DRAFT

HASTINGS

TRANSPORTATION AND PARKING

MASTER PLAN

May 2022

NOT APPROVED

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Acronyms

ADA	Americans with Disabilities Act
ARPA	American Rescue Plan Act
BID	Business Improvement District
BNSF	Burlington Northern Santa Fe
BUILD	Better Utilizing Investments to Leverage Development
CDBG	Community Development Block Grant Program
City	City of Hastings
CMAQ	Congestion Management Air Quality
CWSRF	Clean Water State Revolving Funds
DOT	Department of Transportation
FHWA	Federal Highway Administration
GID	General Improvement District
INFRA	Infrastructure for Rebuilding America
ITS	Intelligent Transportation Systems
LEHD	Longitudinal Employment-Household Dynamics
LEP	Limited English Proficiency
LID	Local Improvement District
PAC	Project Advisory Committee
PIF	Public Improvement Fees
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
R.Y.D.E.	Reach Your Destination Easily
SID	Special Improvement District
SIMD	Special Improvements Maintenance District
STBG	Surface Transportation Block Grant Program
STP	Surface Transportation Program
TIF	Tax Increment Financing
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TPMP	Transportation and Parking Master Plan
URA	Urban Renewal Authority
WIFIA	Water Infrastructure Finance and Innovation Act

Plan Adoption Resolution

[Placeholder]

Acknowledgments

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The residents of Hastings—in particular those who provided input through our two rounds of virtual surveys or attended one of our in-person focus group meetings.

Prepared by:

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Executive Summary

The City of Hastings' (City's) Transportation and Parking Master Plan (TPMP) sets the vision for the City's multimodal transportation system for the next 20 years by setting transportation goals and identifying key projects to support those goals.

Plan Purpose

The Hastings TPMP leverages the previous planning work conducted by the City and holistically evaluates the City's transportation and mobility needs. The TPMP identifies solutions to enhance mobility while preserving the uniqueness that makes Hastings a place that people want to live, work, and visit. The TPMP will provide both a framework and toolkit for the City to use to manage and grow the mobility network in a way that aligns with the community's vision.

Transportation Opportunities

Transportation opportunities are existing or anticipated strengths of the transportation system or city demographics that will contribute to the future development and maintenance of the City's multimodal transportation network. Hastings' transportation opportunities include:

- The City has undertaken several mobility and transportation-related plans recently, which help to paint a more accurate picture of the city's transportation system and needs.
- Crash frequency has been declining in Hastings over the past several years.
- Top survey respondent priorities (maintenance and safety) match well with the City's focus on roadway resurfacing and making spot-specific safety improvements.
- There are several projects on the City's One and Six Year Plan (the list of funded and anticipated transportation investments) that would cover key issues brought up in survey comments.

Transportation Constraints

Transportation constraints are existing or anticipated weaknesses or threats to the transportation system or city demographics that will make future investments in the transportation system more difficult. Hastings' transportation constraints include:

- The railroads cutting through Hastings pose a significant obstacle to efficient connectivity and emergency access.
- More recent developments in the city have had less of a focus on transportation connectivity than the historic parts of Hastings.
- The City's Comprehensive Plan, Imagine Hastings, is aging and its goals and direction need to be reaffirmed to reflect the community's land use and policy priorities.
- Almost all the City's roadway budget is required for maintenance and upkeep of the current system.

TPMP Recommendations

Based on the identified transportation opportunities and constraints, along with input from City staff and residents, a series of recommendations for development of the multimodal transportation system have been prepared.

Recommendations include improvements to the roadway, pedestrian, and trail system. Roadway projects have been organized into eight different categories:

- **New roadway connection.** Construct a new two-lane roadway with associated on-street parking, curb, gutter, drainage, sidewalks, and bicycle facilities as determined appropriate by the City at the time of construction.
- **Roadway paving.** Remove and replace the existing driving surface as well as appropriate striping and bicycle facilities as determined appropriate by the City at the time of construction.
- **Roadway reconstruction and widening.** Reconstruct the existing roadway and widen to incorporate bicycle, pedestrian, parking, and drainage facilities as deemed necessary by the City or through a subsequent study.
- **Roadway widening.** Widen the existing roadway to include additional through travel lanes, turn lanes, bicycle facilities, pedestrian facilities, and drainage facilities as deemed necessary by the City or through a subsequent study.
- **Bypass signage improvements.** Improve and supplement existing signage on the primary highways to indicate the bypass route to avoid central Hastings, particularly for trucks.
- **Intersection improvements.** Construct improvements for reducing traffic congestion, completing bicycle and pedestrian network links, and improving pedestrian, bicycle, and motorist safety as determined by a detailed intersection study.
- **Railroad grade separation.** Construct an overpass or underpass for the roadway to replace the existing at-grade railroad crossing. A subsequent study looking at these potential projects in detail should determine the prioritization of location.
- **Bridge construction.** Identify appropriate locations for railroad overpasses to replace current at-grade crossings.

Figure 0-1 shows the recommended roadway projects, including signage, paving, reconstruction, new construction, bridges, and traffic signal projects.

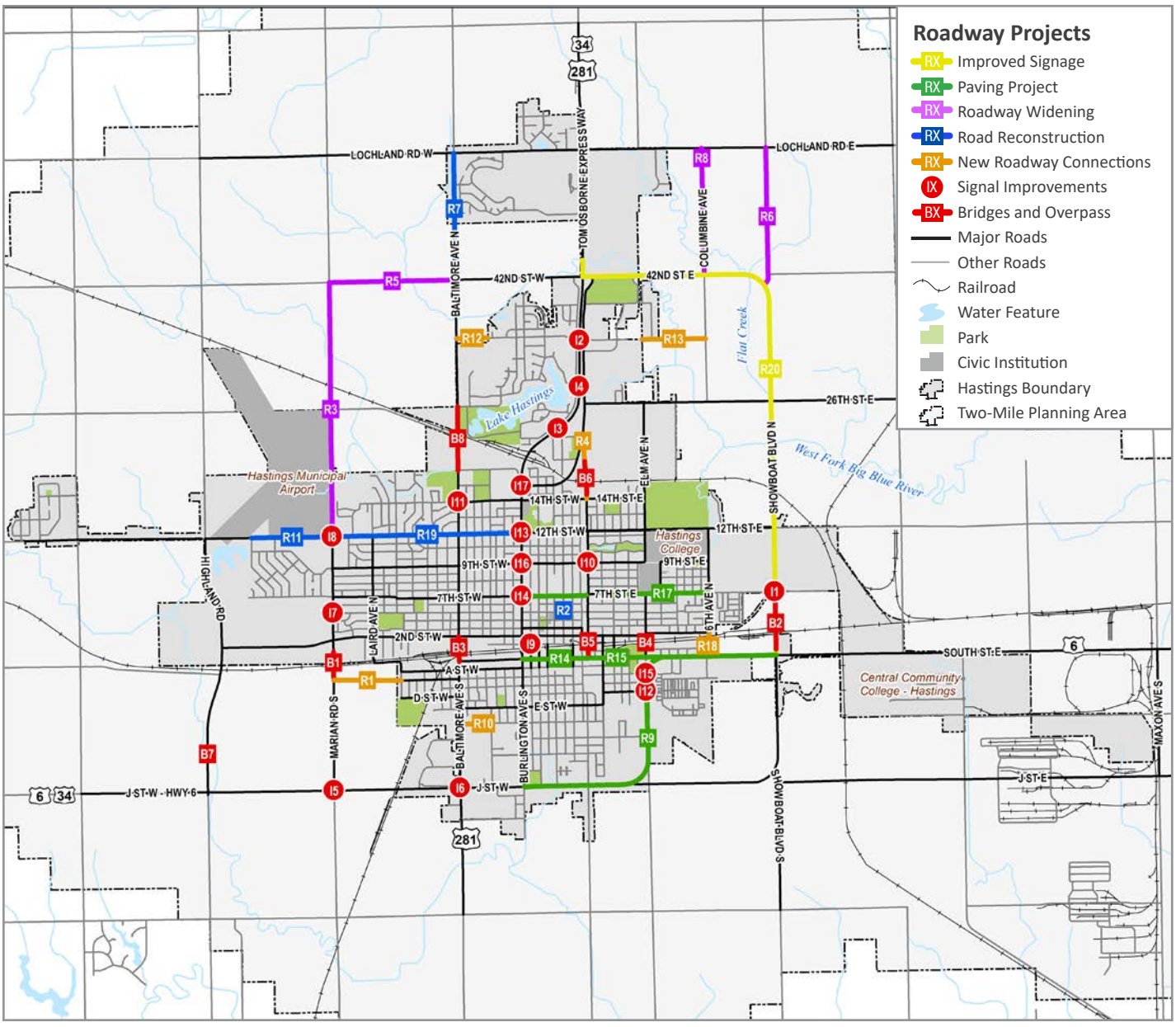


Figure 0-1: Recommended Roadway Projects

Figure 0-2 provides primary, secondary, and tertiary priority areas for improving existing sidewalks or constructing new sidewalks to improve network connectivity.

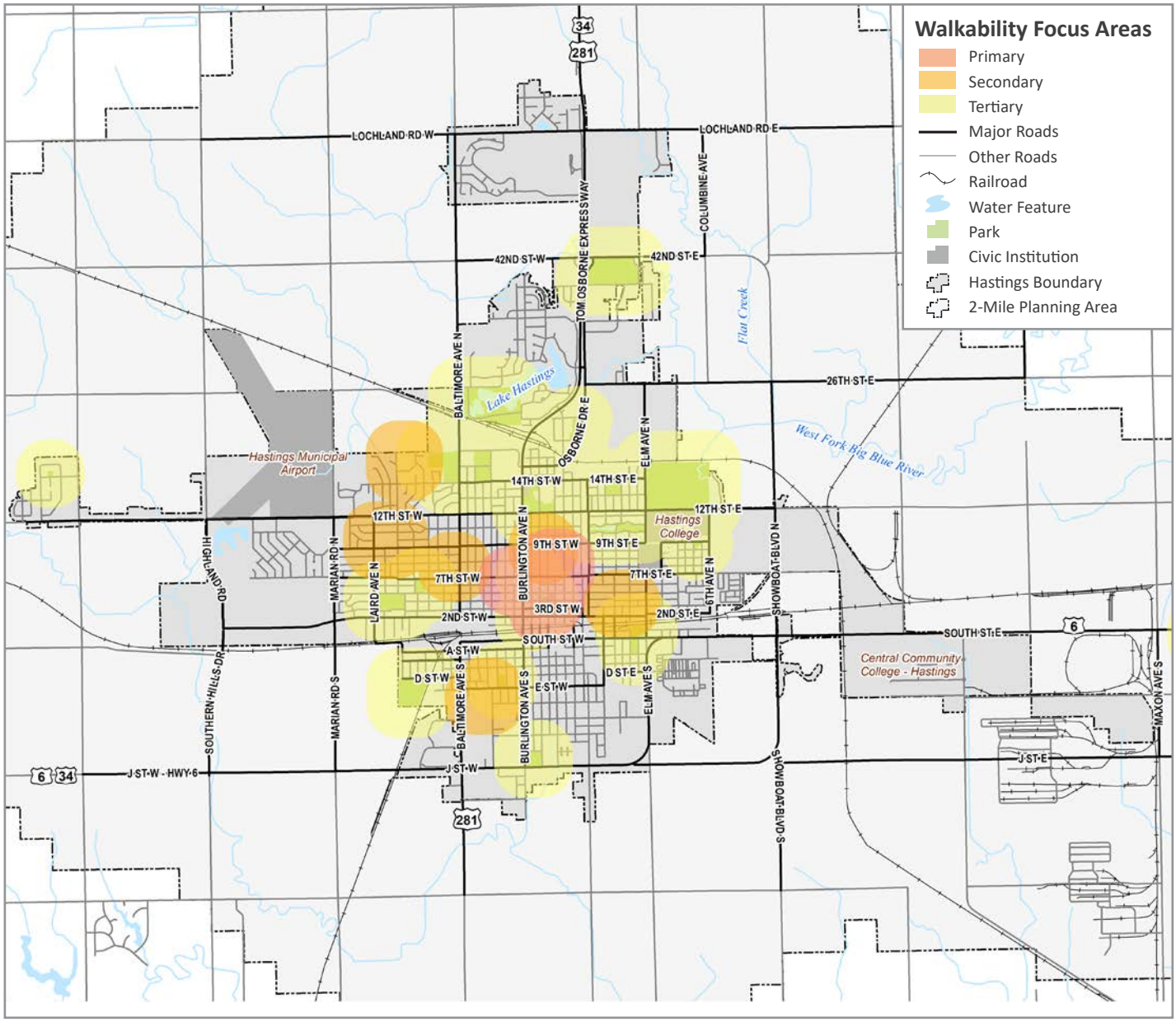


Figure 0-2: Sidewalk Priority Areas

Figure 0-3 shows a recommended phasing for adding to the City's existing trail network. The top priority should be extending the Pioneer Spirit Trail through southern and then western Hastings (Phases 4A and 4B). The routes shown are illustrative; actual trail routing may vary slightly based on design constraints discovered later in the implementation process or opportunities to link activity centers. An example of these activity center opportunities is the upcoming renovation of the Hastings Family YMCA, which will include construction of a short section of trail along 16th Street.

Aside from the Pioneer Spirit Trail extensions, a number of potential other trails have been identified that require future studies to determine their alignments and phasing. The City should update the Trails Plan regularly to ensure the latest opportunities and constraints are reflected in proposed trail designs. It is recommended that the Trails Plan get updated every five to seven years.

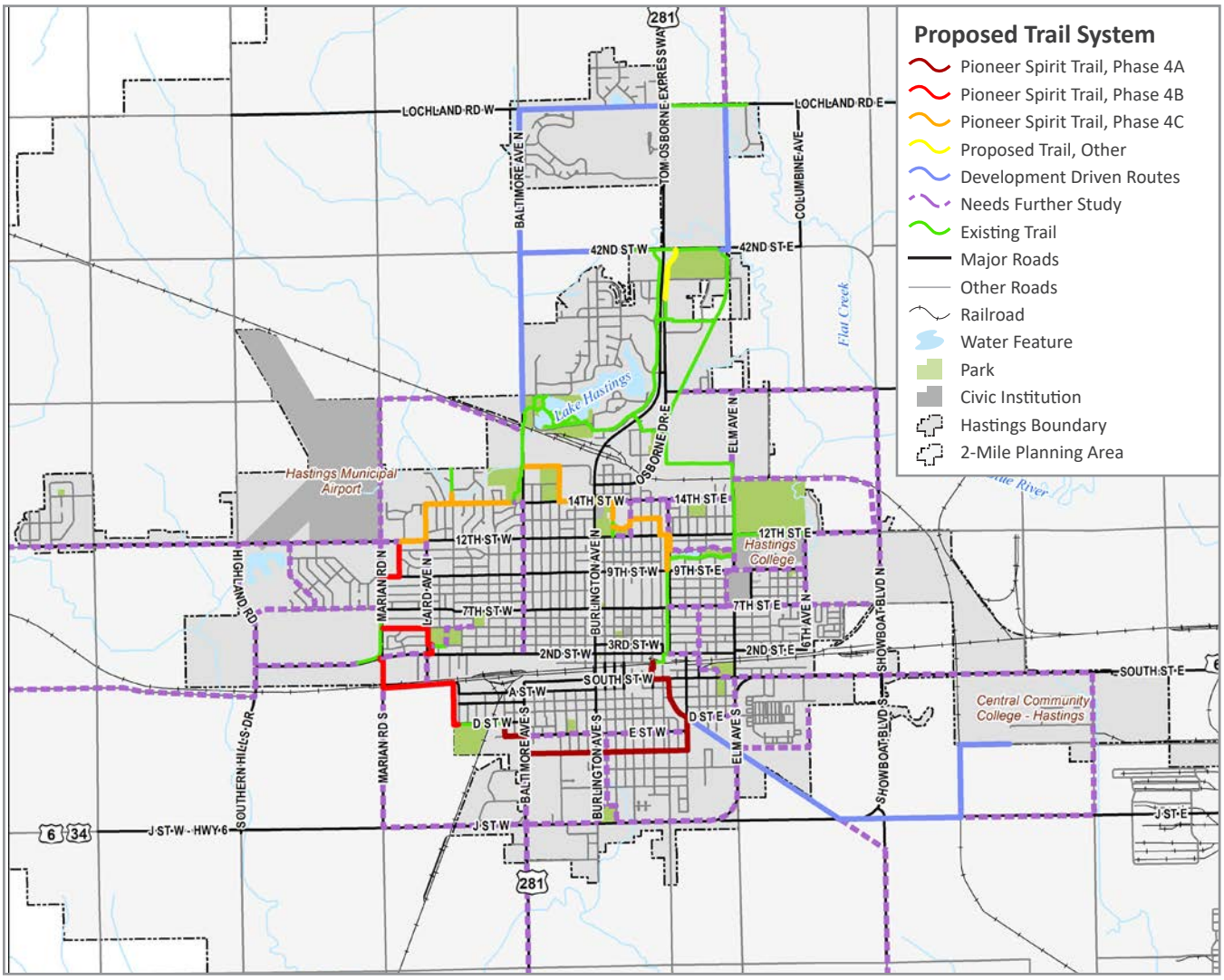
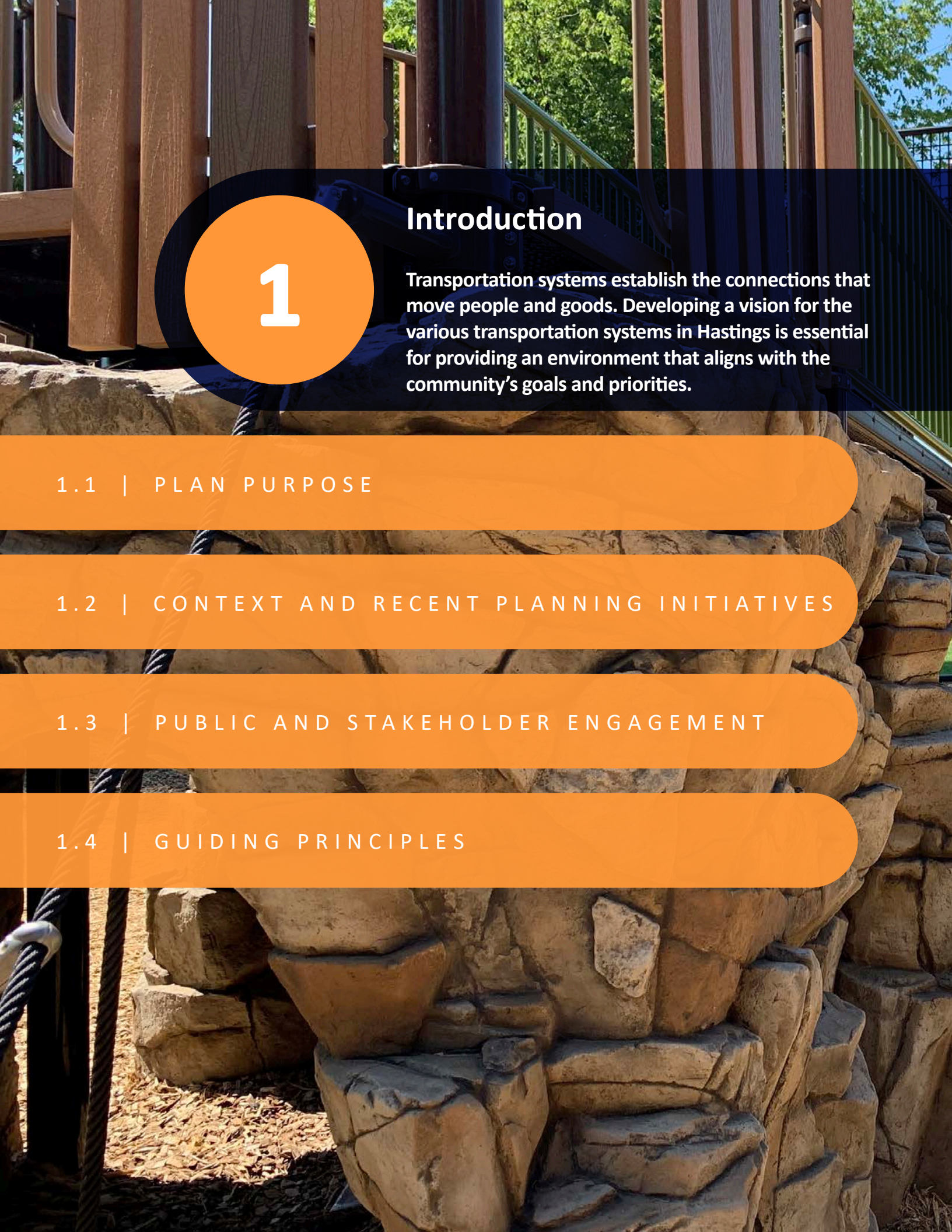


Figure 0-3: Trail Projects



1 Introduction

Transportation systems establish the connections that move people and goods. Developing a vision for the various transportation systems in Hastings is essential for providing an environment that aligns with the community's goals and priorities.

1.1 | PLAN PURPOSE

Prior to the City embarking on the planning process for the TPMP, the City's transportation goals were housed within multiple documents developed over time. These documents include:

- The City's comprehensive development plan, Imagine Hastings
- Topic-specific plans such as the Walkability + Connectivity Study and the Central Business District One-Way/Two-Way Street Conversion Traffic Study
- Area-specific plans such as the Downtown Revitalization Plan

The City has developed this TPMP to pull together these previous planning efforts, recognizing the benefits of creating a coordinated, city-wide transportation plan. The TPMP is a strategic document that guides transportation decisions the City will make with its limited local, state, and federal funding opportunities. The process is based on foundational community values and specific policies and expectations outlined in Imagine Hastings, along with other visionary plans produced in Hastings. The TPMP will help set a vision for how investments are made across all transportation modes. It will balance the City's small-town character with growth and mobility needs by identifying transportation improvements that are consistent with the community's core values.

The TPMP represents a long-range planning effort that:

- Describes the current state of the City's transportation network
- Establishes a community-driven vision and guiding principles for transportation and mobility decisions
- Summarizes previous plans that have identified transportation improvement projects
- Details specific transportation policies, projects, and programs that could be further explored as part of future planning and design projects

As part of the efforts around the TPMP, the City has also endeavored to further investigate transportation topics that are unique to Hastings. These topics include investigation into viaducts over the railroad corridors throughout the city, railroad quiet zones, one-way to two-way street conversions, and parking within the downtown area.

1.2 | CONTEXT AND RECENT PLANNING INITIATIVES

Hastings is located in Adams County, south of Interstate 80 near the center of the state as shown in **Figure 1-1**. The city is one of the "Tri-Cities" with two other larger municipalities in the center of the state, Kearney and Grand Island.

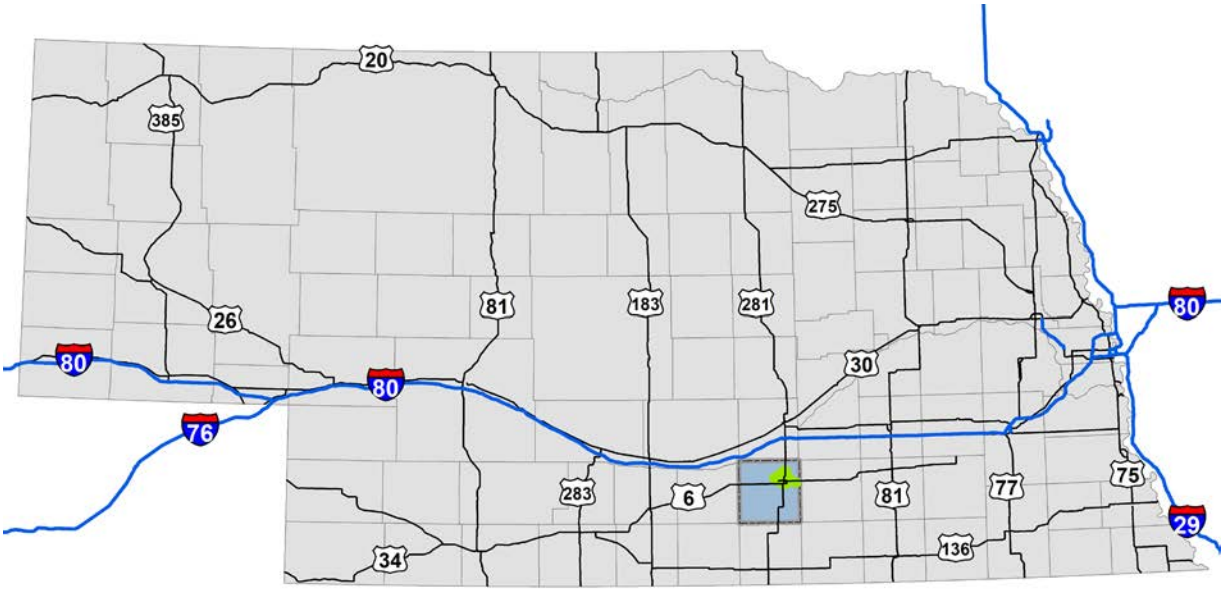


Figure 1-1: Statewide Context

The City was founded in 1872 at the intersection of the Burlington and Missouri River railroads and the St. Joseph and Denver City Railroad, which now cut through the center of Hastings. Hastings is largely on a grid network, with suburban curvilinear streets in some of the newer residential developments at the periphery of the city. In addition to the City proper, the TPMP also encompasses a two-mile area around the city boundaries as new developments in this area would likely incorporate into the City. A map of the study area is shown in **Figure 1-2**.

