



# **City of Grand Island**

**Tuesday, June 3, 2014**

**Study Session**

## **Item -1**

### **Presentation on Stolley Park Road Configuration**

**Staff Contact: John Collins, P.E. - Public Works Director**

# **Council Agenda Memo**

**From:** John Collins PE, Public Works Director

**Meeting:** June 3, 2014

**Subject:** Presentation on Stolley Park Road Configuration

**Presenter(s):** John Collins PE, Public Works Director

## **Background**

Construction of Stolley Park Road was completed in two parts; (South Locust to Blaine) in 1978 and (Blaine to Hwy 281) in 1983 using funds from the Department of Roads. Stolley Park Road was constructed as a four lane arterial route, but the outside lanes were never opened to traffic. Traffic volume is continuing to increase from 7,390 ADT in 1978 to current counts reaching around 12,500, and substantially more during special events, such as the State Fair.

The City has received a number of complaints, including:

- Vehicles using the outside parking lane to pass;
- Vehicles driving on the outside parking lane as though it was a travel lane;
- Vehicle/pedestrian hazards at Stolley Park Elementary and Barr Middle School;
- Vehicle/pedestrian hazards along Stolley Park Road as vehicles drive along the parking lanes;
- Speeding;
- Vehicles running the traffic signal at Blaine Street;
- The Stolley Park driveway creates a hazard as it connects at the intersection of Stolley Park Road and Park Drive;
- Numerous rear end collisions from turning traffic.

The Department of Public Works has studied the issues and verified the complaints. Running the signal is an enforcement issue only. The remaining issues are related to the design and current configuration of the street. Factors of significance include:

- The road was designed and constructed as a four lane arterial, and is visually recognizable as such.
- The parking lanes rarely contain parked vehicles.
- Barr Middle School has appropriate pickup/drop off access. Stolley Park Elementary does not currently have an appropriate off street pickup/drop off access and is of special concern as very young children cross this arterial. This school access will need to be address in the near future to alleviate the need for pick up along an arterial road.



- Stolley Park Road is clearly an arterial route, but property development in many areas is more appropriate to residential streets. As a result, the number of drives makes four lanes inadvisable for sections of the route.

## **Discussion**

There are three potential layouts to improve safety and capacity along this route:

- Stripe for four lanes as originally planned/promised.
- Stripe for 3 lanes through most of the route, with additional lanes in some locations, as has been done for several routes in Grand Island.
- Stripe for a 'Complete Street Design' which would include 3 lanes and bicycle lanes for most of the route; and some alternate configurations where indicated.

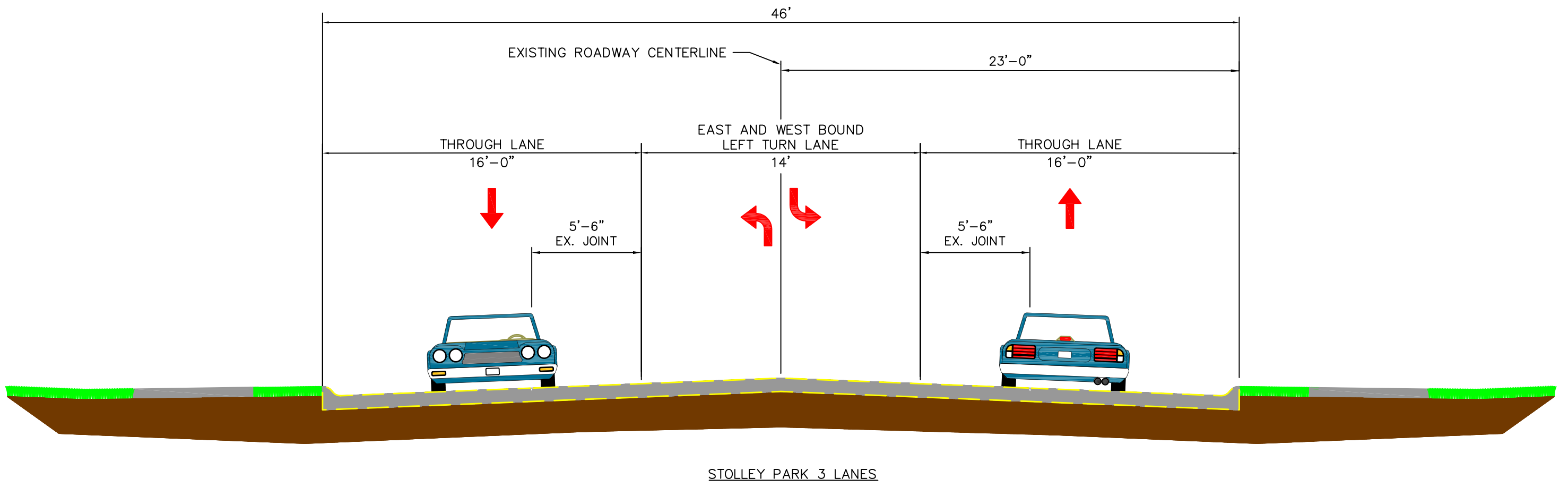
The goal is to improve safety, increase capacity/reduce impact of increasing traffic, and address several existing deficiencies (turn lanes, roughness, and park connection)

