



City of Grand Island

Tuesday, April 7, 2015

Study Session

Item -3

Presentation on Stolley Park Road Configuration

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

Council Agenda Memo

From: Terry Brown PE, Assistant Public Works Director

Meeting: April 7, 2015

Subject: Presentation on Stolley Park Road Configuration

Item #'s: 3

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 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.

On June 24, 2014 staff presented options for reconfiguring Stolley Park Road, which required removing parking along the roadway from US Highway 281 to South Locust Street. City Council adopted the No Parking Zone on both sides of Stolley Park Road, from US Highway 281 to South Locust Street, at their July 8, 2014 meeting by Resolution No. 2014-192.

Discussion

A thorough analysis of this route indicates that the best configuration is a combination of 3, 4 and 5 lanes, depending on location and existing pavement width. This will yield the greatest safety enhancement and improve the flow of traffic. See the attached exhibits. As part of the study several of the intersections were also evaluated along the corridor.

A 3 lane section is proposed from St. Joe Trail crossing, east of Brentwood Boulevard, to South Locust Street consisting of one through lane in each direction and a center shared left turn lane. Below is a list of reasons for converting this section to a 3 lane section:

- Eliminates many of the rear-end conflict points
- Aligns left-turning traffic which provides better sight lines
- Reduces delay for thru traffic by separating left-turns (not stopping in a thru lane)
- Fewer crashes
- Simplifies driver decision making
- Studies have shown this section is beneficial for high density access corridors

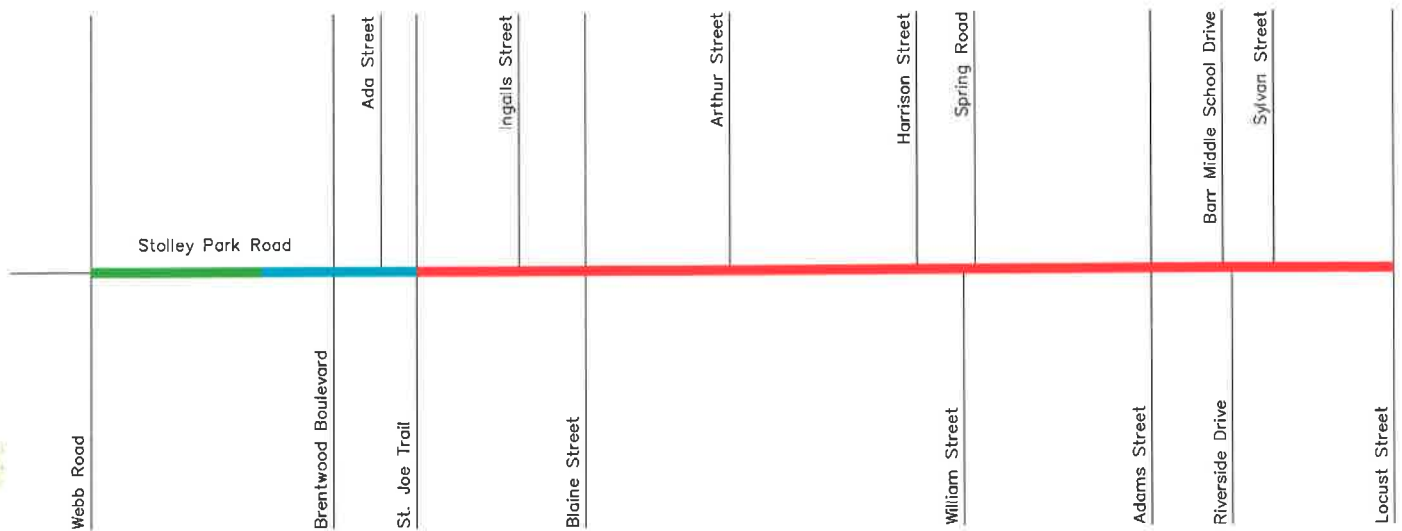
Staff is recommending a bicycle lane where we are proposing a 3 lane section to create the City's first "complete street" design. This is the ideal location for this as it is already a designated on-street bike route, and separating bikes from automobile traffic will improve safety. Should this concept not work in Grand Island the bicycle lane can be re-stripped as a surfaced shoulder at little cost.

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.

- PROPOSED 3 LANE SECTION (ST. JOE TRAIL TO LOCUST STREET)
- PROPOSED 4 LANE SECTION (WEBB ROAD TO 1500' EAST OF WEBB ROAD)
- PROPOSED 5 LANE SECTION (1500' EAST OF WEBB ROAD TO ST. JOE TRAIL)



PROJECT NO: 015-0073
 DRAWN BY: MMS
 DATE: 3/31/15

Proposed Lane Configurations

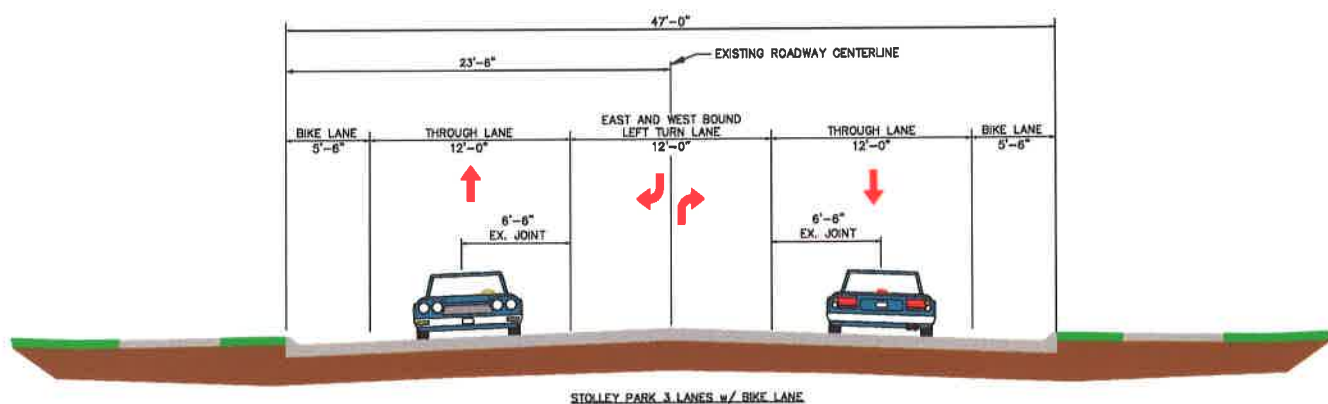


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PROJECT NO: 015-0073

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3-Lane with Bike Lane Cross-Section

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