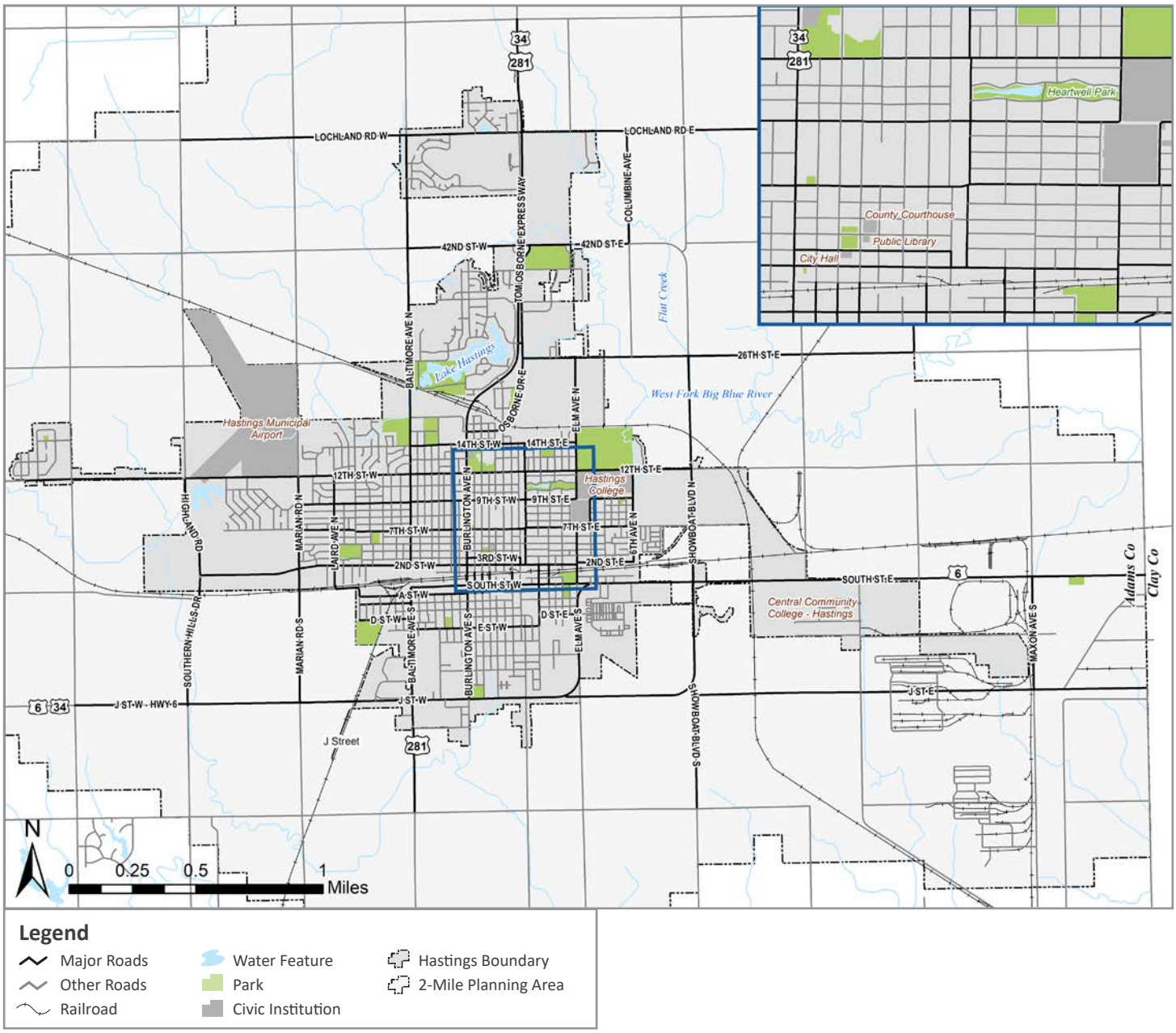


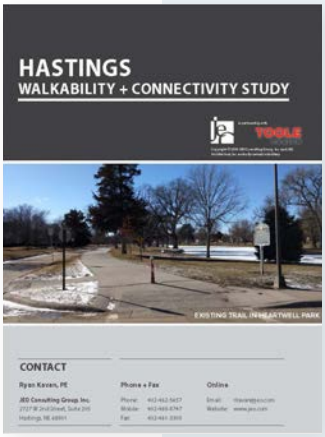
Figure 1-2: Study Area

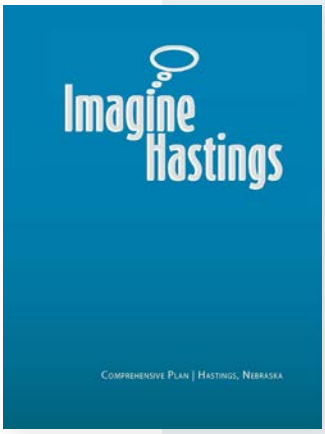
Recent Planning Initiatives

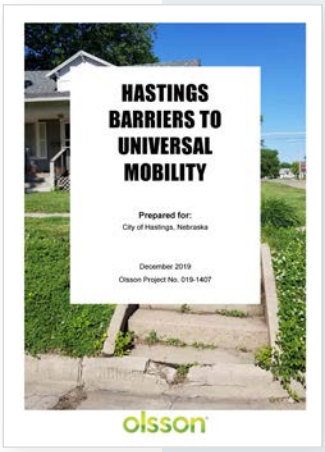
As a thriving community, Hastings is growing and changing both in its physical landscape and its mobility needs. Planning is an integral way to ensure businesses, residents, and visitors have their evolving mobility needs served, without forgoing the small-town charm on which Hastings is founded.

Hastings has been conducting transportation and land use planning studies for several years to help guide public investments appropriately.

- **Grand Island/Hastings/Kearney Intercity Bus Study (2020)** develops a framework for implementing intercity bus services in the Tri-Cities area. The study developed options for how to enhance the transit connectivity within and between the three cities, including potential routes, costs, timetables, and ridership estimates.
- **Hastings Walkability + Connectivity Study (2019)** set out to understand existing conditions and opportunities to enhance the non-motorized transportation network in Hastings. The plan focused on improving access to the downtown core, business district, schools, and parks; managing trail development throughout the city; and improving pedestrian facilities and Americans with Disabilities Act (ADA) accessibility.
- **Hastings Barriers to Universal Mobility Plan (2019)** focused on how residents move around the city, particularly residents with ADA accessibility needs. Barriers were identified on crosswalks, ramps, and sidewalks to highlight gaps in the ADA-accessible routes. A primary takeaway from this study was the need to create a clear, consistent, and feasible program for sidewalk and curb ramp improvements.
- **Downtown Revitalization Plan (2013)** was conducted to determine a set of recommendations and opportunities to enhance the downtown area for residents, visitors, and businesses. Along with outlining a community vision, recommendations were identified in two categories: physical investments and strategic motions.
- **Hastings Railroad Quiet Zone Feasibility Study (2010)** developed conceptual designs and costs for upgrading the 12 at-grade railroad crossings in Hastings. The goal of these upgrades would be for the City to be able to implement a quiet zone along the Burlington Northern Santa Fe (BNSF) tracks to reduce the negative impacts of train horns on the surrounding residential neighborhoods.
- **Hastings Comprehensive Development Plan, Imagine Hastings (2009)** set the vision and desired character for the entire city that forms the framework for its growth. The plan included a wide array of goals related to topics including general planning, land use, mobility, growth, and others that have guided major investments over the past decade. The City is currently updating its Comprehensive Plan to incorporate the latest available information and ensure the vision reflects current Hastings residents' views and preferences.
- **Central Business District One-Way Two-Way Conversion (2005)** was conducted to evaluate the anticipated impacts of converting the existing one-way road network downtown to two-way. Much of the report centers around design options for this conversion and identifying needed investments such as signal upgrades and parking impacts due to the traffic flow change.







1.3 | PUBLIC AND STAKEHOLDER ENGAGEMENT

Public engagement, whether through direct contact or by the input of community representatives, is an important part of successful transportation planning. The City is committed to inclusive and meaningful public involvement, as well as open and honest communication with all individuals and entities. Community outreach is also critical for identifying community goals and context, which provide insight on desired and appropriate transportation solutions.

Several public and stakeholder engagement opportunities were provided during the TPMP planning process:

- Project Advisory Committee (PAC) meetings throughout the study
- Community focus group meetings on August 6, 2020
- A public open house on August 5, 2020
- Public Survey 1 – Issues and Opportunities, available September 15 through October 12, 2020
- Public Survey 2 – TPMP Projects, available throughout April 2021
- Parking Management Plan charrette on February 2, 2021

A description of each of these engagement opportunities is provided in the following sections. Additional detail on input received through each of these efforts is provided in Appendix A.

COVID-19 Impact

The TPMP planning process was conducted throughout 2020 and 2021, during the height of the COVID-19 pandemic. This pandemic wave limited personal contact and typical group outreach events that would normally have been included in the TPMP public outreach activities.

While some in-person engagement opportunities were available with appropriate social distancing and masking requirements, most of the engagement was conducted virtually via two electronic surveys. Every effort was made to promote these virtual engagement opportunities; however, the disturbance to people's daily lives because of the pandemic, such as working from home and virtual learning for school children, resulted in less engagement than would typically be desired for the TPMP.

Project Advisory Committee (PAC)

The PAC provided oversight and direction throughout the project to ensure the project direction, methods, and outcomes are consistent with the expectations and understanding of the community. The PAC comprised individuals who represented a variety of interests in Hastings and included members from different backgrounds, including City staff, local advocacy groups, state agencies, and community leaders.

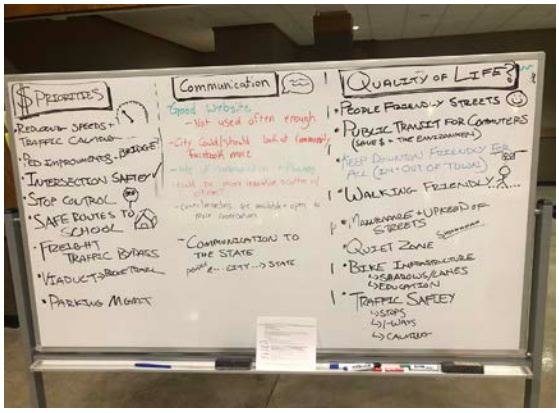
Community Meetings

Focus Group Meetings

Four focus group meetings were conducted near the beginning of the project process with representatives from each of the City's four voting wards. Engaging the public through community leaders and prominent stakeholders can help bring out opinions that may not be heard through traditional engagement methods and build support for the plan. Focus group participants were asked to provide feedback on the current conditions of the transportation system, what they thought was going well, what needed improvement, and what they valued as citizens.

Public Open House

For those that were not able to attend the individual ward-specific focus group meetings, an additional public open house was held to obtain similar feedback for the city at large. This open house was advertised and open to the larger public if they chose to provide input in-person.



Results

The focus group meetings and public open house asked attendees about successes and areas for improvement regarding Hastings' transportation system by placing sticky notes on whiteboards. Major topic areas that emerged included:

- **Safety.** Ensuring that safety is a top focus of all transportation investments, regardless of mode of travel, emerged in every focus group meeting.
- **Character.** Many believed that future transportation investments should reinforce Hastings' small-town character through design elements while accommodating new growth.
- **Connectivity.** North-South multimodal connectivity is severely impacted by the two railroad lines that run East-West through Hastings, which has an impact on emergency response, traffic congestion, and circuitous travel patterns.
- **Maintenance.** Ensuring that Hastings' existing infrastructure is well-maintained, including roadways, sidewalks, and trails, was a major topic throughout the focus group meetings.
- **Traffic Flow.** Traffic congestion and traffic signal timing emerged as a major topic, particularly along the Burlington Avenue corridor. Additionally, backups from the at-grade railroad crossings around the city, and Baltimore Avenue in particular, can cause major delays and reduces the reliability of travel times in Hastings.
- **Sidewalks.** The city's sidewalk network is incomplete and many of the existing sidewalks are in poor condition. Identifying a politically feasible recommendation for improving the city's sidewalks should be a priority of the TPMP.

Public Surveys

Two virtual public surveys were conducted during the TPMP study process—an Issues and Opportunities survey was conducted near the beginning of the process and a Potential Projects survey was conducted later in the process.

Issues and Opportunities Survey

The first survey was focused on getting a general understanding of how the public viewed the current system and what areas should be focal points of subsequent steps in the TPMP process. A total of 187 people responded to the Issues and Opportunities Survey. The survey was divided into three major sections.

Determine Focus Areas

This page asked participants to rank their top five most important goal priorities for the TPMP. The results showed that safety, maintenance, and efficiency were the most often ranked, with safety and maintenance being the highest rated when ranked. These results are shown in Figure 1-3.

Frequency: the number of times each goal was placed in someone's top five goals list.

Intensity: the average ranking of each goal within people's top five list.

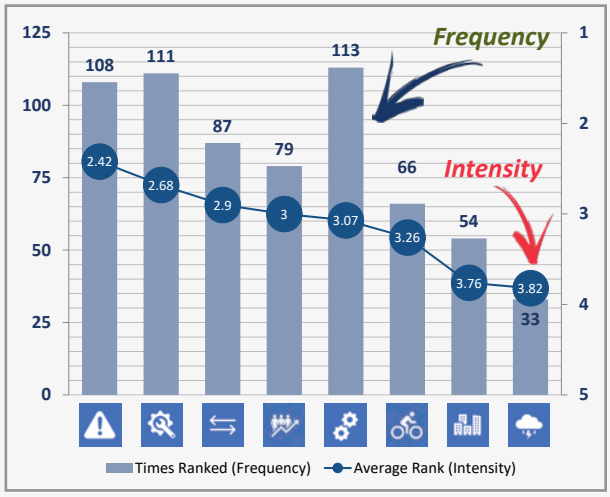


Figure 1-3: Focus Area Prioritization Results

Survey Questions

There were five topics, each containing one to two questions, as shown in Figure 1-4. The five topics included Trails, Traffic Flow, Sidewalks, Parking, and Transit. The responses helped provide an understanding of how the public currently utilizes the transportation system and how they would like to use it in the future.

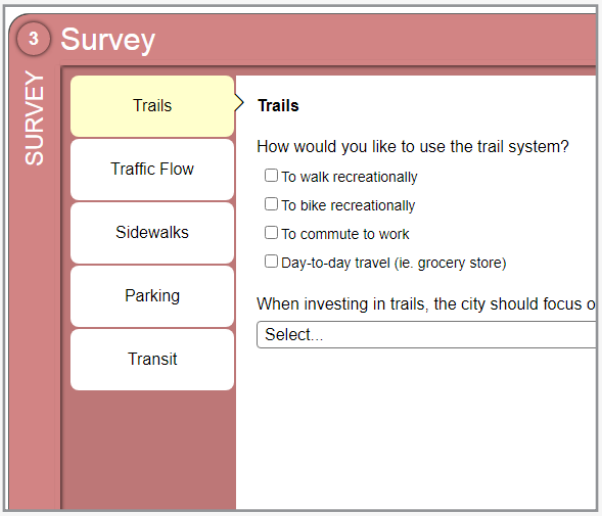


Figure 1-4: Survey Question Example

Map Issues and Opportunities

The final portion of the Issues and Opportunities Survey asked participants to map out points around the city that need attention from automobile, pedestrian, bicycling, and connectivity perspectives. These points, which are shown in Figure 1-5, served as the basis for the list of potential projects developed for the TPMP. Locations with a car icon indicate comments related to vehicle travel and areas with a number show that there was a concentration of comments in that location.

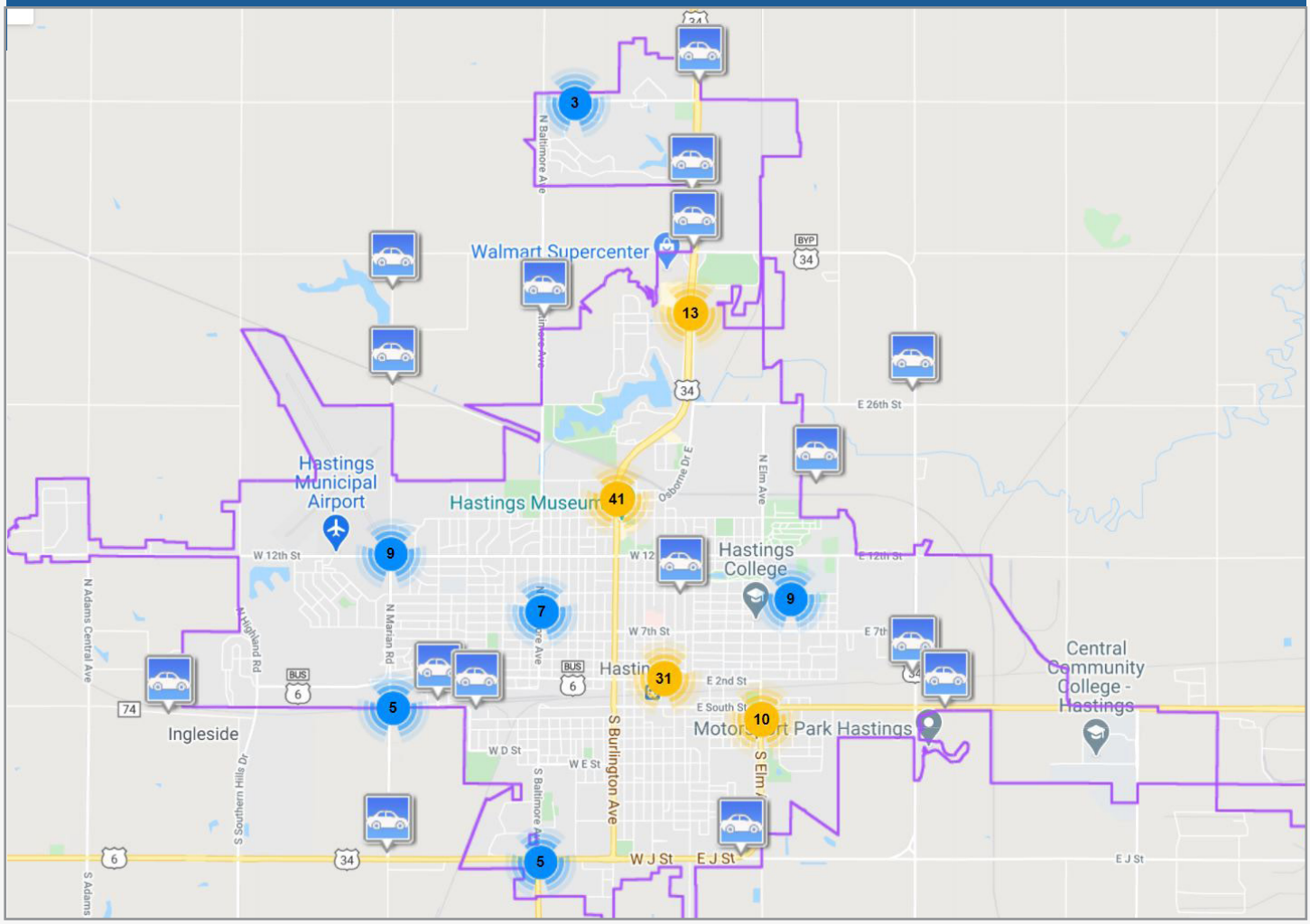


Figure 1-5: Issues and Opportunities Map

Key Findings from the Issues and Opportunities Survey

- Connecting existing trails together to make a more complete network was the most common suggestion for improving trails in Hastings.
- Street maintenance was the most common priority regarding driving in Hastings, followed by mitigating traffic congestion.
- Most respondents (73%) were in favor of implementing a local tax to fund sidewalk repairs.
- Regarding parking in Downtown Hastings, 48% of respondents had a positive view, while 23% had a negative view.
- A large portion of respondents (46%) were not interested in investing in or expanding public transit in the city.
- Traffic congestion was the biggest issue identified in the mapping exercise, particularly along the Burlington Avenue corridor.
- Connectivity around the railroad tracks in downtown and along Osborne Drive was an issue identified in the mapping exercise.
- Downtown and Ward 1 were highlighted as having a cluster of safety concerns for pedestrians.

Recommended Projects Survey

A second survey was conducted as the TPMP projects were identified. In this Projects Survey, the the public was asked to provide feedback on the proposed projects and provide other comments that they felt should be considered. Participants were able to provide comments regarding automobile, pedestrian, bicycle, or general improvements, as well as view and respond to comments made by others. Proposed projects were broken into four categories for this:

- Existing Roadway Improvements
- New Roadways
- Intersection Improvements
- New Bridges/Replace Bridges

A map of the proposed roadway projects and comment points respondents placed using the mapping tool is shown in **Figure 1-6**. A full listing of results is provide in **Appendix A**.

Parking Management Plan Charrette

A virtual charrette was held in early 2021 with a large group of stakeholders to discuss parking management issues observed in Downtown Hastings, potential parking management strategies, and the link between parking and economic development.

The charrette was highly interactive, and included live polling questions throughout the presentation, including:

- Preferences for potential downtown parking management strategies
- Whether long-term parking is taking up short-term parking spaces in downtown
- Views on the most important parking issue in Downtown Hastings
- Funding and maintenance responsibilities for publicly-accessible parking

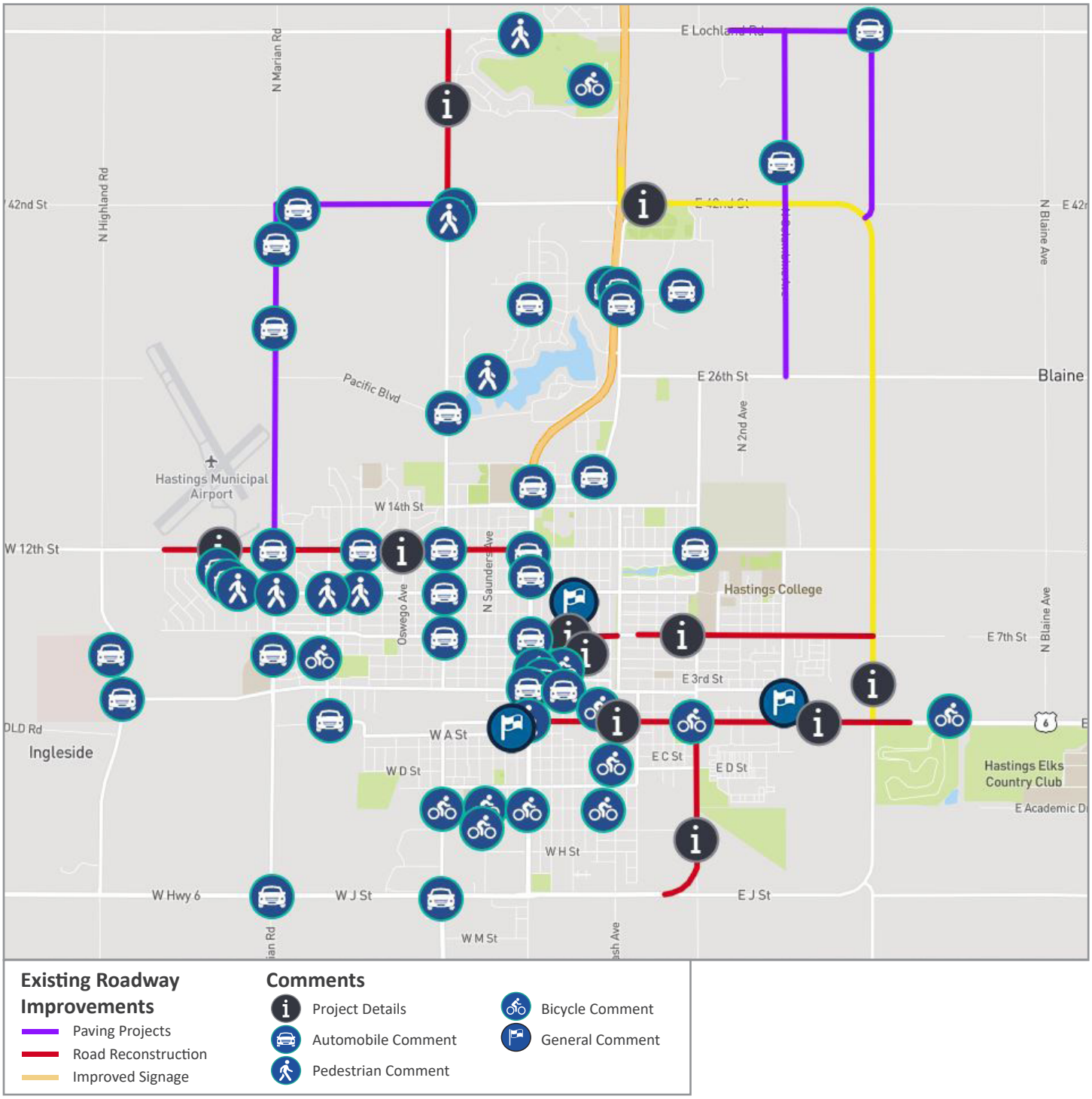


Figure 1-6. Projects Survey Roadway Project Map Comments

1.4 | GUIDING PRINCIPLES

Three guiding principles and corresponding strategies were developed following the initial public outreach in late 2020. These three principles are important concepts necessary to ensure that future investments by the City are fulfilling the transportation vision identified by the community. Multi-faceted and long-term in nature, these guiding principles will require a comprehensive and concerted effort by both the public and private sectors. All energy and resources should be harnessed toward furthering the concepts outlined by these principles.

Through executing these mobility strategies with intentional public investments and coordinated regulations, Hastings' transportation system will transform and achieve the vision of a safe and engaging network that focuses on the needs of our residents, visitors, and businesses.

Guiding Principle 1. Connectivity and Equity

Hastings will achieve a well-connected transportation system that promotes equitable and multimodal access for all users by:

- Increasing opportunities for residents to access goods and services through safe and convenient transportation connections
- Creating a transportation network that is easy to navigate and connects residents and visitors with popular community destinations to promote economic development
- Providing easy and safe ways to change between modes, creating a transportation network that is equitable for all users
- Developing connections in new and existing infrastructure that creates a continuous transportation network
- Supporting a transportation system that prioritizes safety across all modes

Guiding Principle 2. Quality of Life

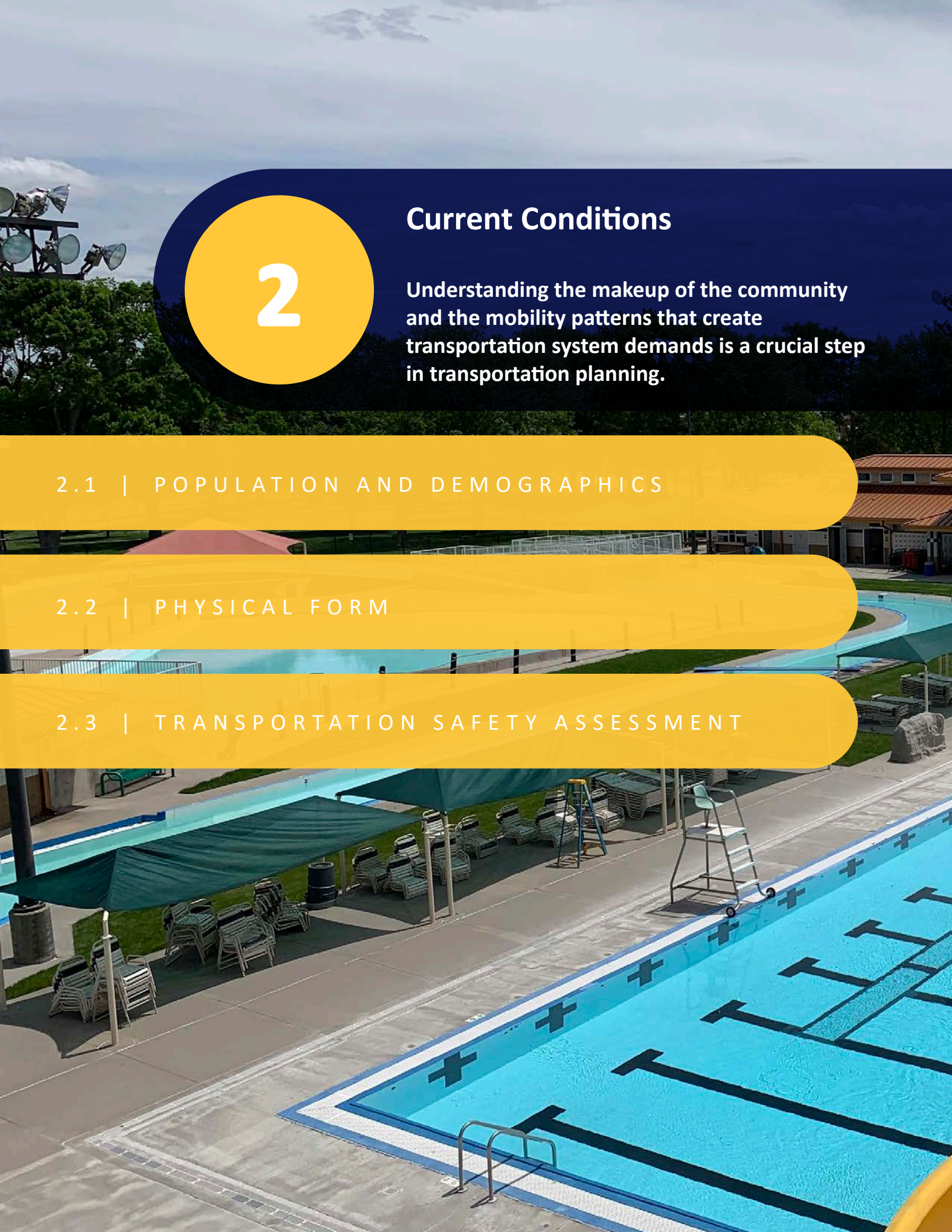
Hastings will further promote a strong sense of community through transportation investments by:

- Promoting aesthetically pleasing transportation projects that promote economic activity and encourage social interaction between residents and visitors
- Offering walking and biking transportation choices that encourage active and healthy lifestyles
- Investing in transportation projects that promote access to local shopping, outdoor recreational opportunities, and other Hastings' community assets that support the local economy
- Making transportation investments that build on Hastings' character and strong sense of community
- Developing a transportation system of small roadways that promotes efficiency, spreads traffic demand, and considers local context

Guiding Principle 3. Fiscally Responsible

Hastings will be prudent by implementing feasible transportation investments that are fiscally responsible and sustainable through:

- Utilizing existing infrastructure to support Hastings' transportation network goals
- Investing in transportation projects that equitably disperse transportation assets and resources throughout the community
- Focusing on quality investments, design, and materials for long-term transportation solutions
- Ensuring safety is prioritized in project design and implementation



2

Current Conditions

Understanding the makeup of the community and the mobility patterns that create transportation system demands is a crucial step in transportation planning.

