

Draft Long Range Transportation Plan Public Meeting



Thursday, December 11



4:30 – 6:30 p.m.



Grand Island Public Library
 1124 W 2nd St
 Grand Island, NE 68801

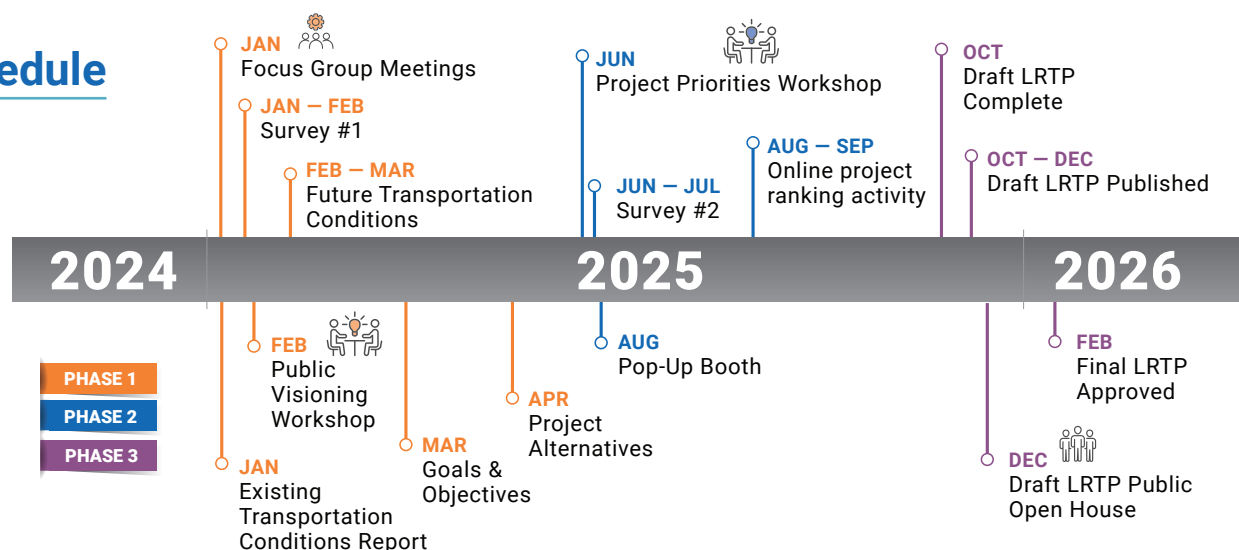
Thank you for joining us at today's public meeting! The Grand Island Area Metropolitan Area Planning Organization (GIAMPO) has developed a Draft 2050 Long Range Transportation Plan (LRTP). We are looking for your feedback and comments on the draft and the suggested projects it includes.

2050 LRTP Overview

The 2050 LRTP is a 25-year plan that will guide transportation system decision-making for the Grand Island area and provide a list of transportation projects that meet future transportation needs in the region.

The LRTP is developed through public input and a technical analysis of how all modes of transportation perform including highways, roads, transit, freight, bicycle and pedestrian facilities. GIAMPO not only analyzes how the system operates today but also forecast conditions for the next 25 years. The final 2050 LRTP will include strategies and a prioritized list of projects based on anticipated funding, the results of technical analyses, and community preference of Grand Island area residents.

