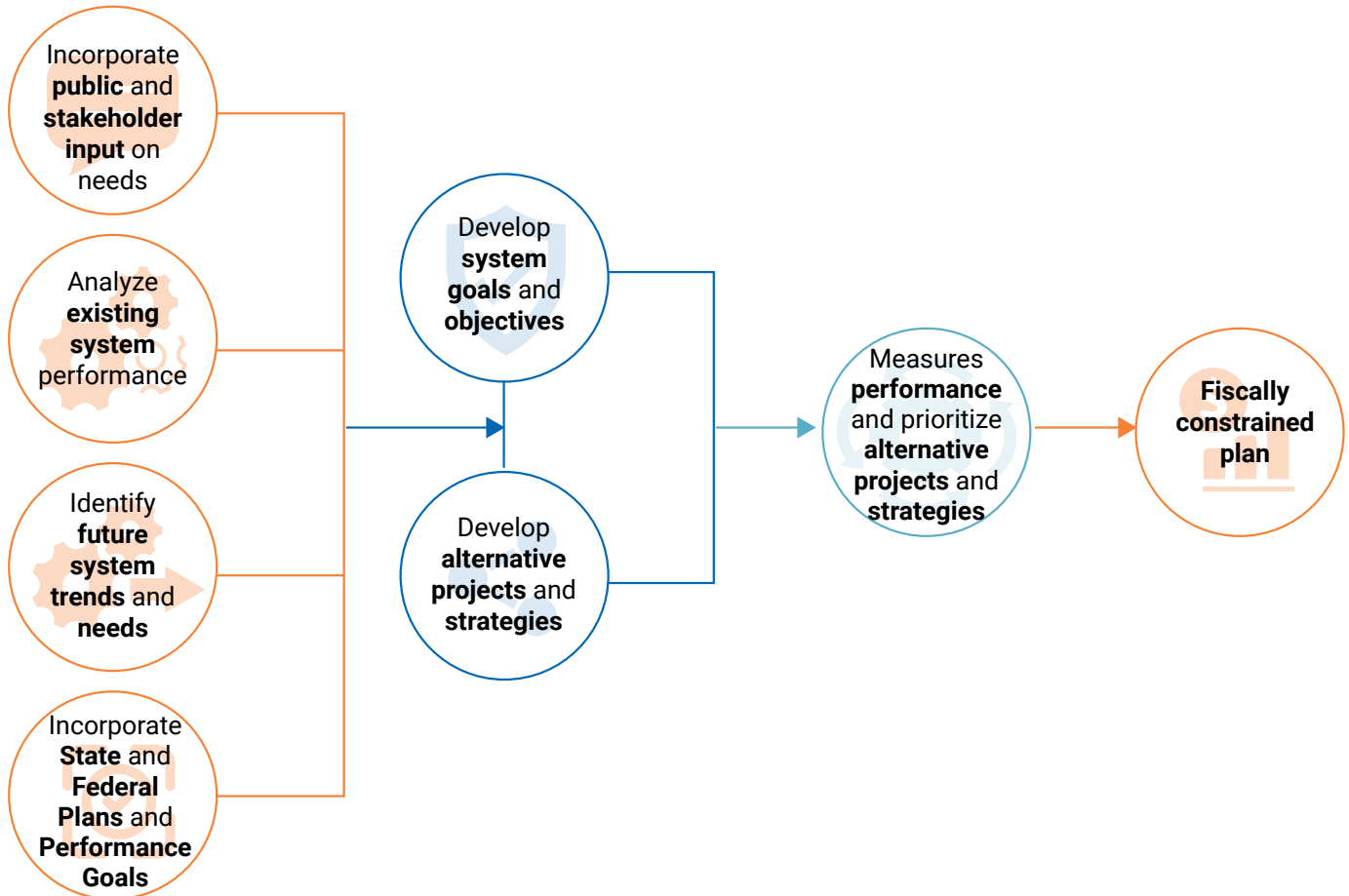
# 2045 LRTP Planning Process

The 2045 LRTP has been developed through a performance-based approach that applies the Federal Highway Administration’s (FHWA) performance management techniques that tie together Federal, state, and local transportation goals while providing for the ongoing monitoring of progress made towards the regional vision.