2.1 | POPULATION AND DEMOGRAPHICS

City demographics provide context and can be used to identify unique qualities that shape how people are moving around. This can be helpful from a planning perspective as it informs recommendations about how the transportation network can better serve the users. It is important to understand details how residents in Hastings are commuting to and from work to better understand how residents use and rely on their local transportation network.

Residents

The City's population has remained relatively steady for many years; however, the composition of that population has changed. The portion of the city's population that is of retirement age has seen sizable growth. Key demographic statistics for Hastings are shown in **Figure 2-1**.

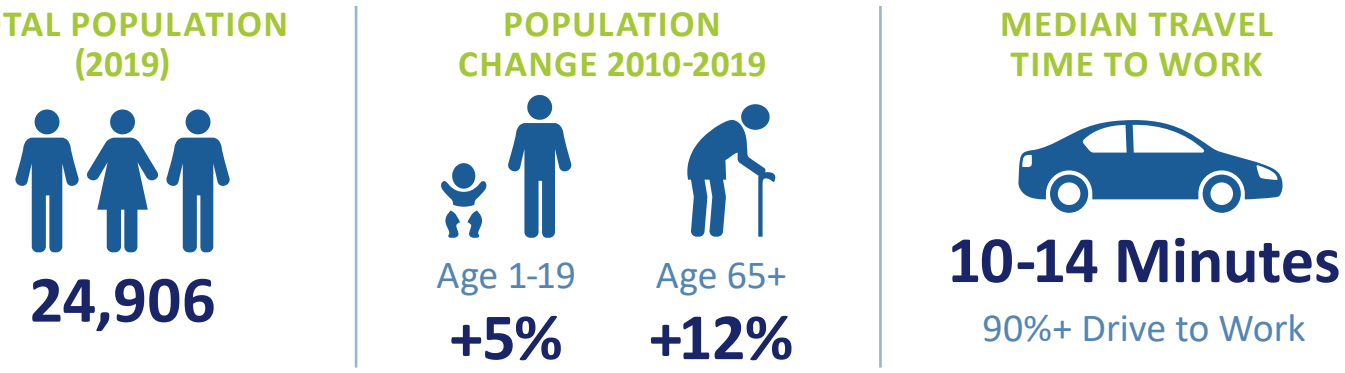


Figure 2-1: Key Hastings Demographics

Vehicle Availability

With over 90% of the population driving to work, having a vehicle is crucial for Hastings' residents. **Figure 2-2** shows relatively high percentages of Southern Hastings residents' lack of access to a vehicle. These households can depend largely on non-vehicle modes, like walking, biking, and transit or are reliant on rides from friends or family members. There are several block groups that have over 20% of households having zero vehicles available to them. It is important that these areas of the city can access goods, services, and employment via modes other than personal vehicles.

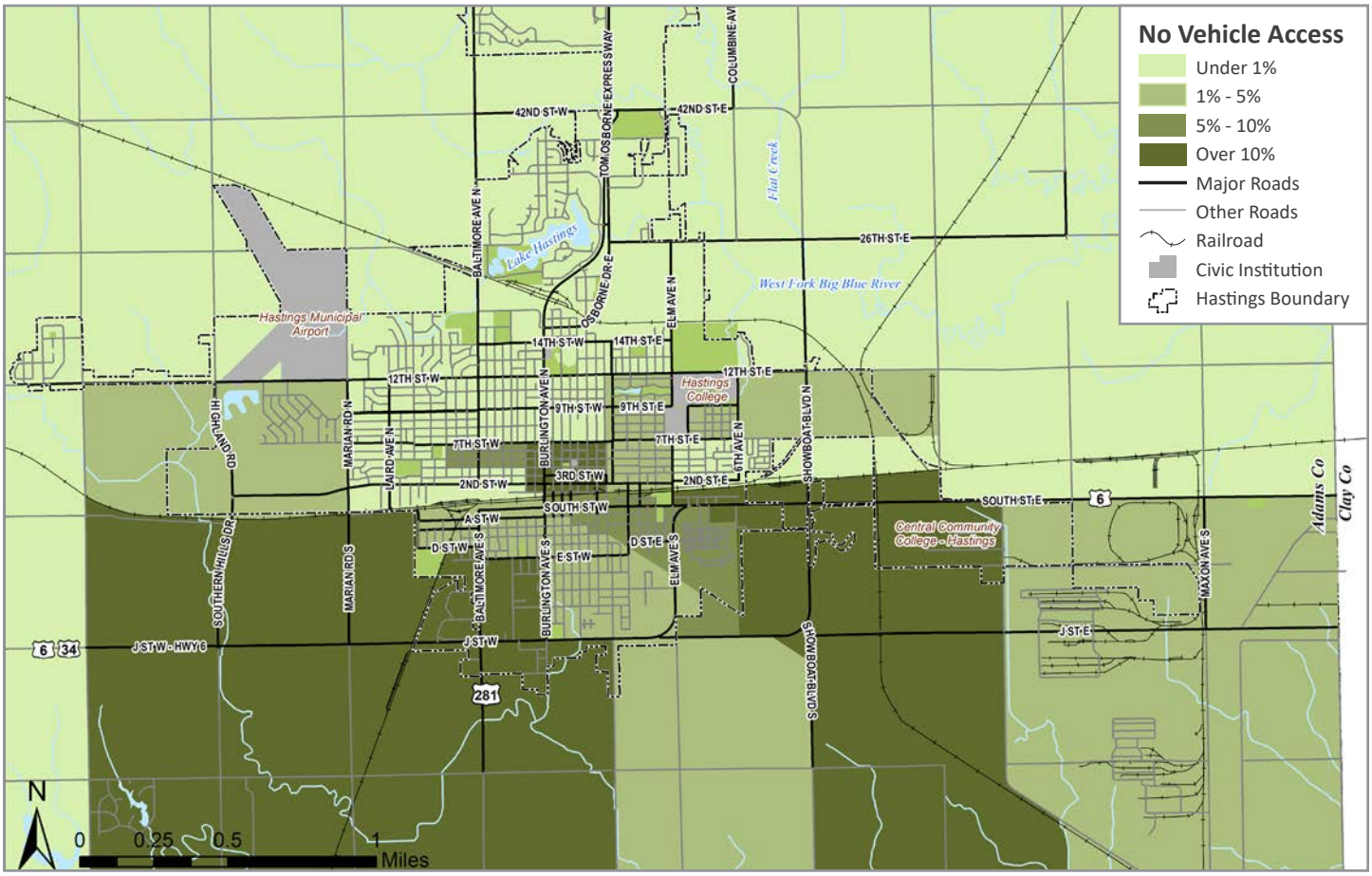


Figure 2-2: Vehicle Availability

Poverty

According to the Federal Highway Administration (FHWA), income has a strong correlation to trip-making and distance traveled, specifically by motor vehicle. Low-income individuals are likely to take fewer trips and/or stay in place.

Figure 2-3 shows that areas in Hastings have 10% - 20% of households under the poverty line and areas in the southeast and southwest portions of the city have more than 20% of households under the poverty line.

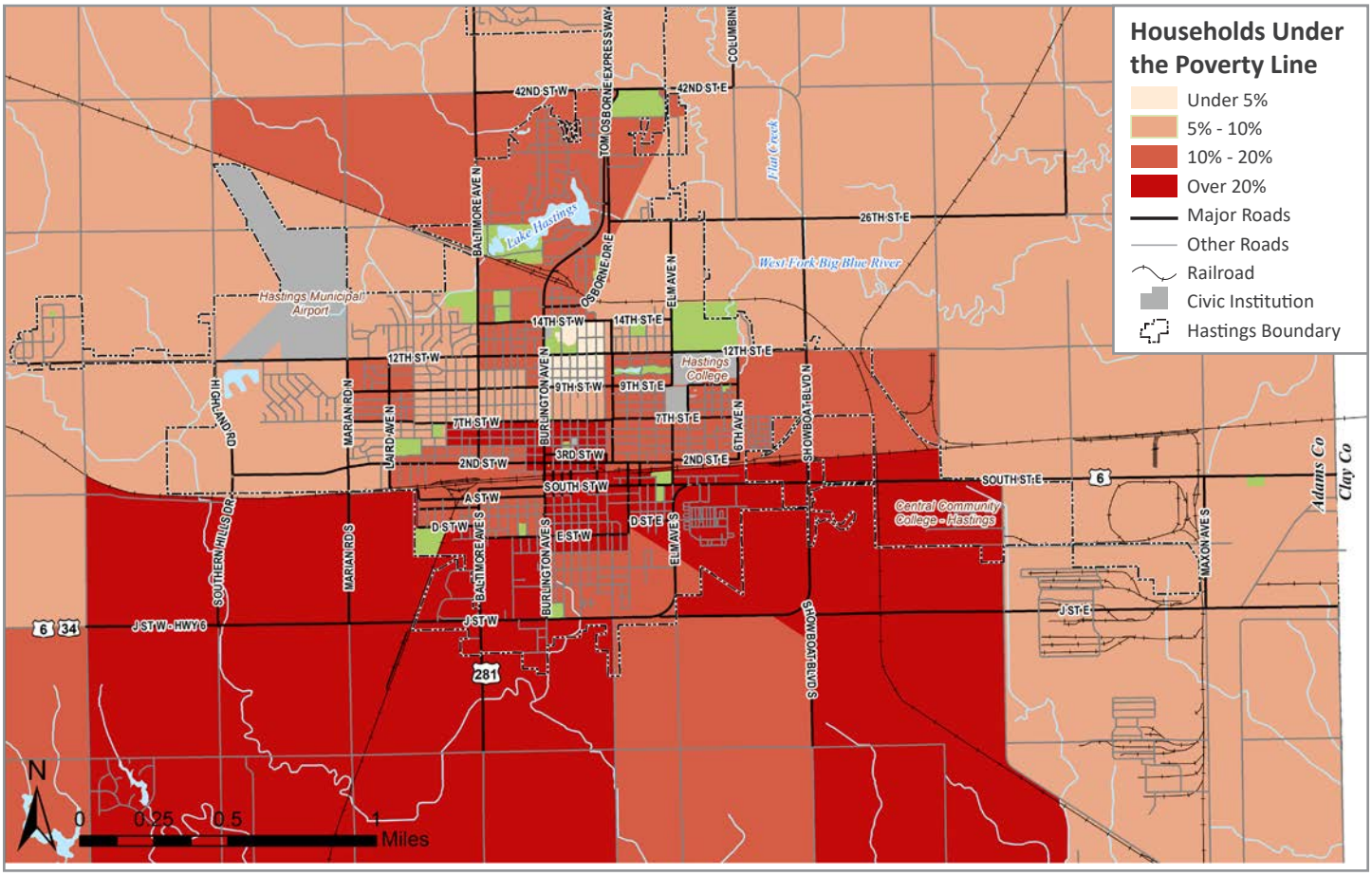


Figure 2-3: Households Under the Poverty Line

Language Barriers

Transportation can become a challenge for limited English proficiency (LEP) households, particularly when it comes to ensuring accessibility to the transportation network and community-based programs and services. Concentrations of LEP households are shown in **Figure 2-4**. The southeast corner of the city and a block group in the center of the city have higher concentrations of households with LEP.

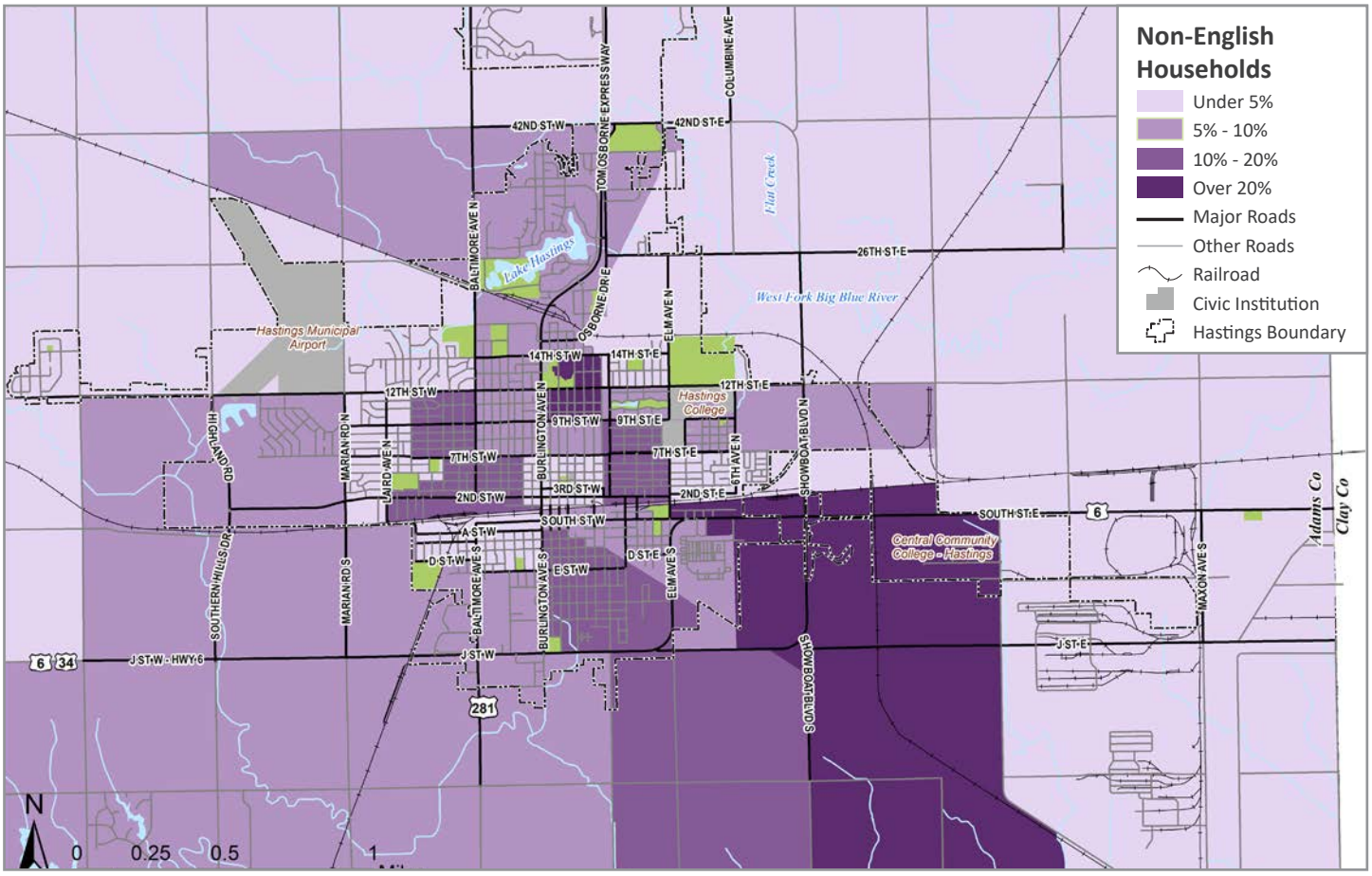


Figure 2-4: LEP Households

Employees

Understanding the origins and destinations of commuters is an important consideration when developing recommendations for how to best serve commute flows. The U.S. Census Bureau collects data on workers' commutes between home and work—both the mode of travel and origin/destination data.

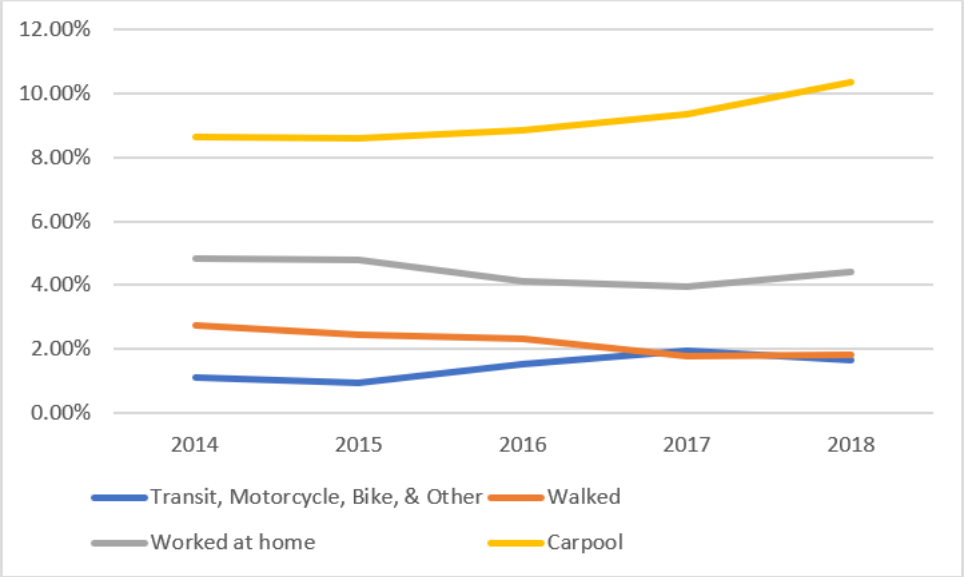


Figure 2-5: Mode of Travel to Work (Non-Drive Alone) (2014-2018)
Source: U.S. Census Bureau, American Community Survey (2014-2018)

Figure 2-5 shows the pre-COVID commute mode of travel for Hastings residents. Over 80% of people commuted alone in a vehicle, with the next highest mode of travel being carpooling.

Figure 2-6 shows that just over 5,000 people both live and work within the city limits of Hastings, while approximately 4,300 Hastings residents leave the city for work. Another 5,000 people commute from outside Hastings to jobs within the city limits.

Figure 2-6: Commuting Inflow/Outflow
Source: U.S. Census Bureau, Longitudinal Employment-Household Dynamics (LEHD) Data (2018)

Where Hastings Residents Work

While approximately 5,000 Hastings residents also work inside the city (approximately 54% of the workforce), over 4,300 residents commute outside of the city for work. Over 10% of the Hastings workforce commutes to Grand Island. Additionally, Kearney, Lincoln, and Omaha each employ approximately 3% of Hastings' workers. **Figure 2-7** shows the distance and direction that Hastings' residents travel for work and **Figure 2-8** shows the major destinations outside of Hastings where residents work.

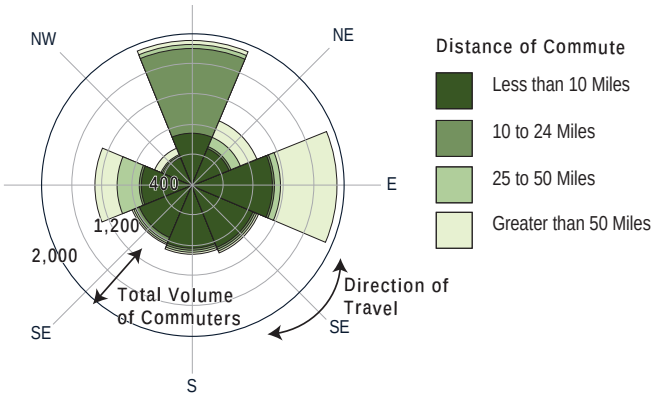


Figure 2-7: Hastings Resident Commute Directionality
Source: U.S. Census Bureau, LEHD Data (2018)

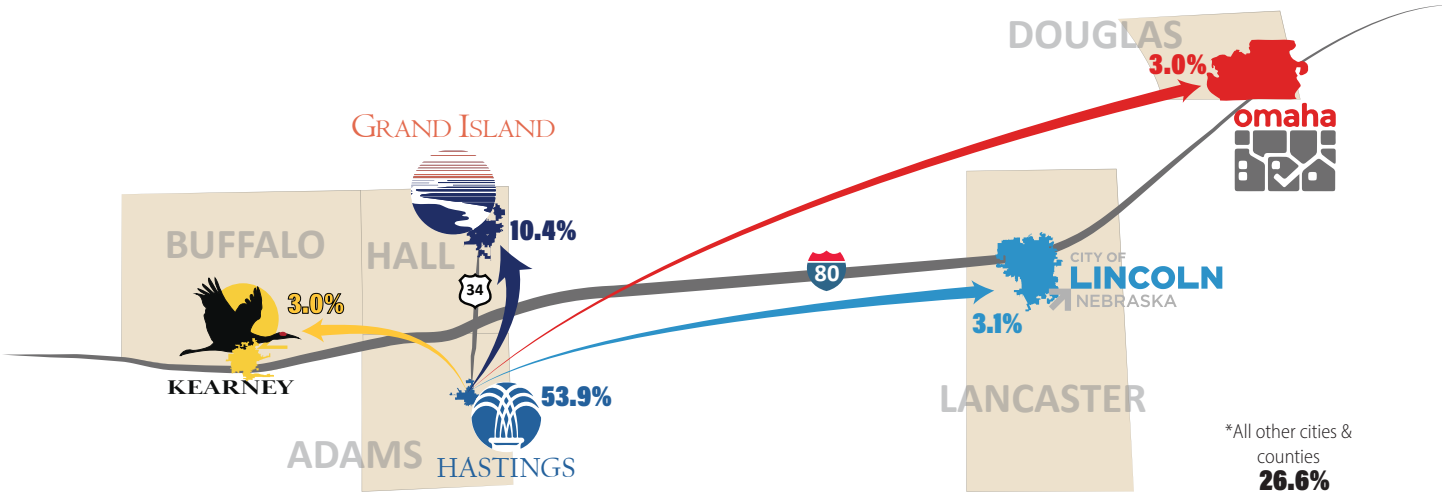


Figure 2-8: Hastings Resident Commute Destinations
Source: U.S. Census Bureau, LEHD Data (2018)

Where Hastings' Workers Live

A slight majority of Hastings' workforce lives inside the city; however, almost as many of those that work in Hastings live outside of the city limits. **Figure 2-9** shows the distance and direction from which Hastings' workers commute for work. Major locations from which Hastings' workers commute include Grand Island, Kearney, Lincoln, Kenesaw, Juniata, and Omaha, as shown in **Figure 2-10**.

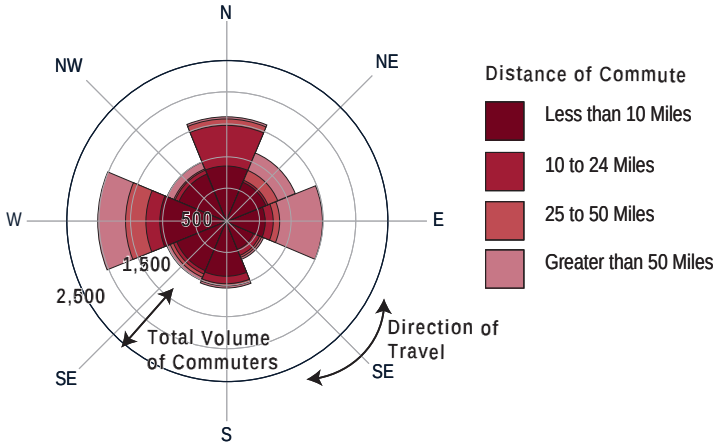


Figure 2-9: Hastings Worker Commute Directionality
Source: U.S. Census Bureau, LEHD Data (2018)

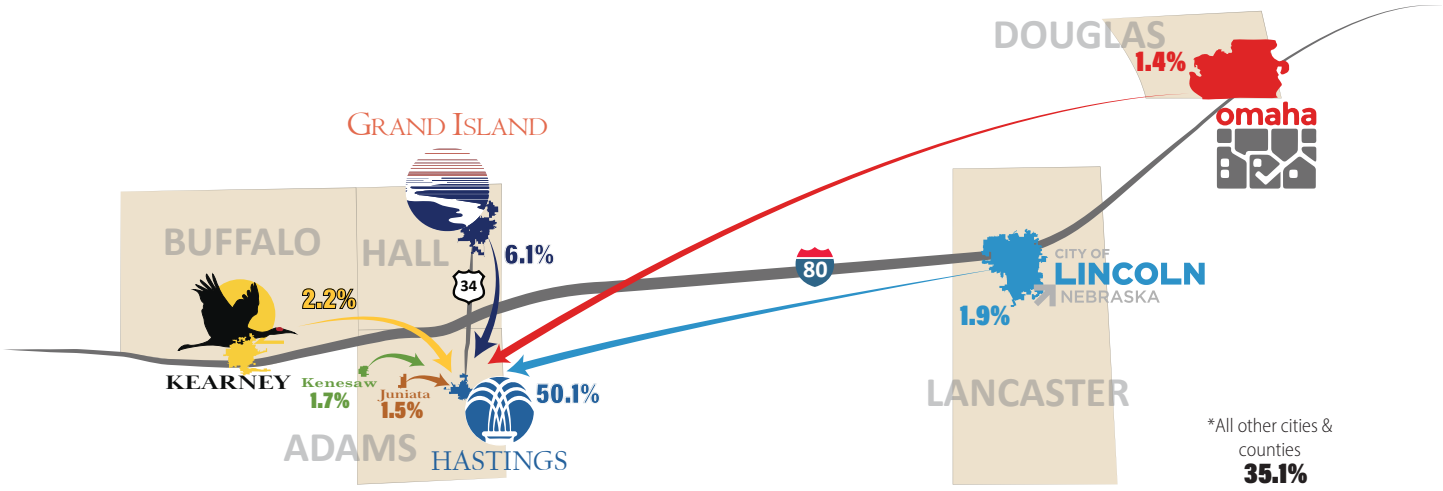


Figure 2-10: Hastings Worker Commute Origins
Source: U.S. Census Bureau, LEHD Data (2018)

COVID-19 Impact

Before the COVID-19 pandemic, approximately 5% of Hastings' workforce worked from home. Throughout the pandemic, that number has significantly increased, though an exact percentage is not known. As the pandemic subsides, the exact long-term impact on working from home is difficult to predict but will likely be larger than pre-pandemic levels. Longer-distance commutes, such as those that commute to or from Lincoln or Omaha may be particularly heavily impacted by increased work-from-home protocols, resulting in a lower daily commuting demand between Hastings and Eastern Nebraska. Increased focus on broadband infrastructure investment in the recent Bipartisan Infrastructure Bill could further incentivize long-term work-from-home protocols.