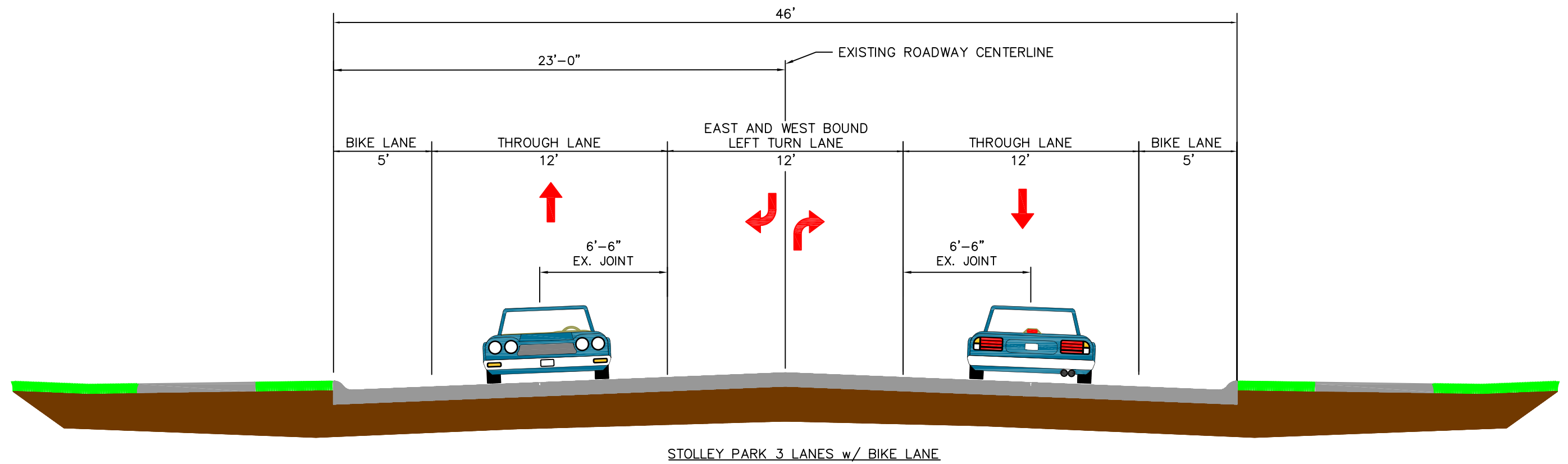
Attached are the 3 cross section layout drawings and a map indicating the limits of the project.

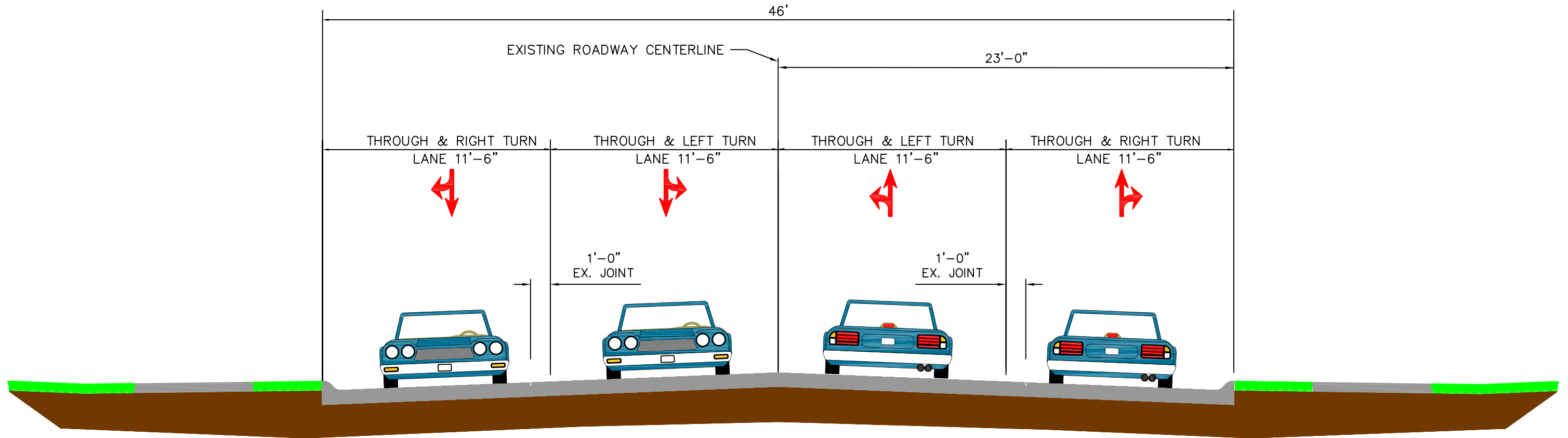
## **Conclusion**

This item is presented to the City Council in a Study Session to allow for any questions to be answered and to create a greater understanding of the issue at hand.

It is the intent of City Administration to bring this issue to a future council meeting for the formal direction to be given to staff on how to proceed.







STOLLEY PARK 4 LANES