Major plans and studies prepared by NDOT that tie into the 2045 LRTP include NDOT’s LRTP, Vision 2032, the 2017 Strategic Highway Safety Plan (SHSP), and the Nebraska State Freight Plan. The 2045 LRTP builds off the MPO’s previous LRTP, Journey 2040, adopted in 2015, as well as the Transit Needs and Feasibility Study (2018) and the Bicycle and Pedestrian Plan (2017) for the City of Grand Island.



The 2045 LRTP is developed through a multimodal lens and draws on public input to create goals, objectives, and strategies that provide improvements for the roadway, bicycle and pedestrian, and transit systems. The infographic below illustrates the process followed during the 2045 LRTP’s development.



# 2045 LRTP Goals and Objectives

Goals and objectives were developed for the 2045 LRTP to provide direction for the regional transportation vision. They were developed based on community input and tie into state and Federal transportation goals.



## System Safety

- Reduce the incidence and rate of crashes
- Reduce severe injury and fatal crashes
- Reduce bicycle and pedestrian crashes



## Multimodal Connectivity and Accessibility

- Provide improved connections to key destinations across the community
- Reduce regional freight impediments
- Increase the connectivity of the bicycle and pedestrian system
- Continue to provide quality public transit services



## Economic Development

- Identify transportation strategies that support economic development projects
- Identify transportation strategies that provide enhanced access to jobs for low income residents
- Provide active transportation options that promote the health and well-being of residents



## System Preservation

- Identify sufficient financial resources to maintain all Federal-Aid streets and bridges in fair or good condition



## Environment and System Resiliency

- Promotes energy conservation, especially for non-renewable energy sources
- Transportation projects should limit impacts to the natural and build environment
- Invest in alternative and renewable fuel infrastructure when practical
- Identify strategies to make transportation infrastructure more resilient to natural and manmade events



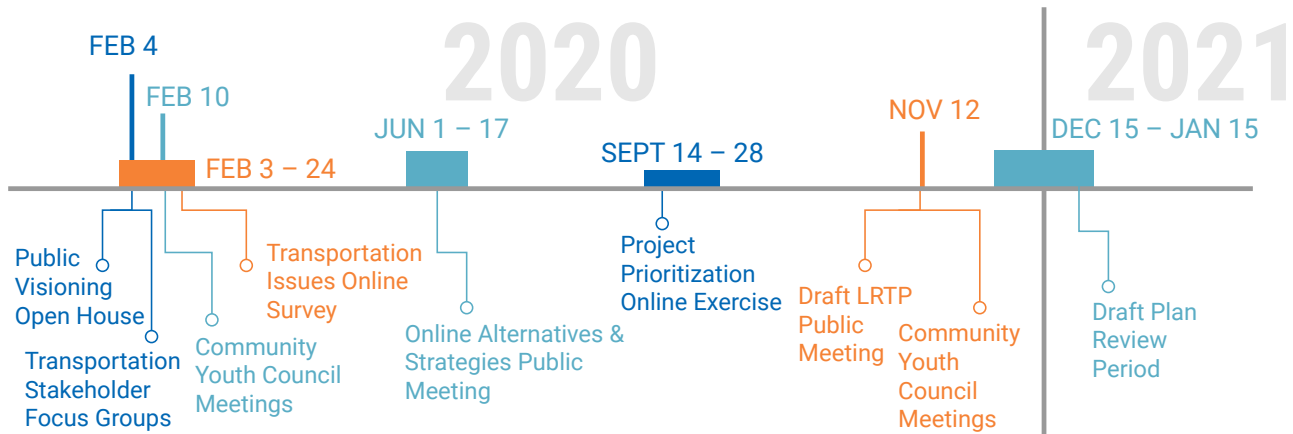
## Traffic Operations and System Reliability