Key Takeaways

- The relatively high percentage of people who both live and work in Hastings highlights a potential to serve this population with alternative modes of travel, such as walking or biking, due to short trip distances.
- A significant portion of the workforce commutes into or out of Hastings daily. Access to Grand Island, Kearney, and the I-80 corridor via US 34 are critical to efficiently serving these commuters.
- The relatively large number of trips between the Tri-Cities may be an opportunity to implement the intercity bus service studied by the Nebraska Department of Transportation (Nebraska DOT).

This section provides brief summaries of the various modes of travel and parking conditions present in Hastings. A more detailed Mobility Audit is provided in **Appendix B**.

Roadway Assessment

Roads serve as the foundation of the city's transportation network, accommodating motor vehicles, freight, pedestrians, and bicyclists. Roads are the main component of the transportation network, the primary public space that residents use to travel, and the associated right-of-way is one of the largest assets available to the City. The efficiency, safety, and condition of the road and bridge network is essential to the functionality of nearly all transportation modes and to the economic prosperity and quality of life of the city.

Functional Classification

Roadways are classified based on the type of traffic they are intended to serve:

- Interstates and expressways move people at very high speeds between major population centers.
- Arterial roadways move people for long distances at higher speeds within a city or between cities.
- Collector streets are lower speed and extend for shorter distances than arterials and connect travelers to the arterials.
- Local streets are very low-speed, intended for short distances with direct access to residential and commercial properties.

Functional classifications have an inverse relationship between access and mobility, as illustrated in **Figure 2-11**.

Figure 2-12 shows the functional classification of roadways in Hastings. US 34/ US 281 is the only Expressway and connects Hastings to the I-80 corridor. US 6 is the only Principal Arterial, connecting east-west through Southern Hastings. Several minor arterials cross Hastings and serve as the backbone of the city's grid network.

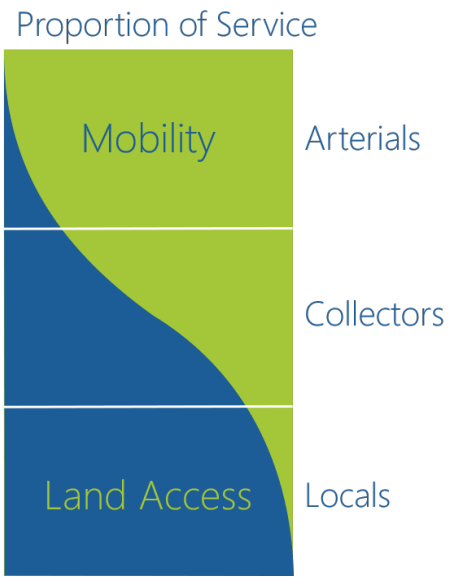


Figure 2-11: Functional Classification Mobility vs. Access

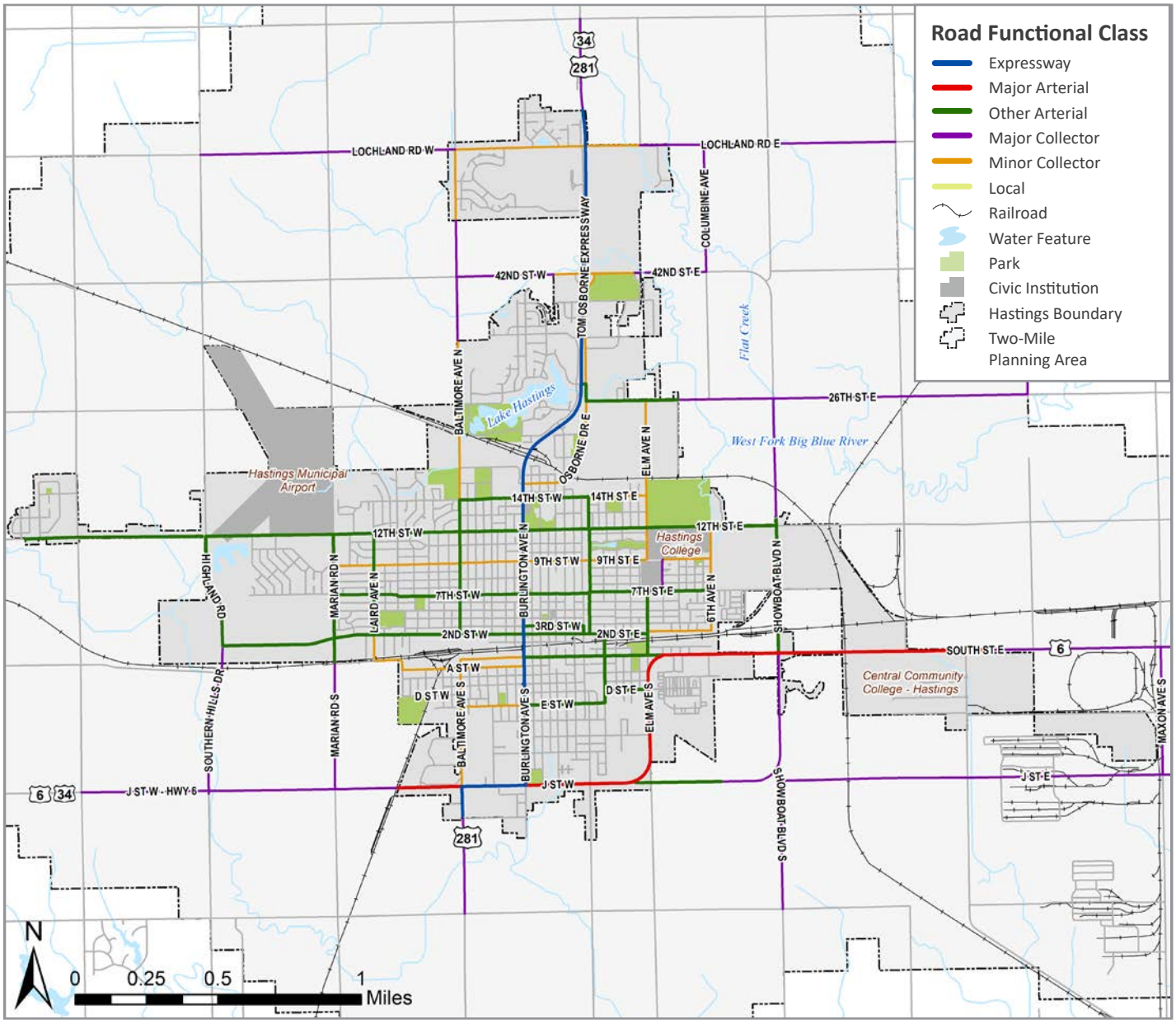


Figure 2-12: Functional Classification

Current Traffic Volumes

Traffic in Hastings is dispersed throughout its roadway grid. As shown in **Figure 2-13**, Burlington Avenue has the highest traffic volumes, followed by the US 6 corridor. Most collector roads have a traffic volume of less than 5,000 vehicles per day and all counted local roads have a traffic volume of less than 500 vehicles per day. Due to this disparity in traffic volumes, there are a limited number of street segments throughout the city that experience volumes resulting in any significant traffic congestion.

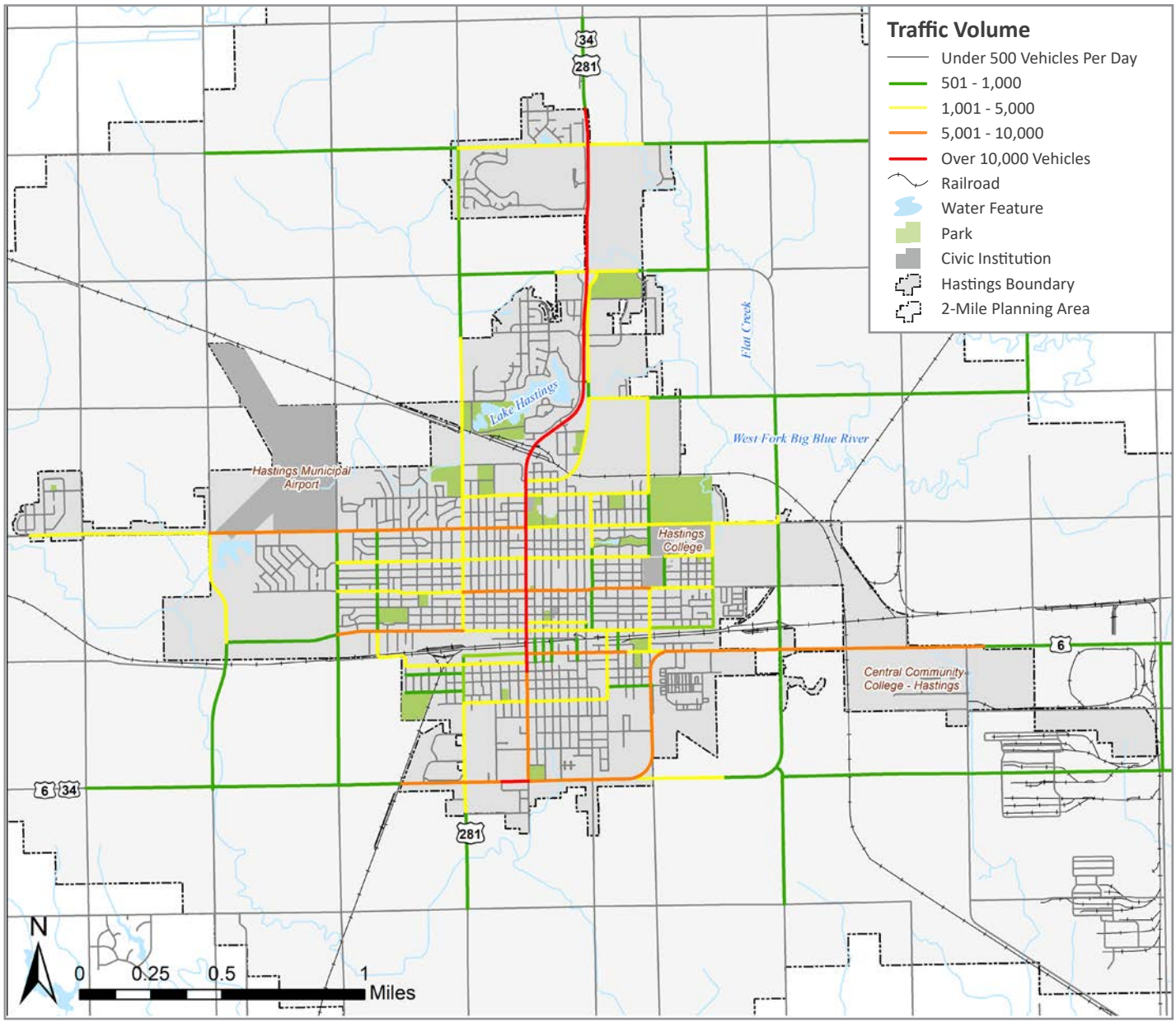


Figure 2-13: Current Traffic Volumes

Bridge Conditions

Figure 2-14 shows bridge conditions throughout the city from data collected regularly by the State of Nebraska. Many have been maintained well and are in good condition, with limited exceptions. The removal of the Osborne Drive viaduct leaves only four grade-separated railroad crossings in Hastings, two on Burlington Avenue, one on Elm Avenue, and one on Showboat Boulevard.

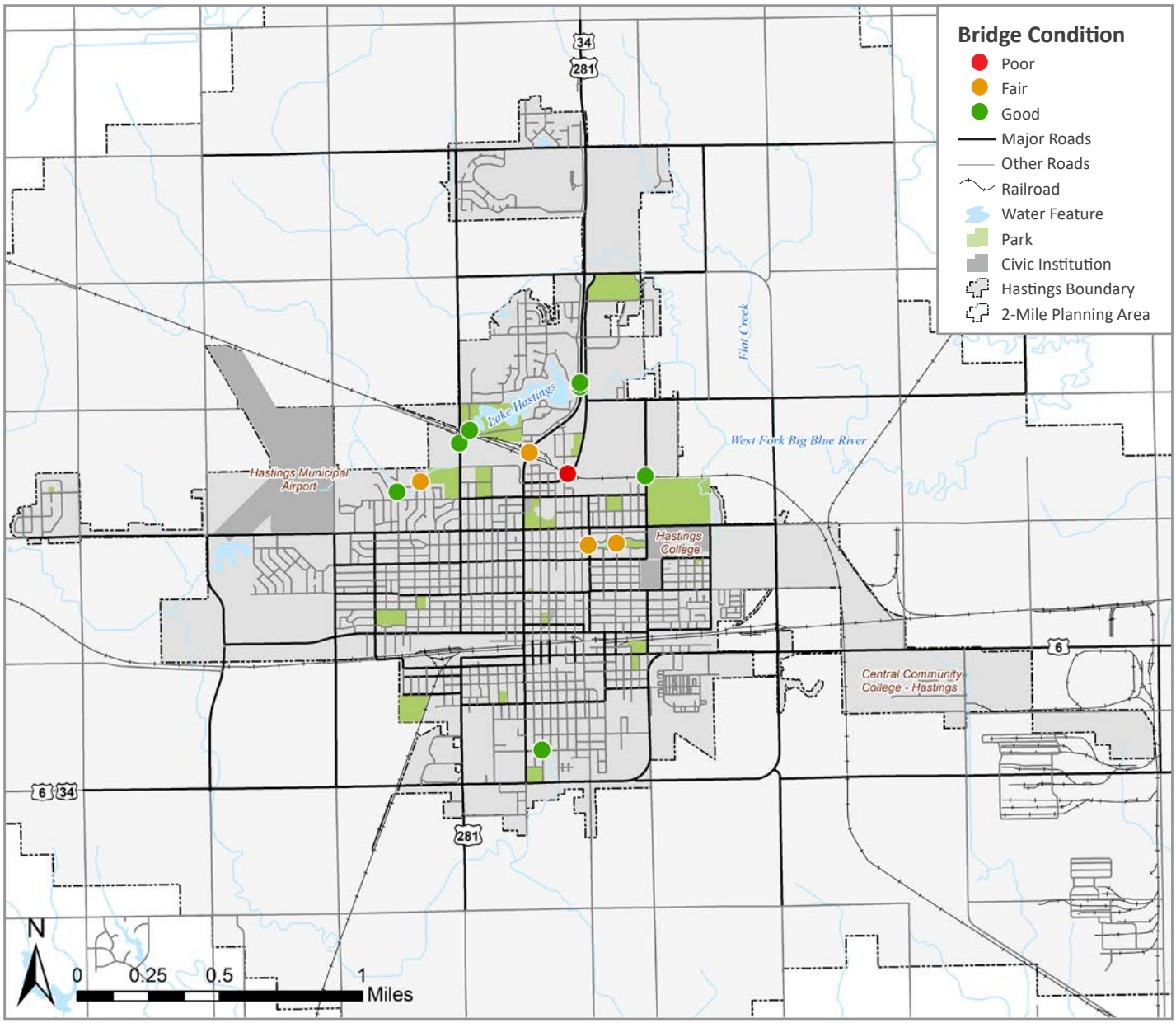


Figure 2-14: Bridge Conditions

Connectivity

Network connectivity is relatively high across Hastings, except for near the railroad corridors. The two east-west rail lines isolate central Hastings from the north and south sides of the city. Additional viaducts are a major desire of Hastings' residents and would improve travel time reliability and safety in the city.

There are several at-grade railroad crossings on the south side of downtown that connect to Southern Hastings but are often impacted by congestion and safety issues due to frequent trains blocking the crossings. Burlington Avenue is the only grade-separated crossing in this area and becomes congested with vehicles avoiding the at-grade railroad crossings.

The north side of Hastings is not as severely impacted as the south side by the railroad, but connectivity is limited to only a handful of crossings (Marian Road, Baltimore Avenue, Burlington Avenue, Elm Avenue, and Showboat Boulevard). Marian Road and Baltimore Avenue are at-grade crossings that can become congested or pose safety issues for vehicles and pedestrians when trains are crossing these roadways.

As highlighted in the Mobility Audit (**Appendix B**) the roadway system is performing adequately. The City does not currently keep a catalog of the pavement quality. It will be crucial that the City continues to maintain transportation infrastructure and makes intentional investments that keep congestion low.

Downtown Parking Assessment

One of the foundational elements of an effective parking management plan is to first quantify the parking supply that is available for public use, and measure how it is utilized during typical peak conditions (e.g., weekday daytimes, evenings, and weekends). This baseline survey of parking supply and demand helps to answer the questions of whether there is enough public parking downtown, what management strategies are most appropriate, and how much future growth and development can be supported before additional supplies are needed. This section provides a brief overview of the parking analysis, but a more detailed technical memorandum on the parking study is provided in **Appendix C**.

Drone-Based Data Collection

A drone-based high-resolution aerial photography data collection plan was utilized to collect downtown parking inventory and occupancy counts. This option provided several advantages, including:

- The survey methodology provides an accurate record of existing public parking inventory for three days. For each of the days, image capture was completed three times per day. Representative parking demand for morning, mid-day, and evening on both a weekday and weekends was obtained. **Figure 2-15** shows an example of the aerial photography obtained through the drone data collection and **Figure 2-16** shows the flight path that was used to capture this aerial imagery.
- The cloud-based data storage and analysis tools can be used to verify parking and other surface transportation and infrastructure conditions. **Figure 2-17** shows the on-street parking restrictions within the downtown study area.
- Drone collection provides an identically repeatable methodology that may be deployed at a future date to evaluate how parking characteristics have changed.

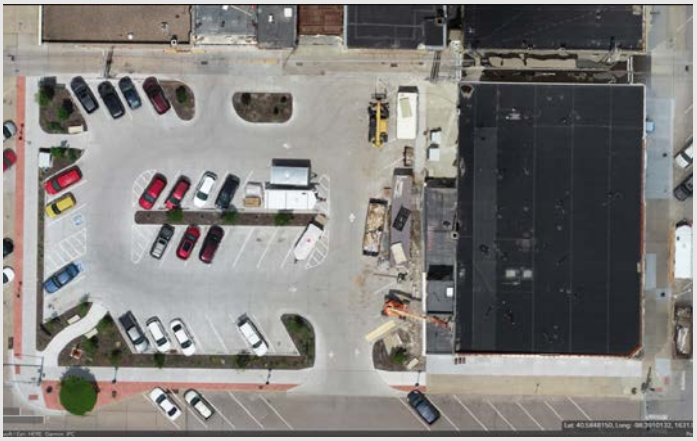


Figure 2-15: Example Aerial Image from Drone Data Collection

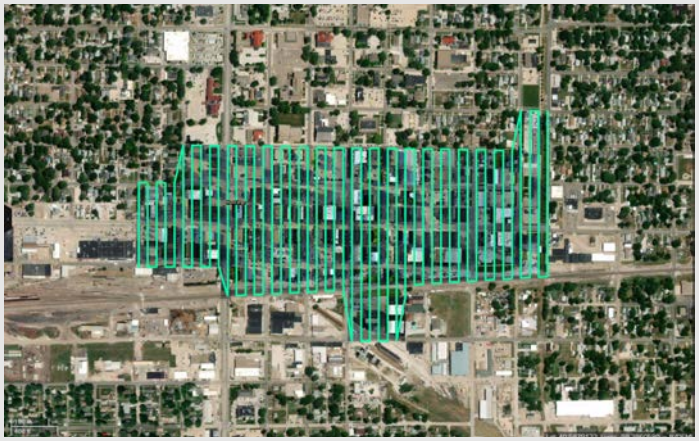


Figure 2-16: Drone Data Collection Flight Path

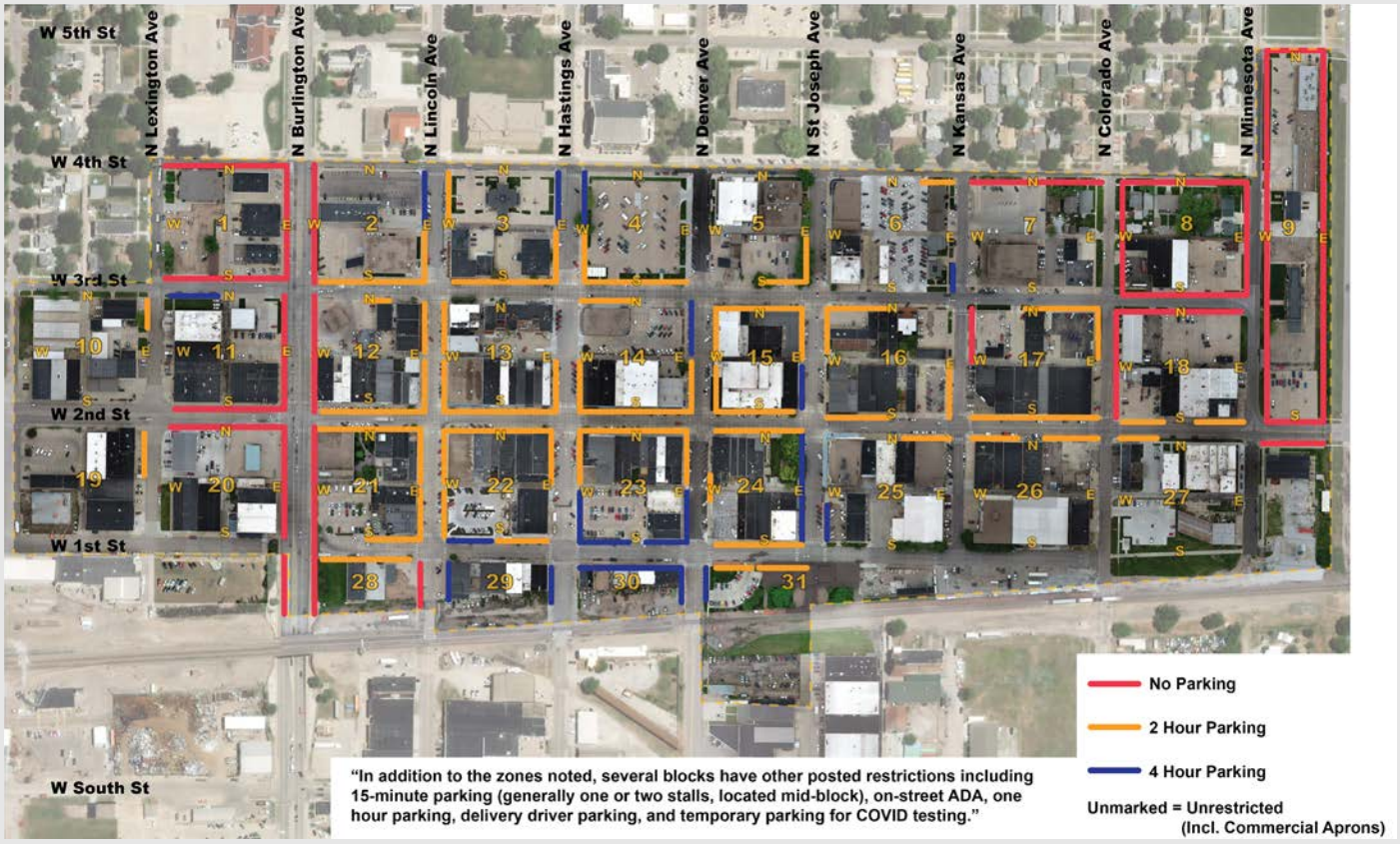


Figure 2-17. On-Street Parking Restrictions

Parking Analysis Results

Figure 2-18 shows parking occupancy observed by day and time. The overall parking occupancy of downtown peaks at just under 50% occupancy on weekday mornings. Fridays are slightly lower than other weekdays, but Saturdays are substantially lower than weekdays with peak occupancy at 25%.

Figure 2-19 shows parking occupancy from the 9am collection time on a typical Thursday. Parking utilization is relatively high between 1st and 3rd streets but is low north of 3rd Street. On-street parking is relatively full near the corner of Lincoln Avenue and 2nd Street and near Saint Joseph Avenue and 2nd Street.

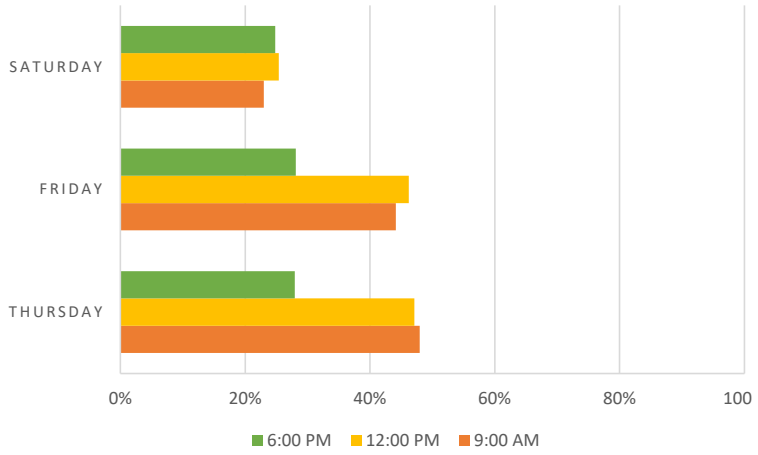


Figure 2-18: Parking Occupancy by Day and Time

The parking system within the study area is generally underutilized and can accommodate a significant number of additional vehicle users. Parking occupancies are higher during the week than the weekend, especially during the workday. Public off-street parking has the highest occupancy by parking type, with City Hall, Amtrak, Lot 3, and Lot 4 the most heavily used during certain counts. Note that roughly 90% is considered the effective capacity for a given facility or block.

Due to the availability of on-street parking and other alternatives, we conclude the downtown visitor parking is likely sufficient. For Amtrak parking and for some downtown employees, the City might want to continue to promote the Bruckman Rubber Lot as a long-term and employee parking alternative. Other options to address employee parking needs are discussed under the Parking System Recommendations.