Schedule

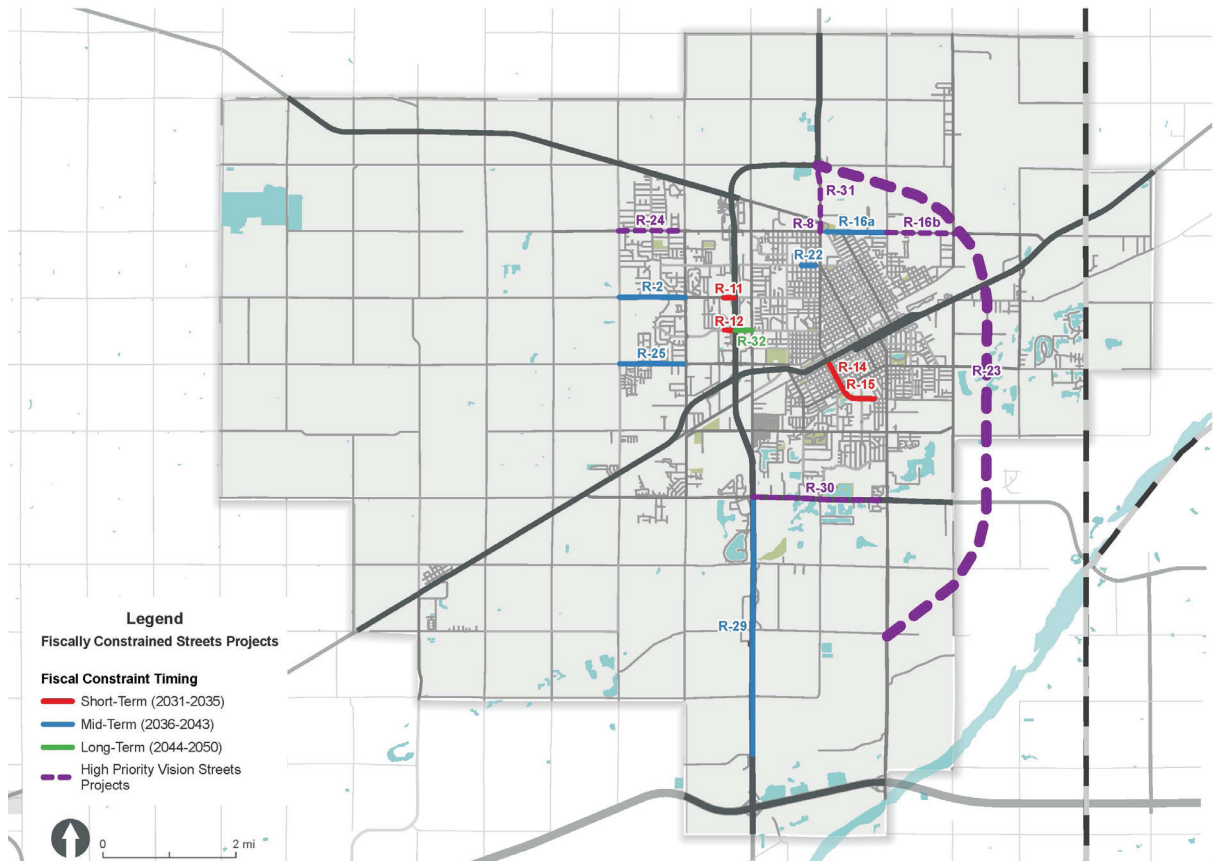


The LRTP has identified two levels of projects for future implementation, **Fiscally Constrained Projects** and **High Priority Vision Projects**.

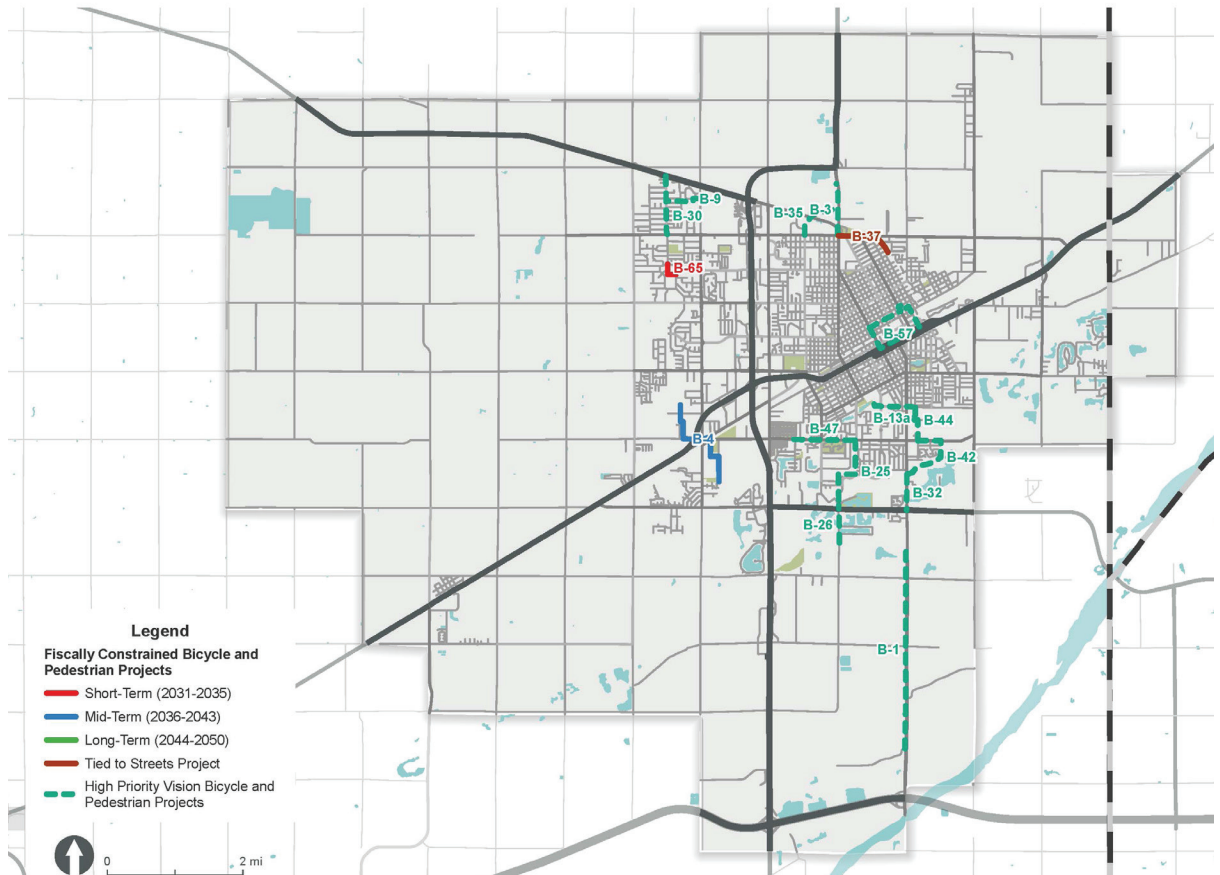
One of the requirements of the GIAMPO 2050 LRTP is to be **"Fiscally Constrained."** The LRTP demonstrates fiscal constraint by identifying sufficient funding to implement the proposed short-, mid-, and long-term projects with reasonably expected future transportation revenues, while also accounting for the continued operation and maintenance of the region's multimodal transportation system over the life of the LRTP.

High Priority Vision Projects are defined as those 2050 LRTP alternatives that were mostly determined to be of high or medium priority, based on the LRTP prioritization criteria, but were unable to be included in the Fiscally Constrained Plan due to year-of-expenditure costs exceeding available future revenues.

ROADWAY STRATEGIES & TREATMENTS



BICYCLE & PEDESTRIAN 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

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.

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

Stay Informed!

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



Comments and survey responses 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 at 100 East 1st Street, PO Box 1968, Grand Island, NE 68802.