- Limit the emergence of recurring congestion
- Improve travel reliability on arterial roadways
- Support high levels of freight reliability on the state highway system

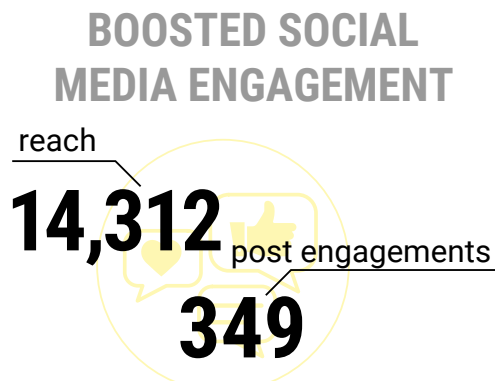
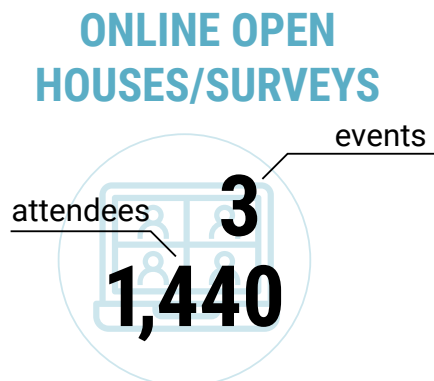
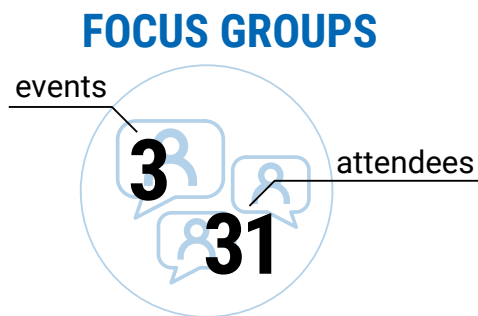
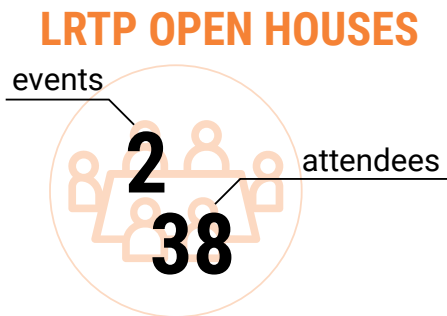
# Community Engagement

Multiple community engagement opportunities were held throughout the 2045 LRTP process to solicit feedback from the public regarding the 2045 LRTP’s vision, goals and objectives, and the transportation priorities of the region. These opportunities included public meetings, focus groups, workshops, and online surveys where attendees were able to interact with GIAMPO staff and the LRTP project team to discuss various aspects of the existing and future transportation system while communicating their own vision for the future.

## Timeline of Community Engagement Events:



In-person community engagement events were held at the Grand Island Public Library and the Grand Island City Hall Community Meeting Room. Due to the COVID-19 Pandemic that emerged during development of the LRTP, many public events transitioned to online.



## 2045 LRTP Project Selection Process

Roadway, bicycle and pedestrian, and transit projects considered for inclusion in the 2045 LRTP were identified from a range of sources. These sources included:



**Input from residents during community engagement opportunities**



**Technical analyses conducted during the 2045 LRTP development process**



**Previous plans and studies in the GIAMPO area**

After categorizing projects by mode (highway, bicycle and pedestrian, and transit), each candidate project was evaluated through a screening process that assessed each project's fit within the 2045 LRTP goals and objectives. Next, these projects were further screened through a process that incorporated qualitative and quantitative elements to further refine which projects best fit the needs of the regional transportation system. The final determination in selecting projects for the 2045 LRTP was completed by the TAC, evaluating projected project costs and how well each project's future cost fit within GIAMPO's anticipated future funding revenues.

## Fiscally Constrained Plan

LRTPs are required to be fiscally constrained, meaning GIAMPO should demonstrate that project costs can be reasonably funded by future transportation revenues. Fiscal constraint is a core element of the performance-based planning process and ensures that MPOs are planning a financially sustainable transportation system.