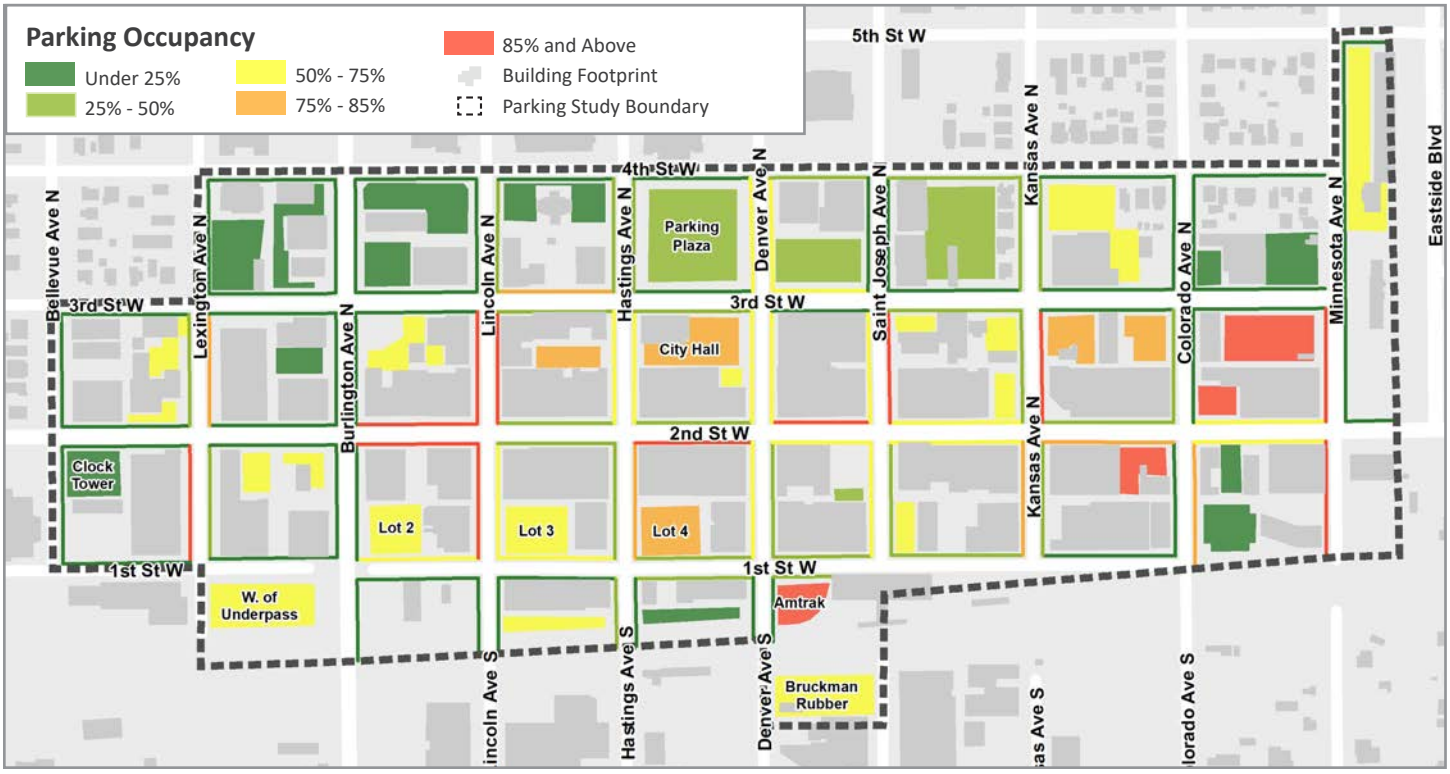


Figure 2-19: Peak-Hour Parking Occupancy by Facility

On-Street Parking Dimensions

Many downtown streets have angled parking. This space could be reevaluated on some streets to accommodate additional bicycle facilities or other infrastructure improvements. **Figure 2-20** shows the amount of space required for various angles of on-street parking. The City could also consider switching to back-in angle parking, which allows for greater visibility of traffic and bicycles when people are pulling out of parking spaces.

Key Takeaways

The parking system within the study area is generally underutilized and can accommodate a significant number of additional vehicle users. Recommendations for improving parking management include:

- Approve budgets for parking system repairs, maintenance, and improvements
- Implement a more consistent approach to downtown on-street parking restrictions
- Clarify city government oversight and parking ordinances
- Expand opportunities for employee parking resources and greater pedestrian connectivity

The following tables summarize parking layout dimensions by User Comfort Factor categories.

PARKING LAYOUT DIMENSIONS

Parking Angle	Stall Width Projection (WP)	Module Width (1) (MW)	Vehicle Projection (VP)	Aisle Width (AW)
User Comfort Factor 4				
	w = 9'-0"			
45	12'-9"	49'-10"	17'-7"	14'-8"
50	11'-9"	51'-7"	18'-2"	15'-3"
55	11'-0"	53'-0"	18'-8"	15'-8"
60	10'-5"	54'-6"	19'-0"	16'-6"
65	9'-11"	55'-9"	19'-2"	17'-5"
70	9'-7"	57'-0"	19'-3"	18'-6"
75	9'-4"	58'-0"	19'-1"	19'-10"
90	9'-0"	62'-0"	18'-0"	26'-0"
User Comfort Factor 3				
	w = 8'-9"			
45	12'-4"	48'-10"	17'-7"	13'-8"
50	11'-5"	50'-7"	18'-2"	14'-3"
55	10'-8"	52'-0"	18'-8"	14'-8"
60	10'-1"	53'-6"	19'-0"	15'-6"
65	9'-8"	54'-9"	19'-2"	16'-5"
70	9'-4"	56'-0"	19'-3"	17'-6"
75	9'-1"	57'-0"	19'-1"	18'-10"
90	8'-9"	61'-0"	18'-0"	25'-0"

Parking Angle	Stall Width Projection (WP)	Module Width (1) (MW)	Vehicle Projection (VP)	Aisle Width (AW)
User Comfort Factor 2				
	w = 8'-6"			
45	12'-0"	47'-10"	17'-7"	12'-8"
50	11'-1"	49'-7"	18'-2"	13'-3"
55	10'-5"	51'-0"	18'-8"	13'-8"
60	9'-10"	52'-6"	19'-0"	14'-6"
65	9'-5"	53'-9"	19'-2"	15'-5"
70	9'-1"	55'-0"	19'-3"	16'-6"
75	8'-10"	56'-0"	19'-1"	17'-10"
90	8'-6"	60'-0"	18'-0"	24'-0"

Note: (1) Wall to wall, double loaded aisle.

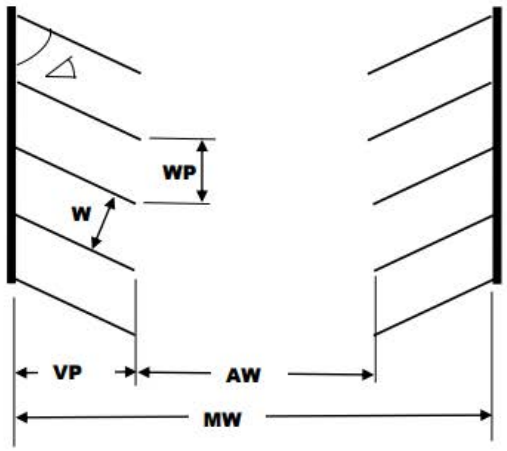


Figure 2-20: Parking Stall Design Guidelines

Transit Assessment

There are limited public transportation options in Hastings; currently, the city only benefits from on-demand services and Amtrak. Nebraska DOT conducted a feasibility study to determine the best route forward in re-establishing an intercity bus service for the Tri-City area.

Reach Your Destination Easily (R.Y.D.E.) Service

Community Action Partnership of Mid-Nebraska oversees R.Y.D.E., which provides on-demand transportation service to the residents of Adams, Buffalo, Franklin, Gosper, Hamilton, and Kearney counties. The service has a fleet of over 40 vehicles ranging from small buses to ADA-accessible minivans and provides transportation with fares starting at $2. Rides are offered from 6am to 6pm on a demand-response schedule and will take the rider to local appointments, events, activities, and so on. Riders must call and reserve a pick-up time 24 hours in advance and wait times for the return trip will vary depending on demand. R.Y.D.E. served 21,947 riders in 2020 with over 75,000 total boardings. The service looks to continue to expand their service area to better serve the communities within their boundaries.

Amtrak

Amtrak is a passenger rail service that provides train transit across the United States. There is an Amtrak station in Hastings, and four others in Nebraska. The Amtrak line that travels through Nebraska, the California Zephyr, reaches as far west as San Francisco and east to Chicago, where it connects to additional routes around the country. In 2018 and 2019 Amtrak provided 5,304 and 4,757 boardings and alightings, respectively, before seeing a reduction to 2,967 in 2020 due to the COVID-19 pandemic. While the service is available, Amtrak is a more of an interstate, or even cross-country, travel option that does not service daily or routine transportation needs of Hastings residents or employees.

Key Takeaways

Public transit options are limited in Hastings and the public survey revealed that transit is not a major priority of Hastings residents. However, the recent Nebraska DOT intercity bus study indicates that there may be a market for service between the Tri-Cities.

Non-Motorized Assessment

The City is committed to providing safe, convenient, and well-maintained biking and walking facilities appropriate for all ages and ability levels. While Hastings generally has pedestrian network coverage, additional facilities and design enhancements can further create places that encourage walking as a part of everyday life. Community feedback indicated several intersection crossings and arterials were higher priority areas for pedestrian infrastructure improvement. **Figure 2-21** shows the pedestrian issues identified by survey respondents: the downtown area, Burlington Avenue in Northern Hastings, Baltimore Avenue, and Marian Road were identified as problematic areas for pedestrians.

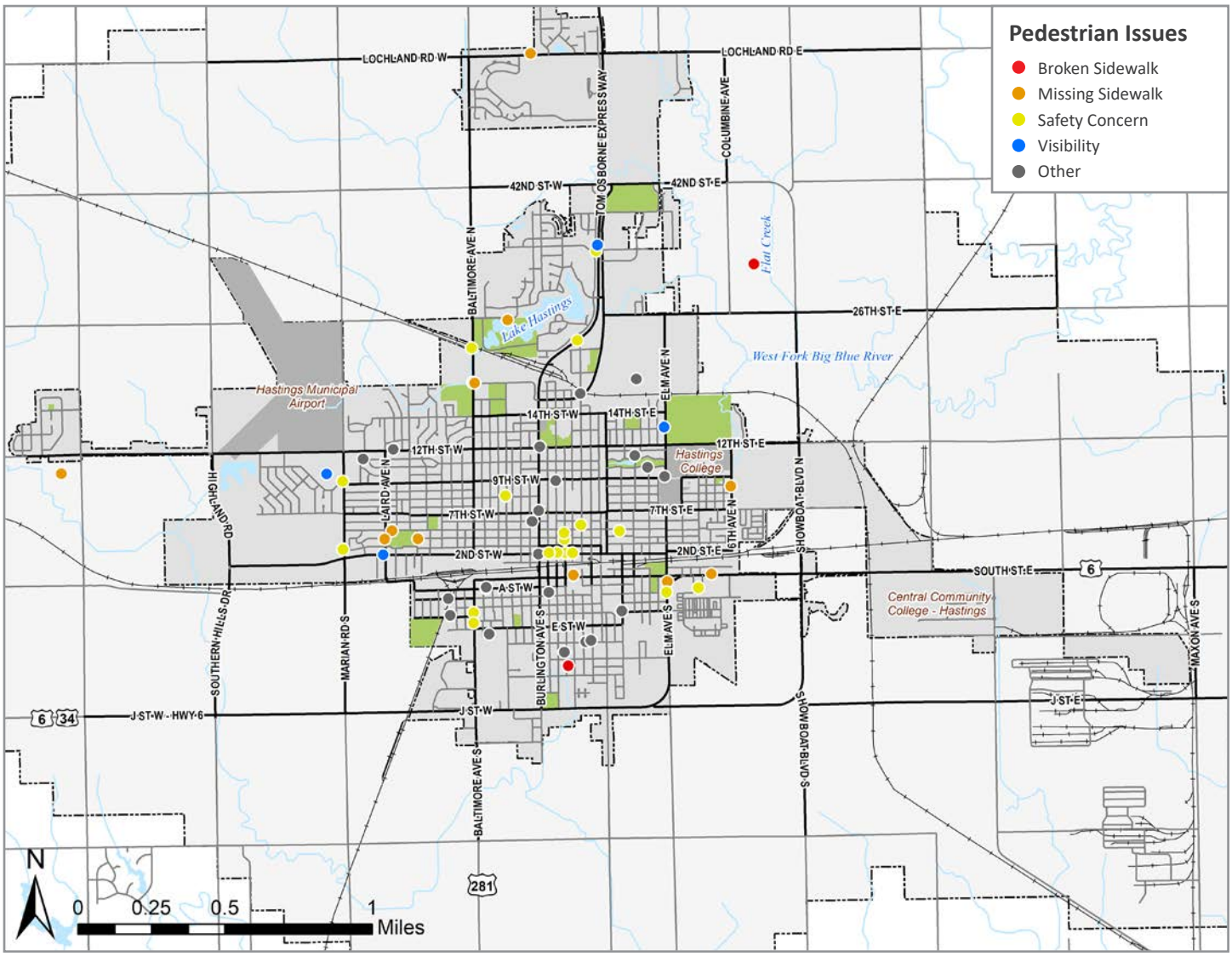


Figure 2-21: Survey-Identified Pedestrian Issues

Sidewalks

The data gathered for the 2019 Walkability + Connectivity Study, summarized in **Figure 2-22**, showed roughly 64% of the roadways have sidewalks (based on a sample of 100 blocks). Significant barriers to pedestrian mobility were also highlighted along Burlington Avenue, Marian Road for middle school students, along with various neighborhoods around the city.

Trails

The multi-use trail system in Hastings, the Pioneer Spirit Trail, is more built out in the northern portion of the city. This area lacks a road grid network, and the trail system helps mitigate the lack of street connectivity. The 2019 Walkability + Connectivity Study looked extensively at the state of this system and how to prioritize improvements equitably across the city. **Figure 2-22** shows the existing trail system.

Key Takeaways

An emphasis on non-motorized transportation has provided the City with a road map for how to improve trails and identified the important destinations for bikes and pedestrians. However, a focus on automobile travel for daily commute has limited the City's investment into local transit.

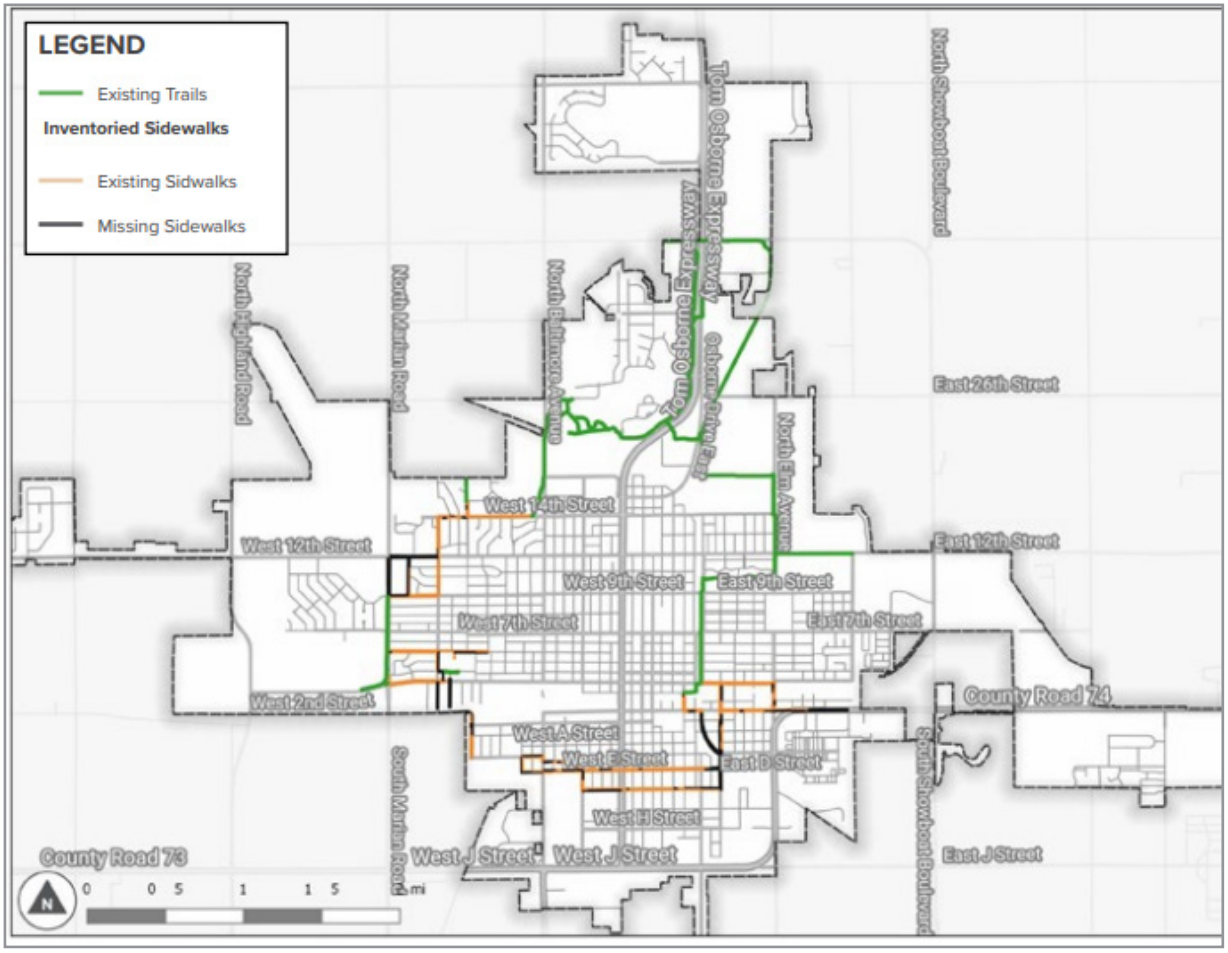


Figure 2-22: Pedestrian Network Map
Source: Hastings Walkability + Connectivity Study

Land Use

Land use needs are inherently tied to planning for future transportation infrastructure, especially as it relates to accessing key areas of activity. The distribution and types of land uses affect travel patterns and the ability to make trip choices using a variety of modes. Alternatively, the street network shapes land use and development, and the provision of connected sidewalks and bike routes affects how people choose to access their destinations.

Figure 2-23 shows that there are industrial centers spread throughout the city, with a concentration along the BNSF railroad and southern railroad lines within the city. Commercial centers are also spread throughout with concentrations downtown, along Burlington Avenue and 2nd Street, as well as the commercial area on the north side near Walmart.

The City is currently updating its Comprehensive Plan, which will lay out the land use vision for the next 20 years. The future land use plan will have an impact on the layout and priority of future transportation improvements to ensure they adequately serve anticipated growth areas or meet the City's goals for livability and quality of life.

Key Takeaways

Land use concentrations throughout the city have a significant role in determining the traffic flow of commuters and other trip types. The City's future land use plan from the ongoing Comprehensive Plan will impact where and how transportation investments are made.

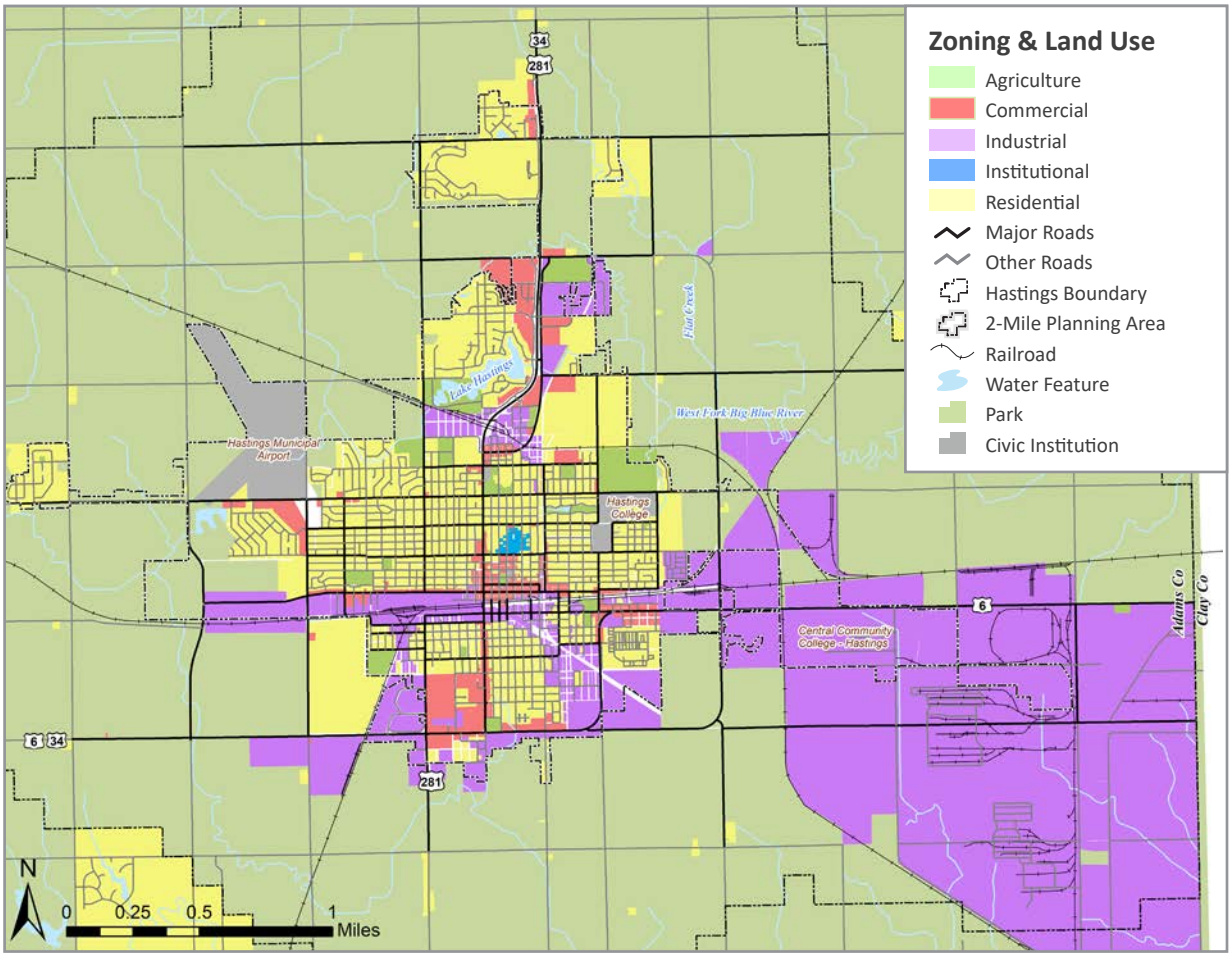


Figure 2-23: Existing Land Use

2.3 | TRANSPORTATION SAFETY ASSESSMENT

A common way to evaluate the safety of a transportation network is to assess where vehicle crashes are occurring, the severity of the crashes, and the type or orientation that occur. Patterns can emerge in traffic data that can inform planning recommendations or initiatives to improve safety.

The city had at least one fatal crash every year in the five-year crash history analyzed. These fatalities occurred at various locations around Hastings, with no locations experiencing more than one fatality. However, 12th Street between Baltimore Avenue and Marian Road had two fatalities during the study period (2015-2019). These fatalities, along with the general crash history throughout the city, are shown in **Figure 2-24**.

Key Takeaways

Crashes are concentrated around the major arterial roadways, including Burlington Avenue and 7th Street. Two fatalities occurred on 12th Street within a five-year period, which should continue to be monitored.

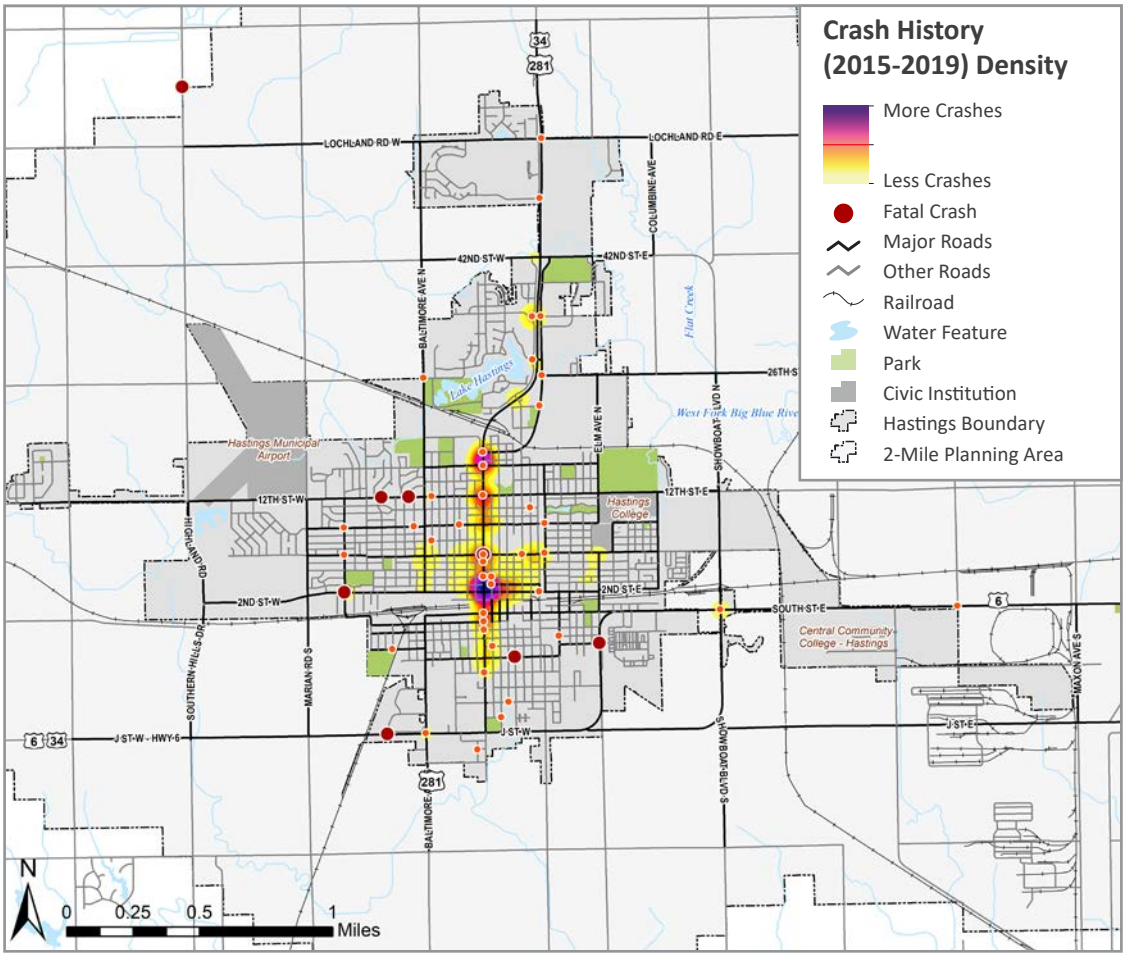


Figure 2-24: Crash Densities and Severe Crash Locations

3 Transportation Recommendations

Based on transportation deficiencies and opportunities identified, recommendations have been developed to address gaps and challenges, leverage opportunities, and improve the transportation experience in Hastings.

3.1 | ROADWAY PROJECTS

Roadways are the backbone of the transportation system. They are the critical links that connect residents and employees to destinations within the city and beyond. Providing a safe and resilient road network for efficient movement of residents and visitors is a critical component of the overall transportation system.

Project Identification

Roadway capital improvement projects identified from a variety of sources creates a comprehensive list of roadway projects to work towards achieving this roadway vision. These sources included previously completed plans, the One and Six Year Plan, City staff input, projects identified by the public through the engagement process, and projects identified through technical analyses during the TPMP. **Figure 3-1** and **Table 3-1** include the roadway capital projects evaluated as part of the TPMP.

Project description definitions:

- **New roadway connection.** Construct a new two-lane roadway with associated on-street parking, curb, gutter, drainage, sidewalks, and bicycle facilities as determined appropriate by the City at the time of construction.
- **Roadway paving.** Remove and replace the existing driving surface as well as appropriate striping and bicycle facilities as determined appropriate by the City at the time of construction.
- **Roadway reconstruction and widening.** Reconstruct the existing roadway and widen to incorporate bicycle, pedestrian, parking, and drainage facilities as deemed necessary by the City or through a subsequent study.
- **Roadway widening.** Widen the existing roadway to include additional through travel lanes, turn lanes, bicycle facilities, pedestrian facilities, and drainage facilities as deemed necessary by the City or through a subsequent study.
- **Bypass signage improvements.** Improve and supplement existing signage on the primary highways to indicate the bypass route to avoid central Hastings, particularly for trucks.
- **Intersection improvements.** Construct improvements for reducing traffic congestion, completing bicycle and pedestrian network links, and improving pedestrian, bicycle, and motorist safety as determined by a detailed intersection study.
- **Railroad grade separation.** Construct an overpass or underpass for the roadway to replace the existing at-grade railroad crossing. A subsequent study looking at these potential projects in detail should determine the prioritization of location.
- **Bridge construction.** Identify appropriate locations for railroad overpasses to replace current at-grade crossings.

Roadway maintenance projects are not included in the TPMP as they do not change the character or vision of transportation in the city. However, they are critically important to maintaining Hastings' high quality of life and should be a major priority of future transportation investments.

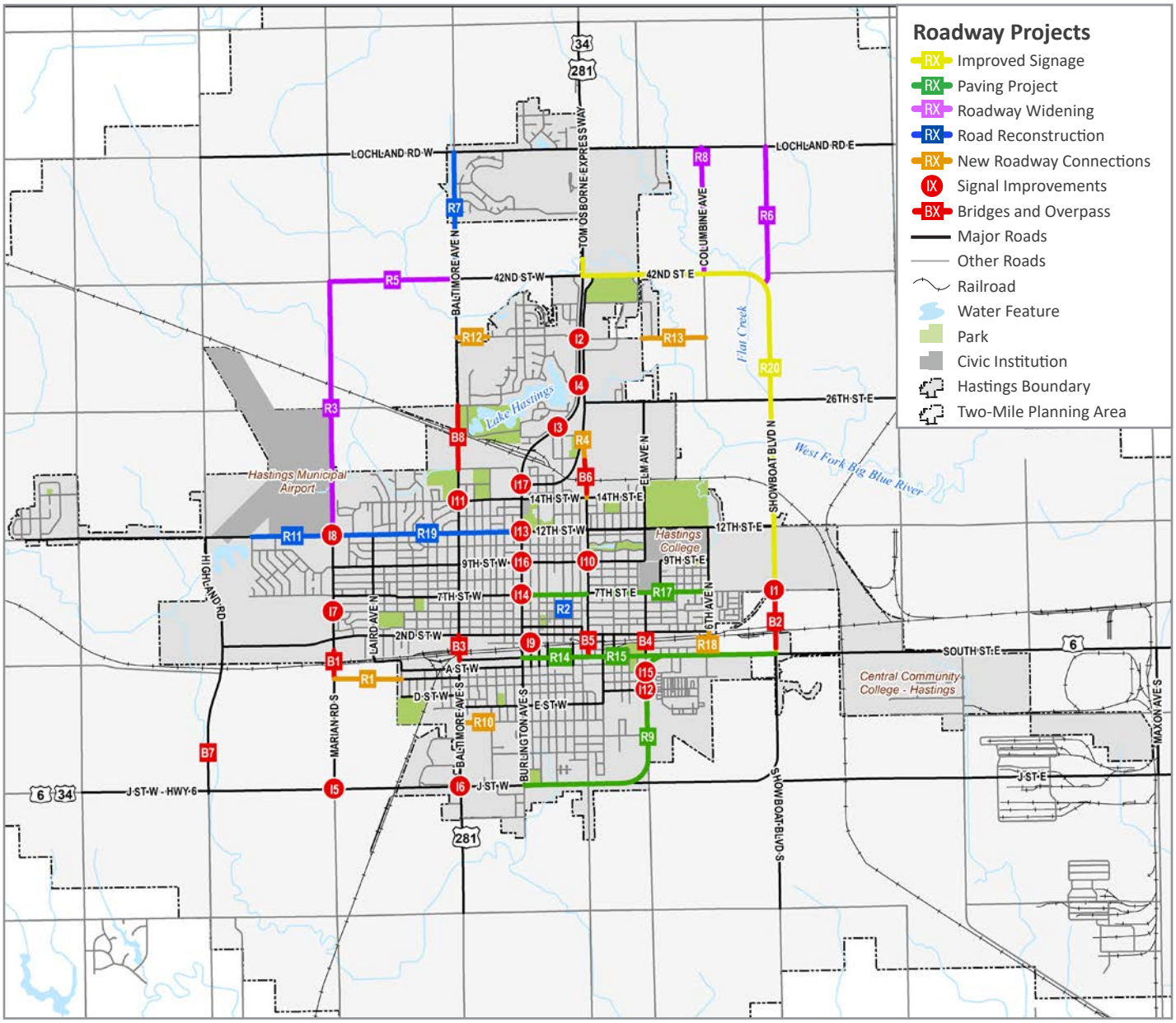


Figure 3-1: Recommended Roadway Projects

Recommended Roadway Projects					
ID	Roadway	From/At	To	Project Description	Source
R1	B St	Woodland Ave	Marion Rd	Roadway reconstruction	Six Year Plan
R2	Kansas Ave	5th St	6th St	Safety improvements/traffic calming	TPMP Process
R3	Marian Rd	12th St	42nd St	Roadway paving	Imagine Hastings
R4	Eastside Blvd	14th St	Osborne Dr	New roadway connection	Survey Response
R5	42nd St	Baltimore Ave	Marian Rd	Roadway paving	Imagine Hastings
R6	Showboat Blvd	42nd St	Lochland Rd	Roadway paving	Imagine Hastings
R7	Baltimore Ave	42nd St	Lochland Rd	Roadway reconstruction and widening	Imagine Hastings
R8	Columbine Ave	42nd St	Lochland Rd	Roadway paving	Six Year Plan
R9	US 6	Burlington Ave	Showboat Blvd	Roadway widening	Six Year Plan
R10	F St	Franklin Ave	Baltimore Ave	New roadway connection	Six Year Plan
R11	12th St	Marian Rd	Sycamore Ave	Roadway reconstruction and widening	Six Year Plan
R12	33rd St	Shadow Ridge Ct	Baltimore Ave	New roadway connection	Six Year Plan
R13	33rd St	Yost Ave	Columbine Ave	New roadway connection	Six Year Plan
R14	South St	Burlington Ave	Wabash Ave	Roadway widening	Six Year Plan
R15	South St	Wabash Ave	US 6	Roadway widening	Six Year Plan
R16	7th St	Burlington Ave	Eastside Blvd	Roadway widening	Six Year Plan
R17	7th St	Pine Ave	6th Ave	Roadway widening	Six Year Plan
R18	6th Ave	US 6	2nd St	New roadway connection	Six Year Plan
R19	12th St	Burlington Ave	Marian Rd	Roadway reconstruction and widening	Six Year Plan
R20	US 34 Bypass	South Street	Tom Osborne Expy	Bypass signage improvements	TPMP Process
I1	Showboat Blvd	7th St	-	Intersection improvements	Six Year Plan
I2	Tom Osborne Expy	33rd St	-	Intersection improvements	TPMP Process
I3	Tom Osborne Expy	Kansas Ave	-	Intersection improvements	TPMP Process
I4	Tom Osborne Expy	North Shore Dr	-	Intersection improvements	TPMP Process
I5	J St	Marian Rd	-	Intersection improvements	TPMP Process
I6	J St	Baltimore Ave	-	Intersection improvements	TPMP Process
I7	Marian Rd	5th St	-	Intersection improvements	TPMP Process
I8	Marian Rd	12th St	-	Intersection improvements	TPMP Process
I9	Lincoln Ave	1st St	-	Intersection improvements	TPMP Process

Table 3-1: Recommended Roadway Projects (Continued on the Next Page)

Recommended Roadway Projects					
ID	Roadway	From/At	To	Project Description	Source
I10	Eastside Blvd	9th St	-	Intersection improvements	TPMP Process
I11	Baltimore Ave	14th St	-	Intersection improvements	TPMP Process
I12	Elm Ave	D St	-	Intersection improvements	TPMP Process
I13	Burlington Ave	12th St	-	Intersection improvements	TPMP Process
I14	Burlington Ave	7th St	-	Intersection improvements	TPMP Process
I15	Elm Ave	B St	-	Intersection improvements	TPMP Process
I16	Burlington Ave	9th St	-	Intersection improvements	TPMP Process
I17	Burlington Ave	16th S	-	Intersection improvements	TPMP Process
B1	Marian Rd	2nd St	South St	Railroad grade separation	2008 Quiet Zone Study
B2	Showboat Blvd	South St	7th St	Railroad grade separation	2008 Quiet Zone Study
B3	Baltimore Ave	2nd St	South St	Railroad grade separation	2008 Quiet Zone Study
B4	Elm Ave	2nd St	Park St	Railroad grade separation	2008 Quiet Zone Study
B5	Eastside Blvd	2nd St	Park St	Railroad grade separation	2008 Quiet Zone Study
B6	Eastside Blvd	14th St	16th St	Railroad grade separation	TPMP Process
B7	Southern Hills Dr	32-Mile Creek	32- Mile Creek	Creek bridge construction	Six Year Plan
B8	Baltimore Ave	18th St	North Shore Dr	Railroad grade separation	TPMP Process

Table 3-1: Recommended Roadway Projects

Sidewalks and Walkability

While it is commonplace to have sidewalks along every street, there are gaps in the pedestrian system throughout Hastings. As suggested by the Hastings Barriers to Universal Mobility (2019), the City should focus its efforts on improving the core of the system and then work outwards. **Figure 3-2** shows a general prioritization of areas for sidewalk improvement investments.

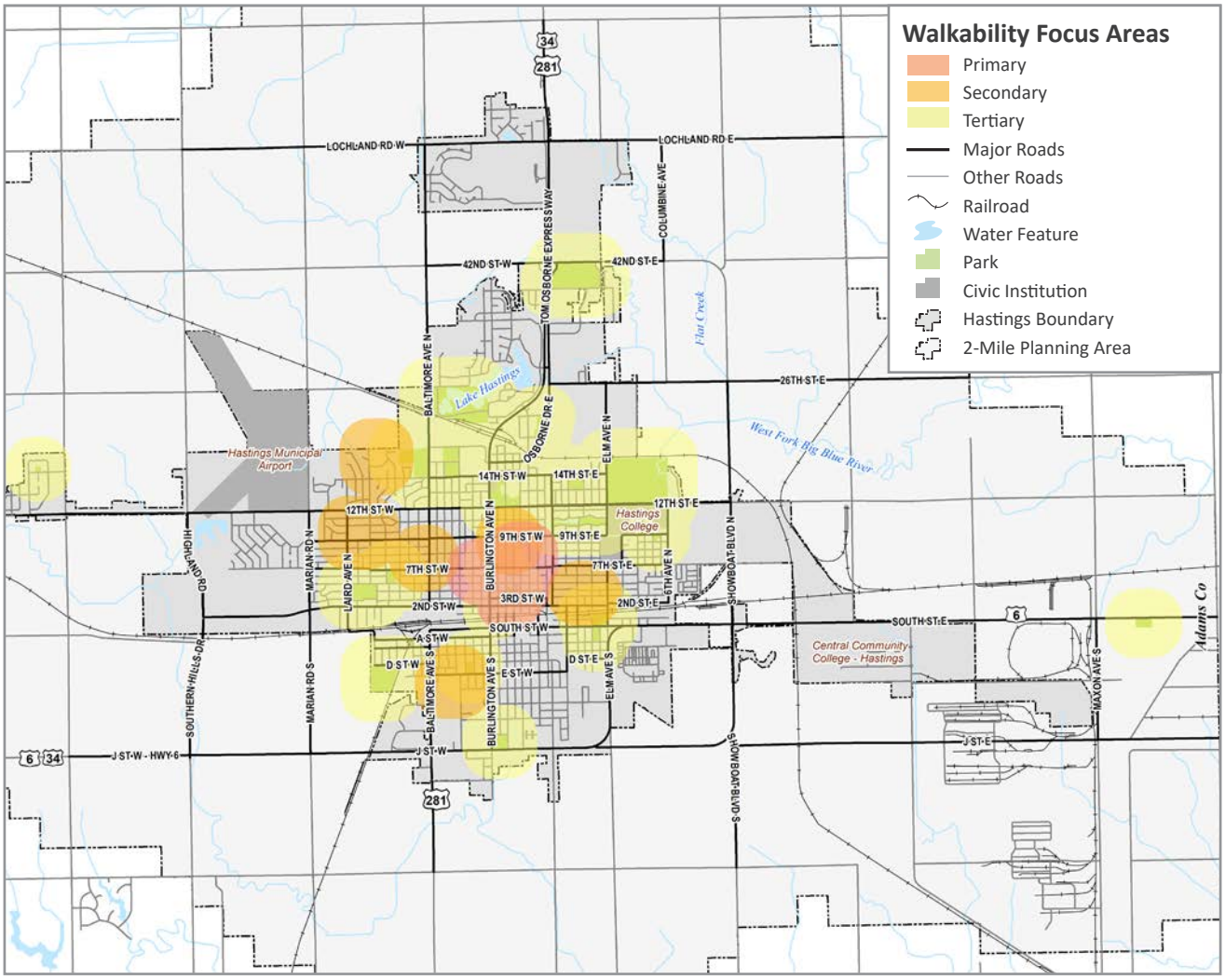


Figure 3-2: Sidewalk Improvement Focus Areas

The City is currently improving sidewalks within a four-block radius around City Hall which was made possible by Community Development Block Grant (CDBG) funding. This effort falls very much in line with the general prioritization of sidewalk investment, which prioritizes the downtown area.

The public engagement survey revealed that the majority of respondents are in favor of some sort of tax increase to fund sidewalk improvements. Examples of successful sidewalk improvement frameworks include:

- Funding program where the City splits the cost of sidewalk improvements with the property owner. The City's portion would be funded by a voter-approved tax increase or diverting a set amount from the General Fund.
- Supplemental local sales tax specifically for sidewalk improvements that would either identify the projects to be funded in advance of the vote, or a specific amount of money dedicated to sidewalk improvements.
- A reimbursement program for property owners who improve sidewalks.

Pioneer Trail System

The Pioneer Trail throughout Hastings is a cherished amenity for the community. Trail improvements were often brought up throughout the public engagement outreach process. **Figure 3-3** shows the proposed trail investments throughout the city. It is recommended that a south loop of the Pioneer Spirit Trail is completed first (Phase 4A), followed by the western (Phase 4B) and northern connections (Phase 4C). Additional trail connections are recommended after implementing the Pioneer Spirit Trail, but many require additional studies. Some trails will also be implemented by developers as new developments are constructed.

An option for funding near-term trail improvements could be to use Federal funding through the American Rescue Plan Act (ARPA). There are a number of corridors and segments throughout the community that need further study to determine the specifics of the route, impacts to the residents and right-of-way, costs, and other factors as well as some trail segments that should be constructed by developers as new subdivisions and commercial developments come online.

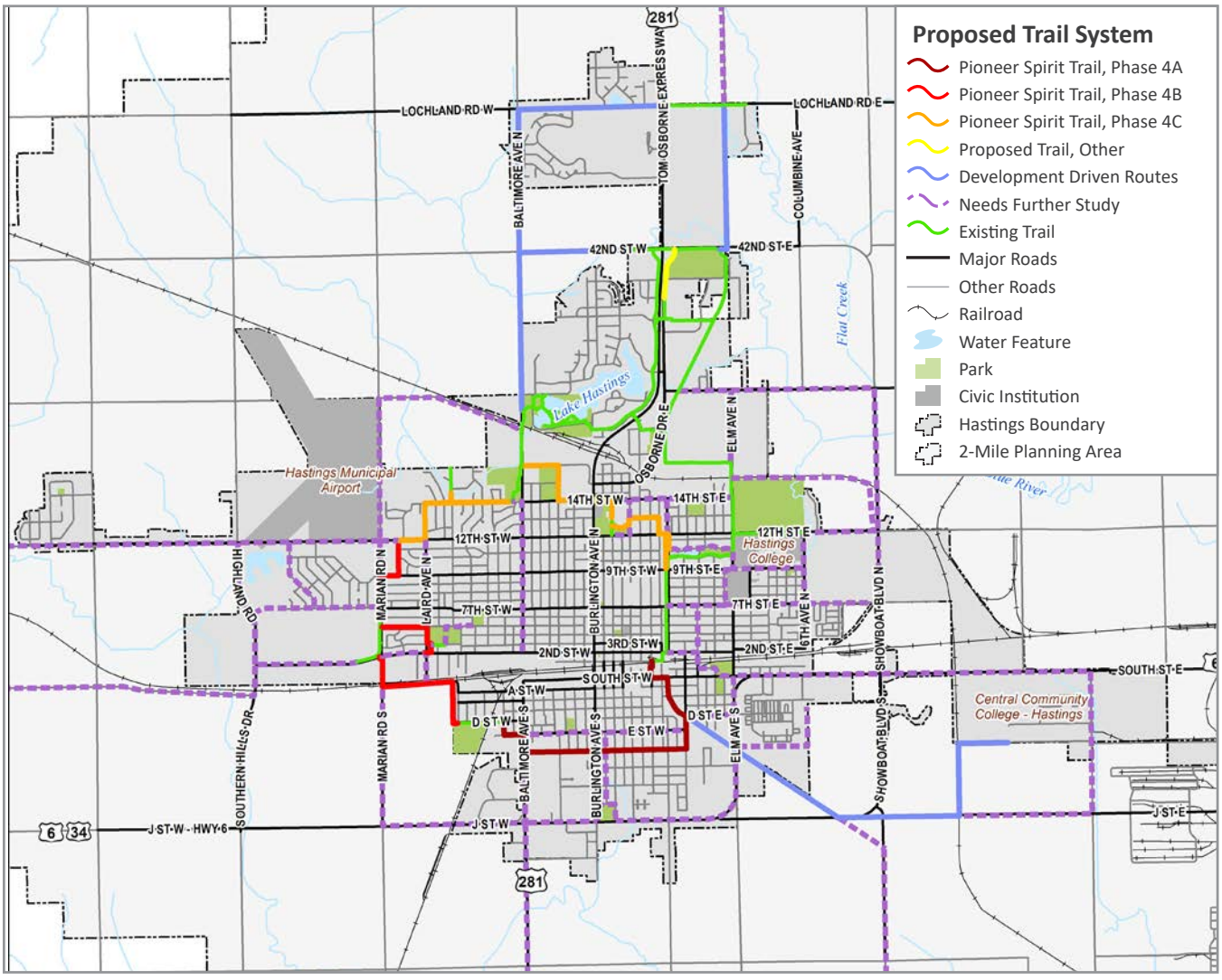


Figure 3-3: Trail Projects

Not all future transportation investments can be fully vetted in the TPMP; subsequent studies are needed to further explore and define high-priority transportation investments.

Downtown Pedestrian Mall Study

This study is based around the idea of turning 1st Street into a pedestrian focused promenade that puts foot traffic at the top of the priority list among transportation modes. Cities around the country have reverted thinking for downtown space, making cars a guest instead of the main feature of the right-of-way. Examples can be found ranging from Mackinac Island to Denver's 16th Street Mall, which allows only transit vehicles, to more common festival streets with curbless design and an emphasis on landscaping and urban design features.

Railroad Viaduct Study

There are several at-grade railroad crossings around Hastings that could be good candidates for grade separation. The at-grade crossings south of downtown, in particular, impact travel time reliability, emergency response times, and safety for pedestrians, cyclists, and motorists. These locations also hinder north-south travel and connectivity within Hastings. Constructing grade separations is very expensive, so the City should conduct a study to identify which locations would provide the most benefits and where grade separation is most feasible. This study would narrow candidate locations down to one or two locations where the City could focus effort on identifying grant funding or advocating with State representatives for funding.

Hastings Local Transit Feasibility Study

The slight majority of Hastings' workforce both works and lives within Hastings. Investment in transit could provide a convenient mobility option while improving residents' quality of life by reducing automobile traffic and limiting future congestion. Transit also provides an opportunity for the City to invest in multimodal infrastructure that further encourages alternative travel choices such as walking and biking. A study should be conducted to test the feasibility of a transit system that analyzes the specifics of the city's internal commute patterns and to determine if there is any. The southern portions of the city have higher poverty rates and lower automobile ownership, indicating that there may be more transit demand connecting the south side of Hastings to destinations in northern Hastings than in other areas of the city.

This study should build on the recommendations of the Tri-Cities Intercity Bus Study performed by Nebraska DOT. Future connectivity between the intercity routes and more locally focused circulator routes could provide flexible options for local and regional trips.

Network Connectivity Study

The City should continue to improve its road network by enforcing City code that requires connected roads. This review should be completed with a wide view of the road network for each development application throughout the city. While City code does not require arterials or collector streets to be straight, the intent of the code is to ensure connectivity and the ability for traffic to be dispersed through a network of viable alternative routes, rather than traffic be funneled onto a limited number of roads. **Figure 3-4** shows high-priority road connections that are expected be constructed by future development, as it occurs, to facilitate this traffic dispersion.

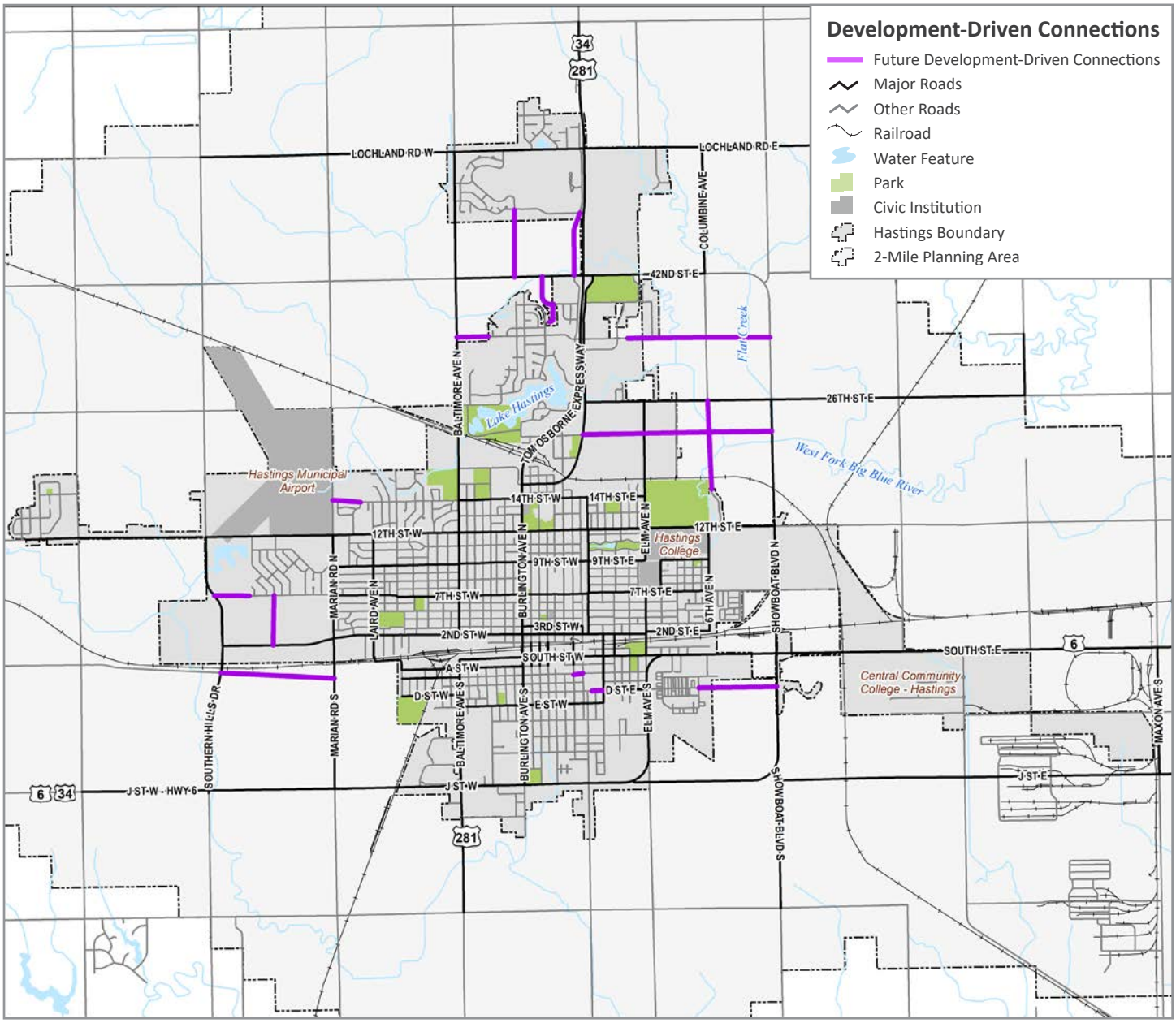


Figure 3-4: Development-Driven Roadway Connections

3.4 | DOWNTOWN PARKING AND CIRCULATION

Some specific recommendations are proposed for Downtown to facilitate its role in the city. These recommendations are results from the parking data collection and observations, Steering Committee input, City staff, and a downtown stakeholder group. A deeper look at these recommendations is provided in the Parking Addendum.

Parking Recommendations

Budget for Parking

The condition of public parking assets is important to address as part of the City's regular maintenance cycle. The condition of parking assets sets the standard for the first and last customer experience in the downtown. More importantly, delayed infrastructure maintenance can lead to issues with snow removal, more costly repairs down the road, and eventual unsafe conditions for pedestrians and motorists, which may be a liability issue in extreme cases.

As a general industry guideline, it is recommended that parking system owners typically set aside around 2% of the base construction cost each year to address major maintenance needs. For a typical surface parking lot, this would be approximately $120 - $170 per space per year. Major maintenance projects, including resurfacing, re-striping, and concrete repair, are needed at periodic intervals (every five to eight years) as the assets age.

Consistent Parking Restrictions

The current pattern of on-street parking restrictions could be described as ad hoc. This is evident on some block faces that have a mix of unrestricted, two-hour, and four-hour posted restrictions, with additional 15-minute restrictions located mid-block on some block faces. One of the major issues with ad hoc restrictions is that it becomes difficult for visitors to predict where and how long they should park. The system is also difficult for parking enforcement officers to consistently monitor and enforce times limits.

Clarify Management

It is recommended the City establish a formal parking management department and job descriptions. For the time being, these roles might be handled as positions under the Police Department. City ordinances should be updated to address the administrative process for applying for parking permits of all types for use of City-owned assets for private, commercial, and overnight parking.

A nominal fee should be charged for any temporary permit requests for administrative costs. We do not recommend addressing curb management requests on a one-off basis but recommend establishing a consistent block face template for application of valet and pick-up drop off zones, where these are appropriate.

Pedestrian Access to Parking

The City should consider improving pedestrian connections across Burlington Avenue. A pedestrian bridge at 1st Street has been discussed, which might tie into other future improvements and provide access to additional parking options for 1st Street business customers and employees. Improving the comfort of crossing Burlington Avenue could increase use of underutilized parking facilities and avoid needing to increase the parking supply in the core of downtown.