After screening the roadway and bicycle and pedestrian projects for consistency with the LRTP goals and objectives and determining which projects best meet the needs of the regional transportation system, those projects that fit within anticipated future transportation revenues were chosen for the Fiscally Constrained Plan, which categorizes project implementation by timeframe – Short-Term (2026-2030), Mid-Term (2031-2037), and Long-Term (2038-2045).

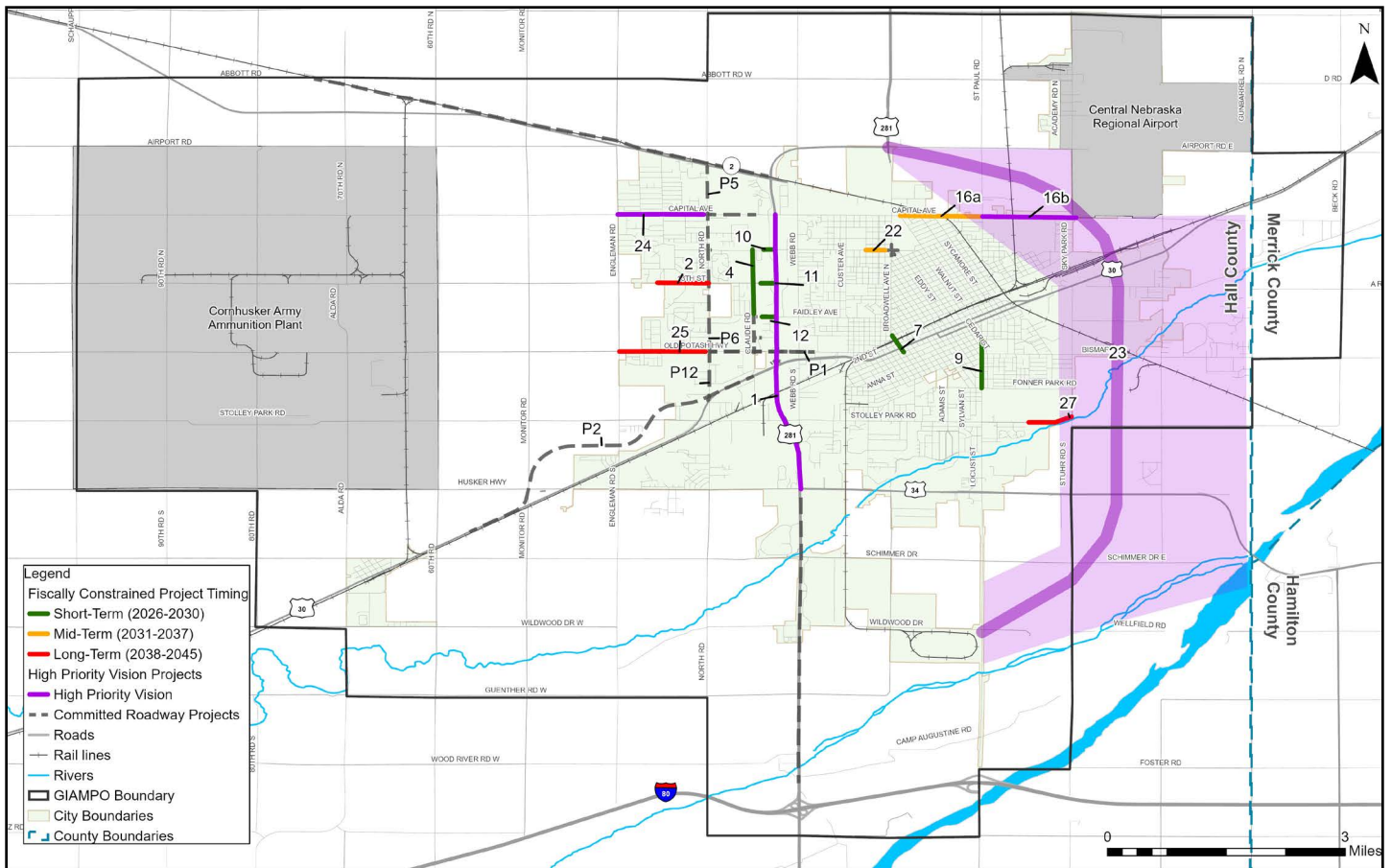
Funding for the Fiscally Constrained Plan comes from a variety of Federal, State, and local sources. Several projects that currently do not fit within the fiscally constrained budget, but are priorities for future implementation should funding become available, are considered High Priority Vision projects and are included in the discussion of the Fiscally Constrained Plan.