Downtown Circulation

As the Downtown continues to evolve, the character, and ultimately the function of downtown streets, continues to be an important conversation for the City. It is the recommendation of the TPMP to move forward with converting all downtown one-way streets to operate as two-way. While this recommendation plays a small role in the ability of the streets to accommodate traffic, there are many benefits, including:

- **Safety.** One-way streets encourage higher traffic speeds, which increases the risk of serious injury or fatalities, particularly for pedestrians and cyclists.
- **Efficiency.** One-way streets force circuitous travel patterns for some trips, resulting in additional time spent driving and increased vehicle emissions.
- **Wayfinding.** One-way streets can be disorienting and annoying for visitors or those not familiar with the downtown area, leading to a poorer view of downtown as a whole.
- **Commercial Exposure.** Numerous studies have shown that commercial storefronts benefit from one-way to two-way street conversions by improving access and visibility.
- **Place Making.** By slowing traffic speeds and prioritizing modes other than vehicles, the opportunity for developing a unique and enjoyable downtown area is increased.

A follow up conversion study should be conducted, similar to the study completed in 2005, to re-examine the traffic, wayfinding, and placemaking impacts of converting from one-way to two-way streets. **Figure 3-5** shows two potential options for one- to two-way street conversion layouts – one that prioritizes on-street parking and one that prioritizes on-street bicycle access.

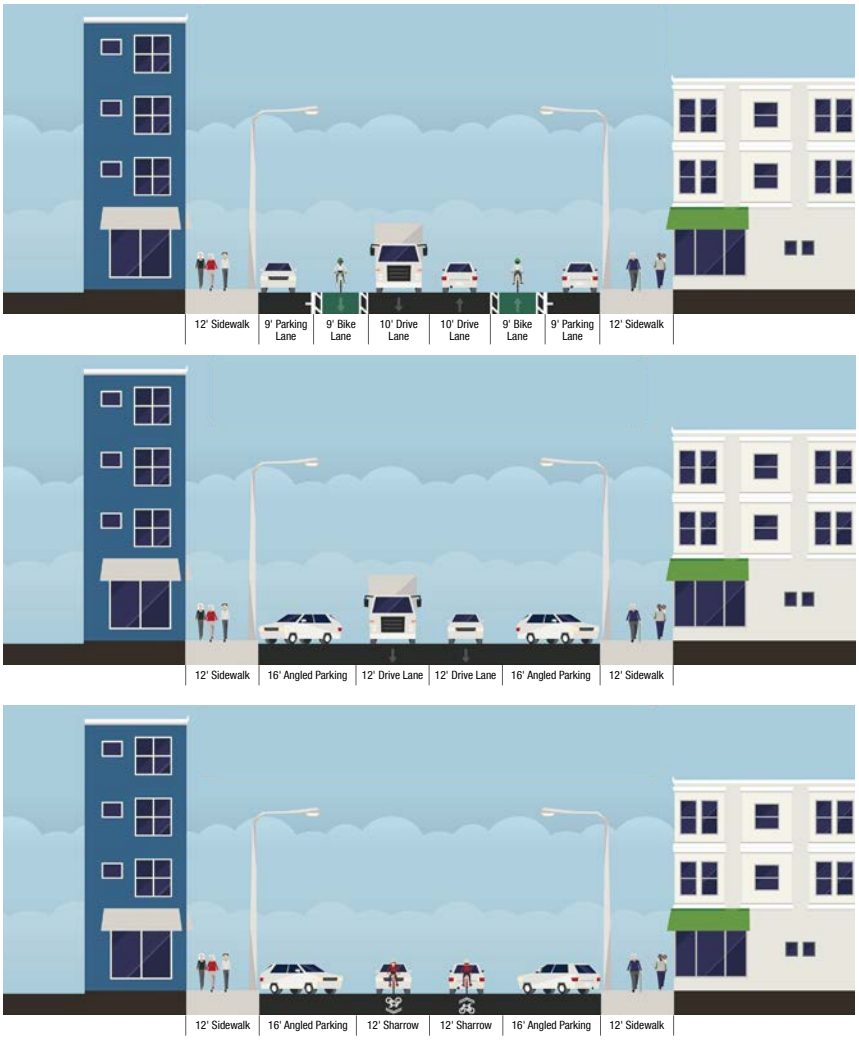


Figure 3-5: One-Way to Two-Way Street Conversion Concepts

4

Implementation

After determining which projects are recommended as part of the TPMP, an Implementation Plan provides information, such as relative costs and potential funding sources, to help guide implementation of projects and other recommendations.

4.1 | IMPLEMENTATION PRIORITIES

A roadway project prioritization methodology was developed with the City to quantitatively score, and subsequently rank, roadway projects to show how impactful each project would be towards achieving the Guiding Principles. Executing a prioritization process provides a guide for the City as it looks to implement the identified projects. The metrics in this prioritization were derived from the guiding principles, ensuring the solutions are rooted in advancing the community's vision.

Urban/Urbanizing

- Projects within/outside of the city boundary

Safety

- Fatal crashes, injury crashes (five most recent years)
- Property damage only/unknown crashes (five most recent years)
- Pedestrian/bicycle crashes

Operational Efficiency

- Functional classification
- Connections made or impacted
- Current and forecasted volume to capacity ratio

Livability and Economic Growth

- On a truck route
- Connects/serves community facility (hospital, school, park, airport, etc.)

Preservation and Implementation

- Pavement/bridge conditions data
- Is the project shovel-ready (conceptual planned, preliminary design, final design)
- Can the project leverage other projects or development efforts?

Multimodal

- Facilitates connection between non-roadway network
- Provides non-auto connection to key community facility

Local Preference

- Technical Advisory Committee priority
- Addresses public-identified livability issue (survey response)

Figure 4-1: Roadway Project Prioritization

Roadway Project Prioritization

Table 4-1 list represents the relative ranking of the roadway projects using the prioritization process. The table also provides an order of magnitude cost of implementing the recommendation.

Roadway Capital Projects by Prioritization Tiers					
ID	Roadway	From/At	To	Project Description	Priority
I14	Burlington Ave	7th St	-	Intersection improvements	High
R9	US 6	Burlington Ave	Showboat Blvd	Roadway widening	High
I12	Elm Ave	D St	-	Intersection improvements	High
I6	J St	Baltimore Ave	-	Intersection improvements	High
R2	Kansas Ave	5th St	6th St	Safety improvements/traffic calming	High
R11	12th St	Marian Rd	Sycamore Ave	Roadway reconstruction and widening	High
I13	Burlington Ave	12th St	-	Intersection improvements	High
R19	12th St	Burlington Ave	Marian Rd	Roadway reconstruction and widening	High
R16	7th St	Burlington Ave	Eastside Blvd	Roadway widening	High
R5	42nd St	Baltimore Ave	Marian Rd	Roadway paving	Mid-High
I1	Showboat Blvd	7th St	-	Intersection improvements	Mid-High
B2	Showboat Blvd	South St	7th St	Railroad grade separation	Mid-High
B4	Elm Ave	2nd St	Park St	Railroad grade separation	Mid-High
I17	Burlington Ave	16th S	-	Intersection improvements	Mid-High
I15	Elm Ave	B St	-	Intersection improvements	Mid-High
R17	7th St	Pine Ave	6th Ave	Roadway widening	Mid-High
R15	South St	Wabash Ave	US 6	Roadway widening	Mid-High
I8	Marian Rd	12th St	-	Intersection improvements	Mid-High
R4	Eastside Blvd	14th St	Osborne Dr	New roadway connection	Mid
I7	Marian Rd	5th St	-	Intersection improvements	Mid
R3	Marian Rd	12th St	42nd St	Roadway paving	Mid
R10	F St	Franklin Ave	Baltimore Ave	New roadway connection	Mid
R7	Baltimore Ave	42nd St	Lochland Rd	Roadway reconstruction and widening	Mid
R6	Showboat Blvd	42nd St	Lochland Rd	Roadway paving	Mid
I5	J St	Marian Rd	-	Intersection improvements	Mid
I16	Burlington Ave	9th St	-	Intersection improvements	Mid
R20	US 34 Bypass	South Street	Tom Osborne Expy	Bypass signage improvements	Mid
I3	Tom Osborne Expy	Kansas Ave	-	Intersection improvements	Mid
B1	Marian Rd	2nd St	South St	Railroad grade separation	Mid

Table 4-1: Roadway Capital Projects by Prioritization Tiers (Continued on the next page)

Roadway Capital Projects by Prioritization Tiers					
ID	Roadway	From/At	To	Project Description	Priority
B7	Southern Hills Dr	32-Mile Creek	32-Mile Creek	Creek bridge construction	Mid
R8	Columbine Ave	42nd St	Lochland Rd	Roadway paving	Mid
I2	Tom Osborne Expy	33rd St	-	Intersection improvements	Mid
I4	Tom Osborne Expy	North Shore Dr	-	Intersection improvements	Mid
R14	South St	Burlington Ave	Wabash Ave	Roadway widening	Mid
R12	33rd St	Shadow Ridge Ct	Baltimore Ave	New roadway connection	Mid
I11	Baltimore Ave	14th St	-	Intersection improvements	Low
B3	Baltimore Ave	2nd St	South St	Railroad grade separation	Low

Table 4-1: Roadway Capital Projects by Prioritization Tiers

Other Implementation Factors

While this table can support the City in setting implementation priorities, there are other factors that the City will have to consider when planning and programming projects for implementation or construction. Some examples of additional factors might include: political priorities that would elevate one project or investment in one area over another; the type of funding available, as some types of funding or grants are earmarked for specific investments; or opportunities to leverage other construction or maintenance activities to support implementation of a project on this list.

Another factor that will influence the City's ability to implement projects related to traffic signals on some roadways is whether the City has jurisdiction over the roadway. There are roadways in Hastings, such as Burlington Avenue, South Street, and J Street, that are owned by the Nebraska DOT. Maintenance responsibilities on these state-owned corridors are shared between the Nebraska DOT and the City of Hastings. There are also roadways that are all or partially within the jurisdiction of Adams County. Implementing some of the recommended projects on these facilities will rely on leadership or significant partnership with the State or County. The City should develop and maintain strong relationships with the County and State to ensure that issues are brought to their attention and to enable collaboration. The City can also work through locally elected representatives at the State level to advocate for additional funding and focus on issues along State-maintained roadways.

4.2 | FUNDING SOURCES AND OPPORTUNITIES

This section outlines local, state, federal, and private funding sources that the City may pursue to implement recommended transportation improvements. Not every funding source is available for every type of project, so the funding options should be considered on a per-project basis.

Local Public Funds

The City does not have a dedicated source of local funding for transportation maintenance or capital improvements. Most funding comes from the State of Nebraska via the State's gas tax and vehicle registration fees, from which most funding goes to roadway maintenance.

Capital Improvement Program

The One and Six Year Plan identifies a list of improvements the City is looking to fund in the next year, as well as the subsequent five years. Annual funding is dedicated to specific projects in the One and Six Year Plan based on the funds provided through the State, and no local funds are usually available for these improvements.

Local Tax for Transportation

The City has a ½-cent sales tax that funds roadway maintenance projects and trail projects. To support funding for capital projects, the City could consider pursuing a ballot initiative to implement a temporary (10- to 20-year) tax increase for transportation investments. This type of program could either specifically identify projects to be completed with the revenue generated (sometimes known as a Transportation Trust Fund), or the City could offer different investment categories (such as capacity improvement, trail, sidewalk, and maintenance) to provide more flexibility to respond to investment needs as they arise.

Highway Allocation Funds

The Highway Allocation Fund consists of revenues generated from the collection of motor fuel taxes, motor vehicle registration fees, the motor vehicle sales tax, investment earnings, and the Build Nebraska Act collected by the State of Nebraska. These funds are then allocated to each city and county in Nebraska based on an allocation formula to fund transportation improvements and maintenance projects. The City must contribute local matching funds from other sources to receive Highway Allocation Funds. The current local match is 25%. In Fiscal Year 2021, the City of Hastings received just over $3.2M in Highway Allocation Funds.

Surface Transportation Program (STP)

The STP is the most flexible of all the federal highway programs and historically one of the largest single programs. States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. STP can cover 80% of the total cost of a project, with the rest covered by states or localities. Eligible projects include highway and bridge construction and rehabilitation; transit capital projects; bicycle, pedestrian, and recreational trails; and environmental mitigation.

State and Federal Public Funds

There are a variety of grant programs administered by either the state or federal governments that make funding available to support transportation investments. Grant programs often require agencies to apply for funds for specific projects, and many grant programs require a local financial contribution in the form of a local match. To date, the City does not have set-aside funding for matching funds for grants.

Surface Transportation Block Grant Program (STBG)

This flexible program was created from the long-standing Surface Transportation Program (STP) and is administered by the FHWA. The flexible nature of this program focuses on funding to priority areas and areas of greatest need. The STBG Program may be used for bridge and safety projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminal and facilities.

Congestion Mitigation and Air Quality Improvement (CMAQ)

Administered by the FHWA, the CMAQ program was implemented to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. The federal government is currently projecting funding of $2.3 to $2.5 billion each year from 2016 to 2020 for CMAQ projects nationwide.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

The RAISE Discretionary Grant program provides funding to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly $9.9 billion for 13 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

Infrastructure for Rebuilding America (INFRA) Grant

INFRA is also a discretionary program through the U.S. Department of Transportation (USDOT) that can fund up to 60% of surface transportation projects (another 20% can come from other federal grants or assistance). INFRA grants are typically utilized for larger transportation projects with costs in excess of $100 million, and a minimum grant award of $25 million.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

TIFIA financing includes direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance. Minimum project costs include $10 million for transit-oriented development, local, and rural projects; $15 million for intelligent transportation systems (ITS) projects; and $50 million for all other surface transportation projects, and can finance up to 33% of total project costs.

Federal Community Development Block Grant Program (CDBG)

The State of Nebraska administers the federal CDBG program for municipalities and counties to carry out community development activities. The funds must be used for activities that either benefit low- and moderate-income persons, prevent or eliminate slums or blight, or address community development needs that have a particular urgency. Eligible use of funds includes acquisition, design, engineering, construction, reconstruction, or rehabilitation or installation of public improvements or public facilities.

Water Infrastructure Finance and Innovation Act (WIFIA)

WIFIA is a financing/loan program. The eligibility threshold for projects as part of the program is $20 million and projects must be of regional or national importance. The program's function is mainly to address funding gaps from the Clean Water State Revolving Fund (CWSRF). Projects do not apply if they are partially funded by the issuance of tax-exempt bonds.

Dedicated Funding Sources

The sources identified in this section describe types of programs that municipalities throughout the country have established to support financing of public infrastructure, including transportation infrastructure. These types of programs would not be project-specific, but instead put in place in anticipation of significant public infrastructure demand and investment in an area to offset or supplement the costs borne by an agency for providing new or upgraded infrastructure.

Business Improvement District (BID)

A BID is a private-sector initiative to manage and improve the environment of a business district with services financed by a self-imposed and self-governed assessment. Services financed by a BID are intended to enhance, not replace, existing City services. BIDs can finance a wide variety of services, including marketing, maintenance, economic development, public safety, planning, and events and parking management.

BIDs are accountable to those who pay through a BID board of directors comprising property and business owners within the district. Services financed by a BID are usually provided by a private-sector organization, not government. BIDs require demonstrated support from owners of personal and real property, representing more than 50% of assessed value and acreage.

General Improvement District (GID)

A GID is a public infrastructure district that applies an additional property tax or assessment to a specific improvement area to pay for new public infrastructure. GIDs are commonly used to fund shared infrastructure facilities. They can be initiated by a majority of property owners. GIDs are well suited to provide long-term financing for one-time major public improvements and for ongoing maintenance funding.

Special Improvement District (SID)

SIDs apply special assessments or charges to specific individual properties that benefit from public improvements. The special assessment is determined based on the amount of benefit a property receives. The overall assessment to a particular area benefiting from an improvement must be distributed equitably. The most likely improvements that involve the use of a SID include roads, sidewalks, sewer lines, and water lines. The assessments are typically distributed in an area based on linear feet of road adjacency, the number of lots, or area. Special assessments are not property taxes but represent a lien on a property included in an SID. In these types of arrangements, bonds are issued to finance the improvements, and the assessments charged to property owners typically represent the sole source of repayment for these bonds. Colorado Springs has its own version of an assessment district referred to as a Local Improvement District (LID). SIDs or City-approved LIDs are particularly well suited as a method of finance for discrete one-time public improvement upgrades. At least 50% of property owners must concur with the assessment.

Special Improvements Maintenance District (SIMD)

SIMDs have the ability to levy ongoing property taxes for the purpose of maintaining existing public improvements. They do not have the authority to borrow money or issue debt. SIMDs could be employed to provide funding for the ongoing maintenance of landscaping and streetscape improvements originally installed using other funding sources. SIMDs do not have separate boards that govern their operation, but they may have advisory committees that oversee operations. City Councils typically act as the de facto board overseeing SIMDs.

Tax Increment Financing (TIF)

TIF is a tool in which improvements are financed through a net increase in property or sales tax in a defined area. Under TIF arrangements, a base property valuation or base sales tax level is identified for the specified area, and the TIF entity collects the tax revenue generated by additional property or sales tax revenues. The City continues to receive the base level of tax proceeds from the specified area.

Urban Renewal Authority (URA)

A URA is a quasi-municipal organization intended to address or redevelop deteriorating or “blighted” areas. There is normally only one URA in a given municipality, but a city can have multiple urban renewal project areas. It is common for URAs to utilize TIF to fund improvements. A mayor-appointed board governs a particular URA.

To form an urban renewal project area, the City Council must pass a resolution stating that blight is being eliminated through the URA process and its activities. In addition, a URA must develop a formal urban renewal plan for each project area, outlining the proposed public improvements to move forward. The City can establish an urban renewal area when one or more redevelopment projects with a significant potential tax increment have been identified and have a strong probability of near-term initiation.

Private Funding

Public Improvement Fees (PIFs)

Developers impose a PIF on retail and service tenants to fund public improvements. PIFs are collected as a fee charged on sales within a set of negotiated categories and a designated geographic boundary. General obligation or revenue bonds may be issued based on the revenue collected. Because PIFs are fees, they become a part of the cost of the sale or service and are subject to sales tax. Administered through covenants on retail leases, PIFs are usually collected by a metro district established as part of a project.

Impact Fees

These are additional fees assessed to a developer as projects go through the approval process and as development gets built. These are commonly used to fund public safety, utilities, schools, and other services.

Private Foundations

Private foundations provide grants across a variety of focus areas including arts and culture, civic and community initiatives and education, health, and human services.

HASTINGS

TRANSPORTATION AND PARKING

MASTER PLAN

Appendix A

Public Engagement Results

HASTINGS

TRANSPORTATION AND PARKING

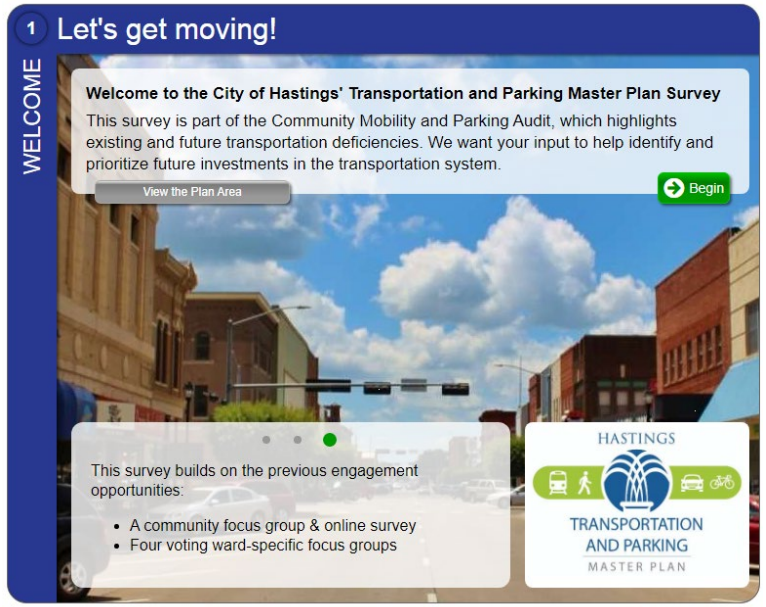
MASTER PLAN

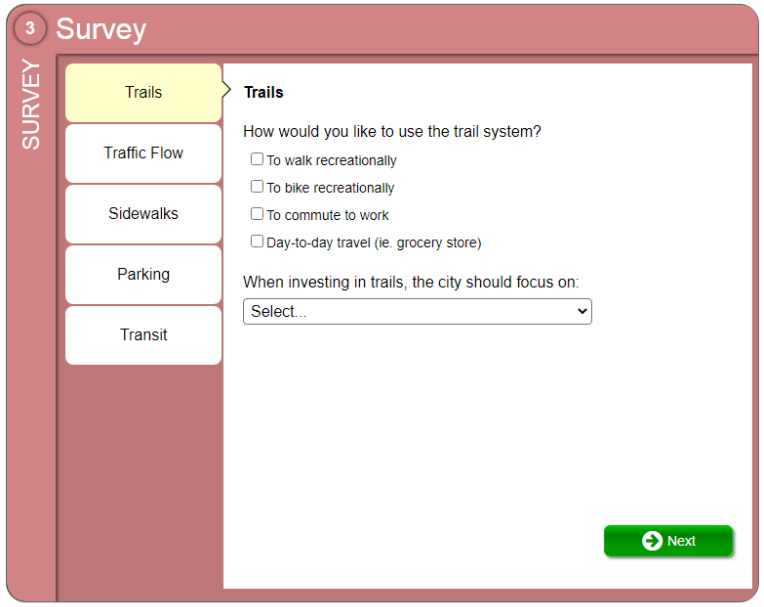
METROQUEST

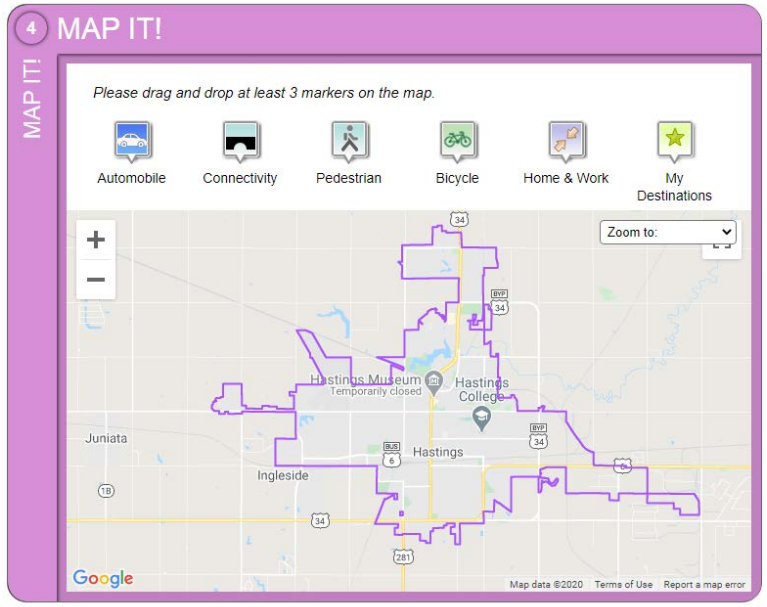
SURVEY SUMMARY

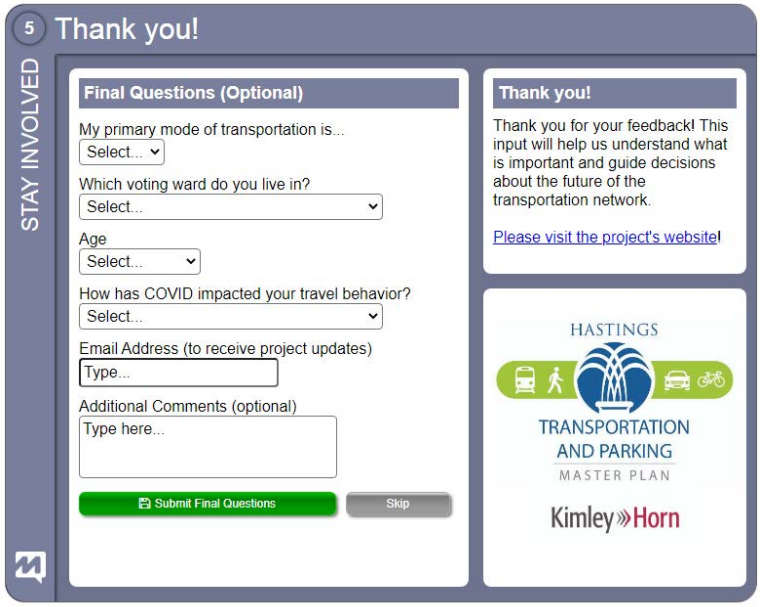
HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