The following tables and figures illustrate the roadway and bicycle and pedestrian plan projects. Costs are shown in both 2020 dollars, and year of expenditure (YOE) dollars.

In the short term, CRANE is expected to complete some service expansion and move into a new operations facility by 2025. Future service changes are anticipated, but the exact nature of the future service is not yet determined. Transit planning studies are anticipated to be completed by 2022 that will identify the preferred concept for future transit service in the Grand Island area.

# Roadway Fiscally Constrained Project Table and Map

TIME FRAME	PROJECT ID	PROJECT DESCRIPTION	IMPROVEMENT TYPE	COST (2020 \$)	COST (YOE \$)
<b>Short-Term (2026-2030)</b>	4	Claude Rd, Faidley to State	New Corridor	\$5,950,000	\$8,140,000
	7	Broadwell Ave at UP railroad	Grade Separation	\$25,000,000	\$34,210,000
	9	Locust St, Walnut to Fonner Park	Reconstruction and Intersection Improvement	\$6,620,000	\$9,060,000
	10	State St west of US 281	Access Management	\$750,000	\$1,030,000
	11	13th St west of US 281	Access Management	\$760,000	\$1,040,000
	12	Faidley Ave west of US 281	Access Management	\$760,000	\$1,040,000
<b>Mid-Term (2031-2037)</b>	16a	Capital Ave, Broadwell to St Paul	Widen	\$5,150,000	\$8,920,000
	22	State St, Lafayette to Broadwell	Widen	\$1,400,000	\$1,920,000
<b>Long-Term (2038-2045)</b>	2	13th St, North Ave to Independence Ave	Widen	\$3,850,000	\$8,950,000
	25	Old Potash, Engelman to North	Widen	\$5,000,000	\$11,620,000
	27	Stolley Park Road widening to 3 lanes between Kingswood Dr and Stuhr Rd	Widen	\$3,000,000	\$6,970,000



# Bicycle and Pedestrian Fiscally Constrained Project Table and Map

TIME FRAME	PROJECT ID	PROJECT DESCRIPTION	IMPROVEMENT TYPE	COST (2020 \$)	COST (YOE \$)
Short-Term (2026-2030)	3	Capital Ave Trail to Eagle Scout Park Connection	Multiuse Trail	\$300,000	\$410,000
	41	Trail between Cedar Hills Park and the new medical center, Stuhr Trail and Riverway Trail.	Multiuse Trail	\$720,000	\$990,000
Mid-Term (2031-2037)	4	Connection between Shoemaker Trail and Cedar Hills Park.	Multiuse Trail	\$980,000	\$1,700,000
	44	State Fair Boulevard / Bellwood Drive Trails	Multiuse Trail	\$240,000	\$420,000
	29	Oak Street Bike Boulevard	Bicycle Boulevard	\$200,000	\$350,000
Long-Term (2038-2045)	12	NW High School to State Street Trail Connection	Multiuse Trail	\$400,000	\$930,000
	25	Stolley Park to LE Ray Park Trail	Multiuse Trail	\$500,000	\$1,160,000
	32	South Locust Street Trails	Multiuse Trail	\$410,000	\$950,000
Trail Funded by Roadway Projects	19	Claude Avenue Trail from Faidley Ave to Capital Street	Multiuse Trail	Funded with Roadway Project	Funded with Roadway Project