MetroQuest Survey









187 *participants*

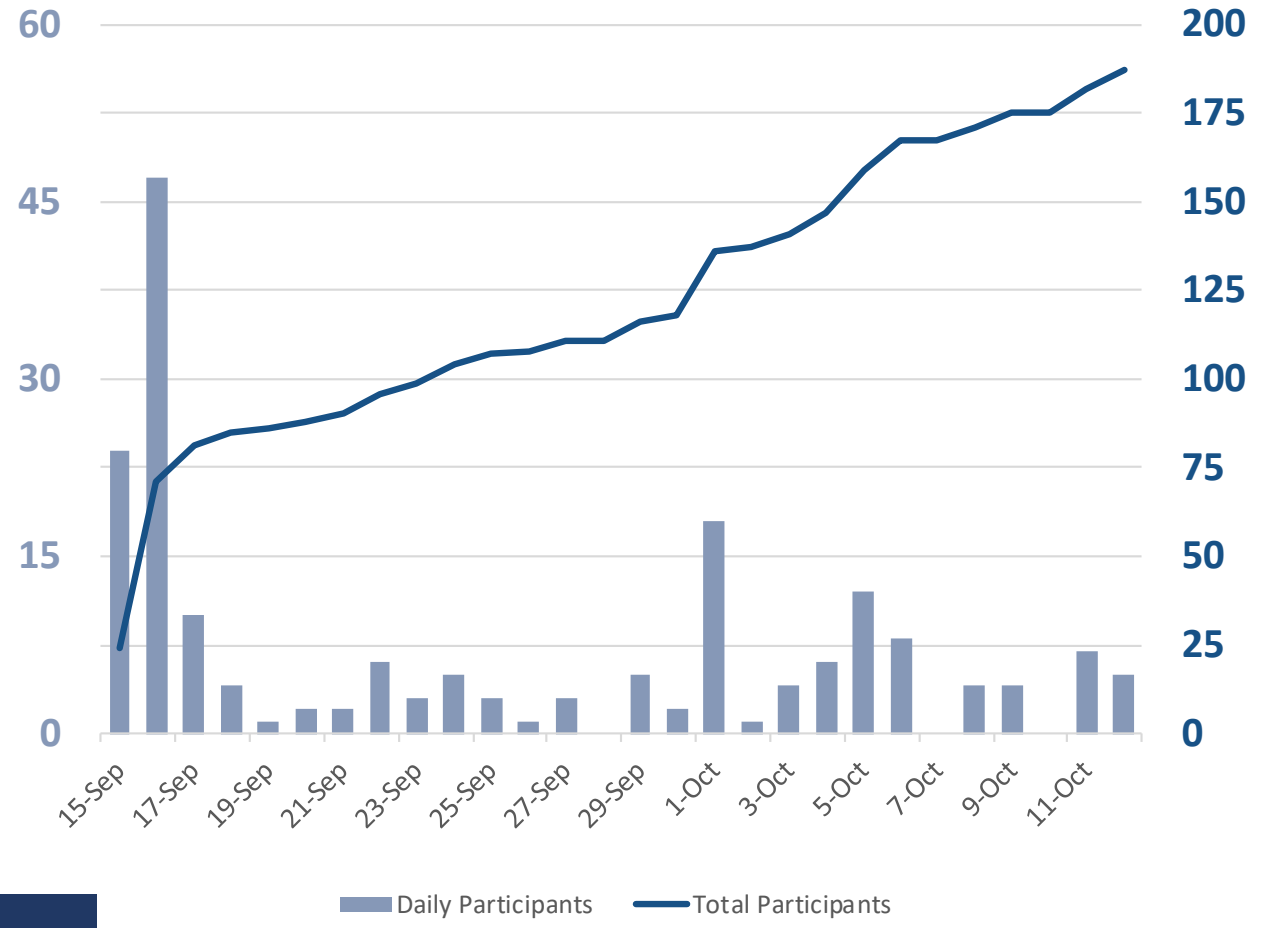
4,100+ *data points*

450+ *comments*

HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

MetroQuest Survey

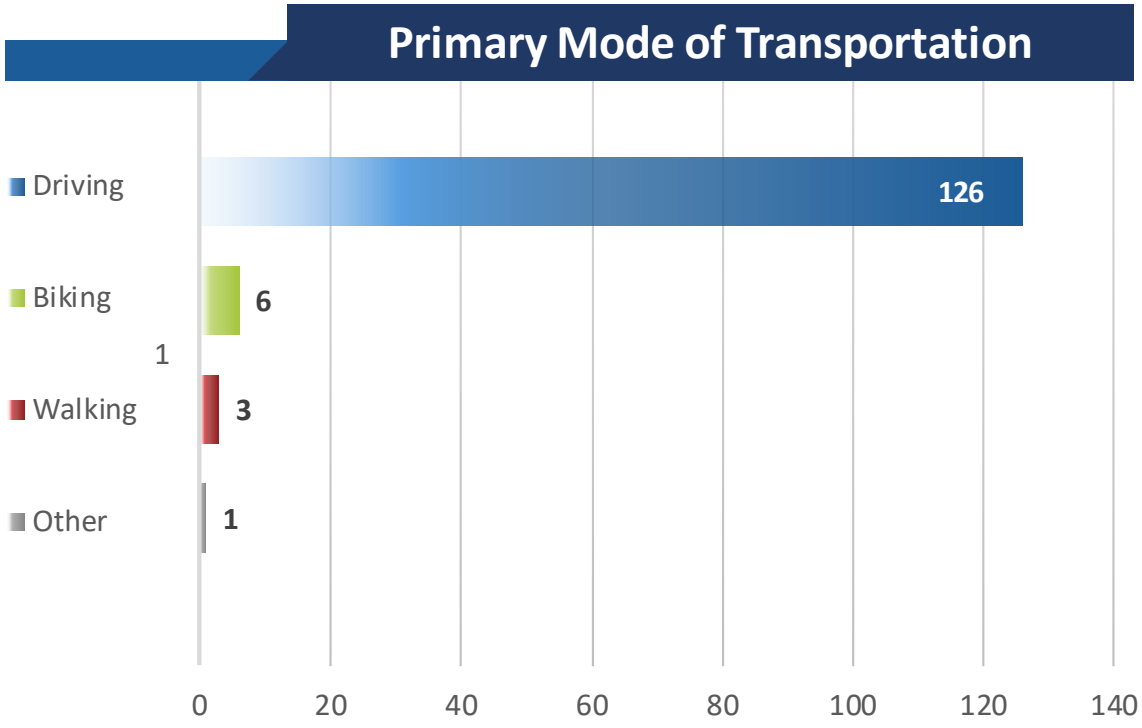
- Online engagement site designed to educate the public about the project and collect feedback using interactive and visual screens
- Active: September 15 to October 12, 2020
- Project information provided on the “welcome” screen
- Asked participants to weigh in on priorities and respond to various survey questions
- Requested participants place map markers on areas of opportunities and concerns
- Collected optional information including participants primary mode of transportation, voting ward, age, and how COVID has impacted their travel.

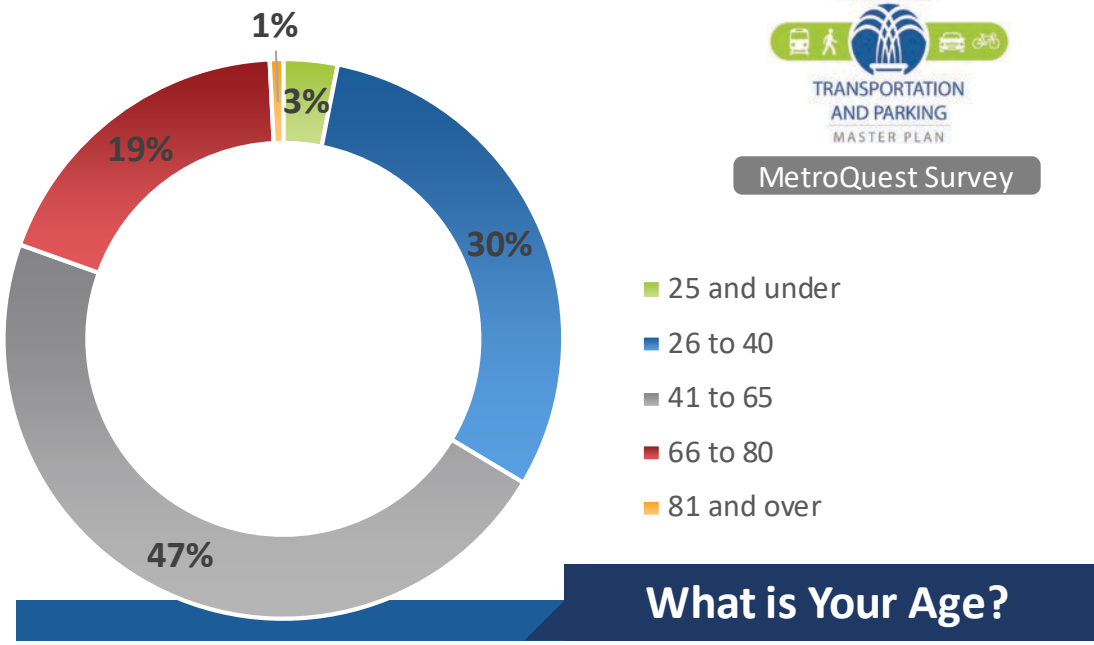


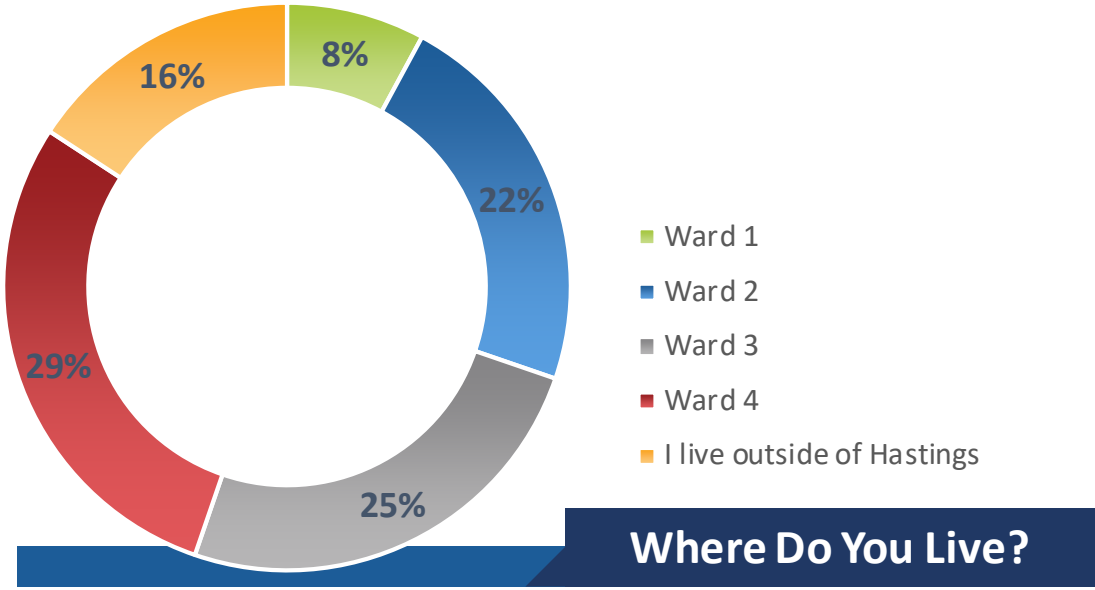
Participant Profile

HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

MetroQuest Survey







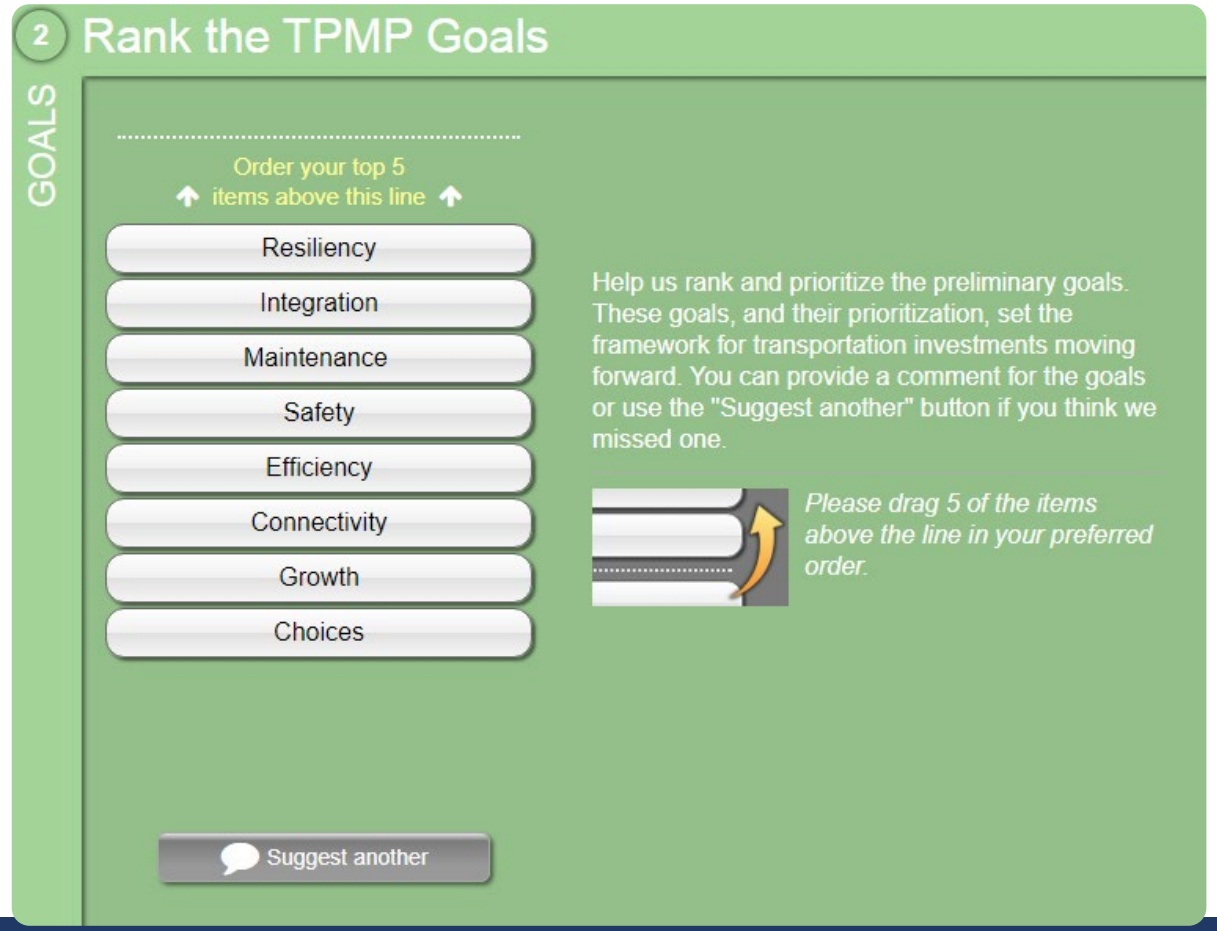
Note – This profile is comprised of participants who filled out the Stay Involved portion of the survey.

HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

MetroQuest Survey

Goal Priorities

The Goals screen covered some key goals of a successful transportation system.



Resiliency
Design transportation facilities and networks so they are secure and resilient to impacts from man-made or natural disasters.

Integration
Integrate transportation and land use decisions to create and preserve neighborhoods that promote vibrant community character and encourage active living.

Safety
Transportation facilities that provide safe travel options for all residents and visitors.

Efficiency
Optimize the use of existing infrastructure as well as strategic seeking of funding options to make effective investments in the transportation network.

Connectivity
Design transportation facilities and networks so they are secure and resilient to impacts from man-made or natural disasters.

Growth
Promote growth in the economy, development, and tourism by providing a transportation system that accommodates current and future demand for the movement of residents, visitors, and goods.

Choices
Provide travel choices that are accessible to all travelers, promote local mobility, and reduce the impacts of transportation on the environment and neighborhoods.

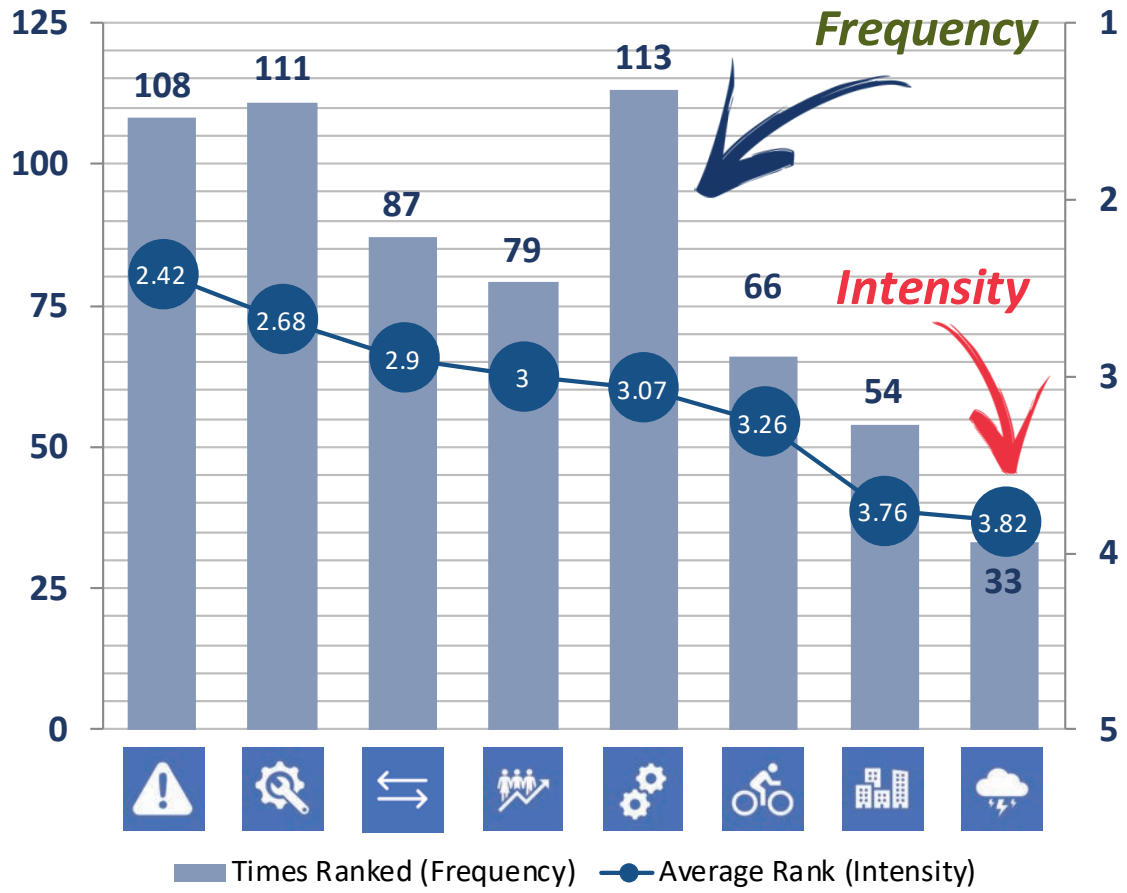
Maintenance
Extend the life of the transportation system and promote fiscal responsibility by emphasizing maintenance over system expansion.

HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

MetroQuest Survey

Goal Priorities

Participants were asked to identify which they believe were important to improving mobility in Hastings.

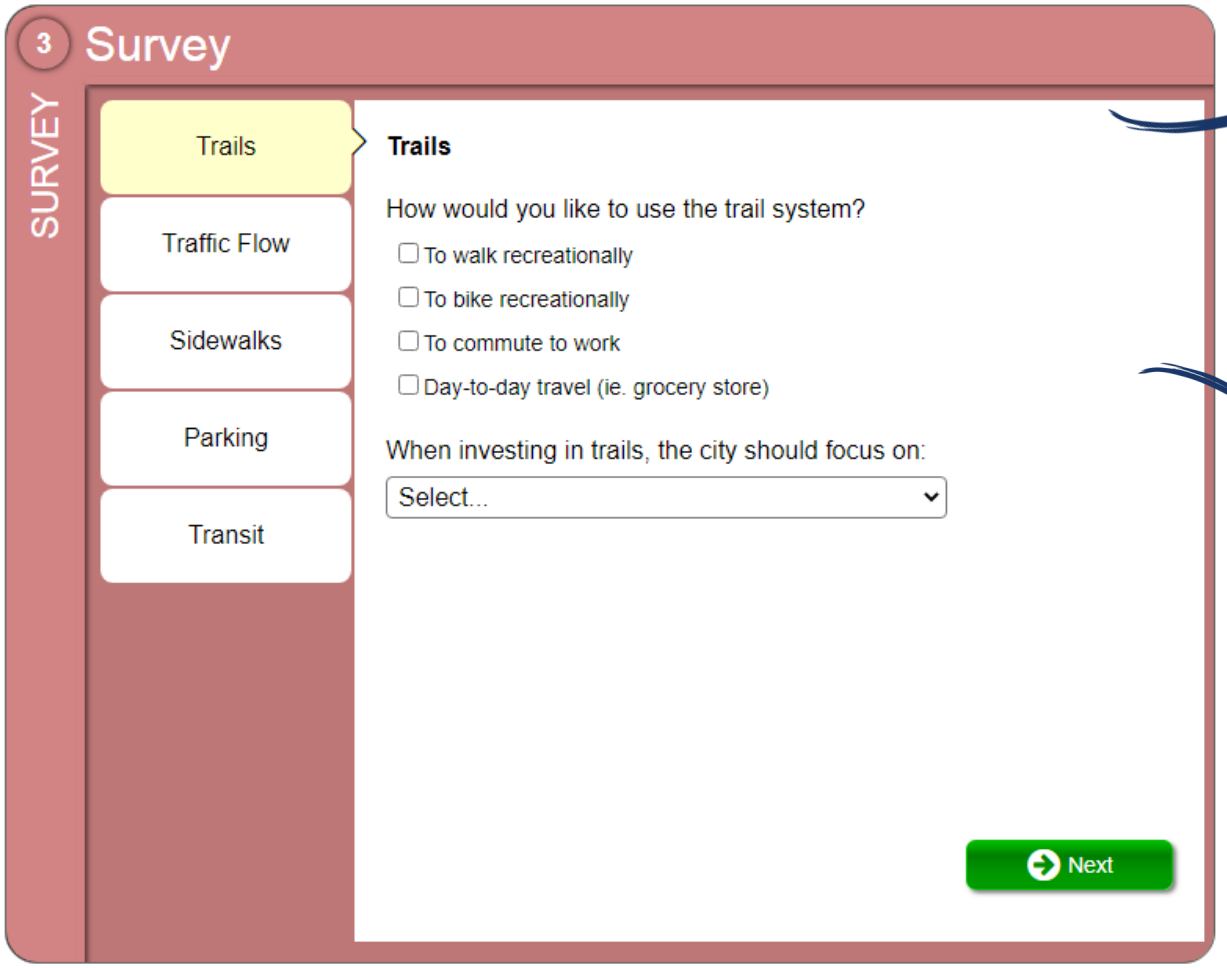


1. Safety
2. Maintenance
3. Connectivity
4. Growth
5. Efficiency
6. Choices
7. Integration
8. Resiliency

- **Safety** received the highest average score and was among the highest in frequency
- **Maintenance** was second in both frequency and intensity of responses.
- Many thought **Efficiency** was important but the gap between frequency and intensity often not the most important .
- There's a distinction in the frequency of responses between the top 3 categories and the other five categories.
- It is clear that **Resiliency** is not widely thought of as a priority

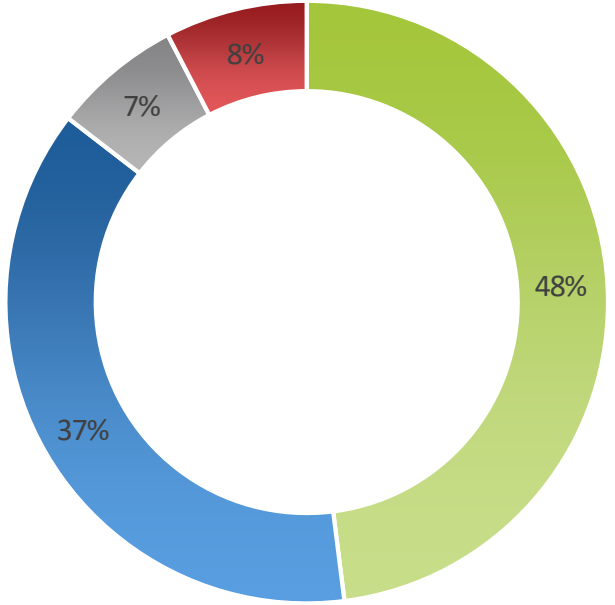
Survey

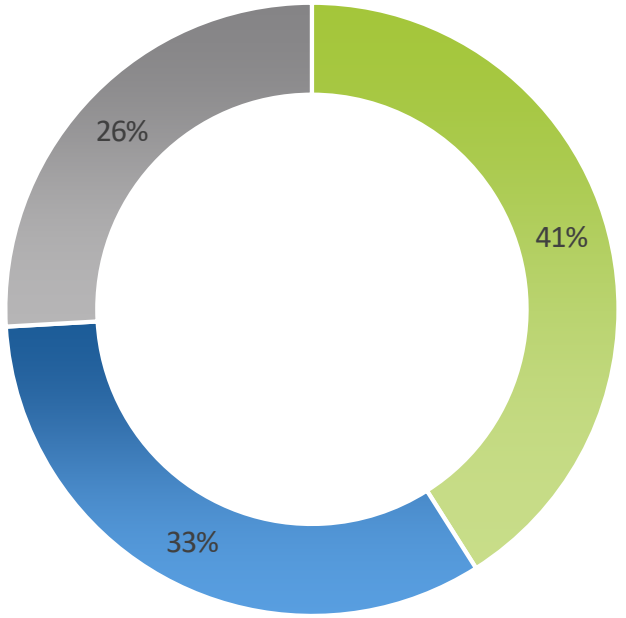
The Survey Screen asked participants to respond to questions pertaining to various topics. Topics included Trails, Traffic Flow, Sidewalks, Parking, and Transit.



HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

MetroQuest Survey





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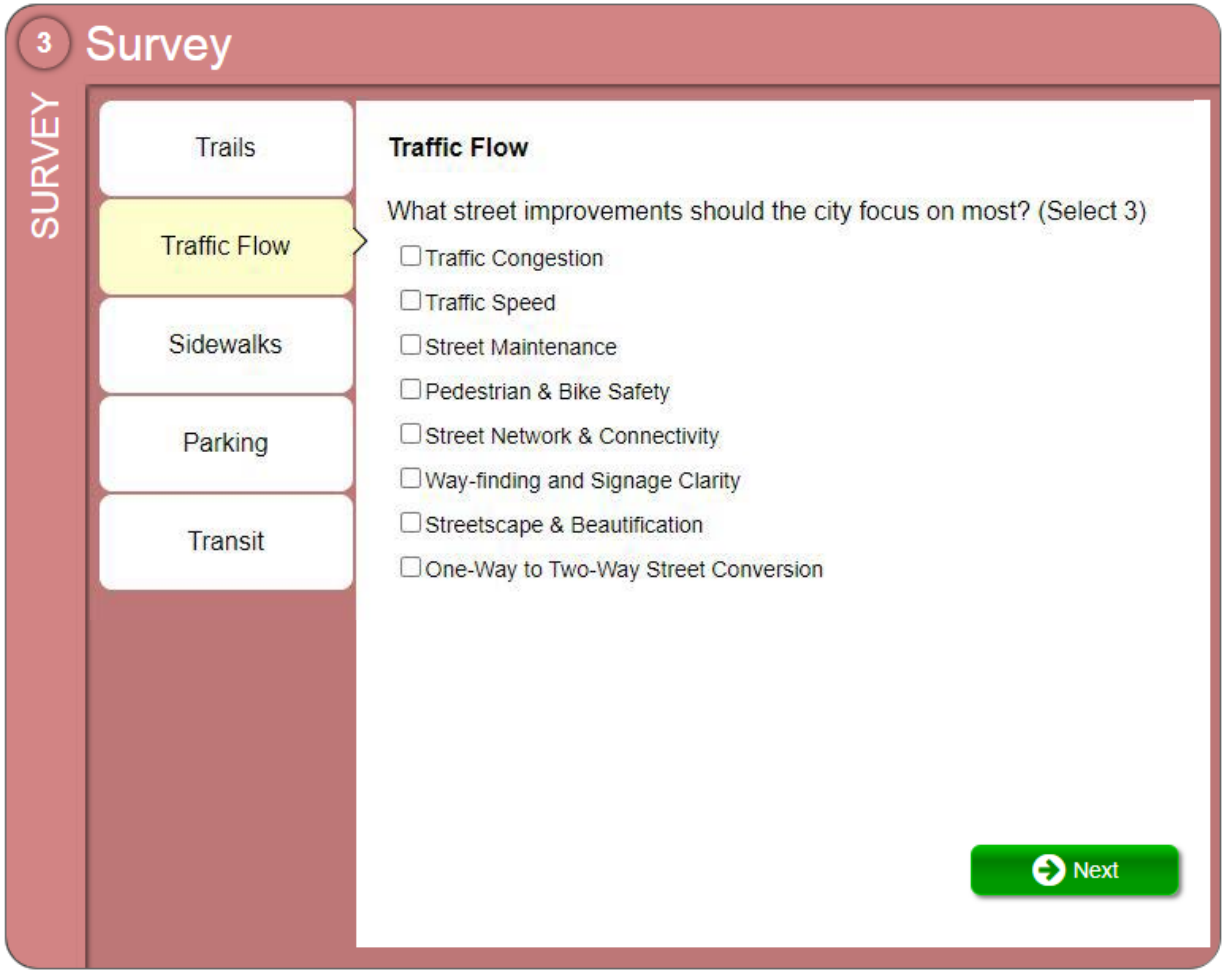

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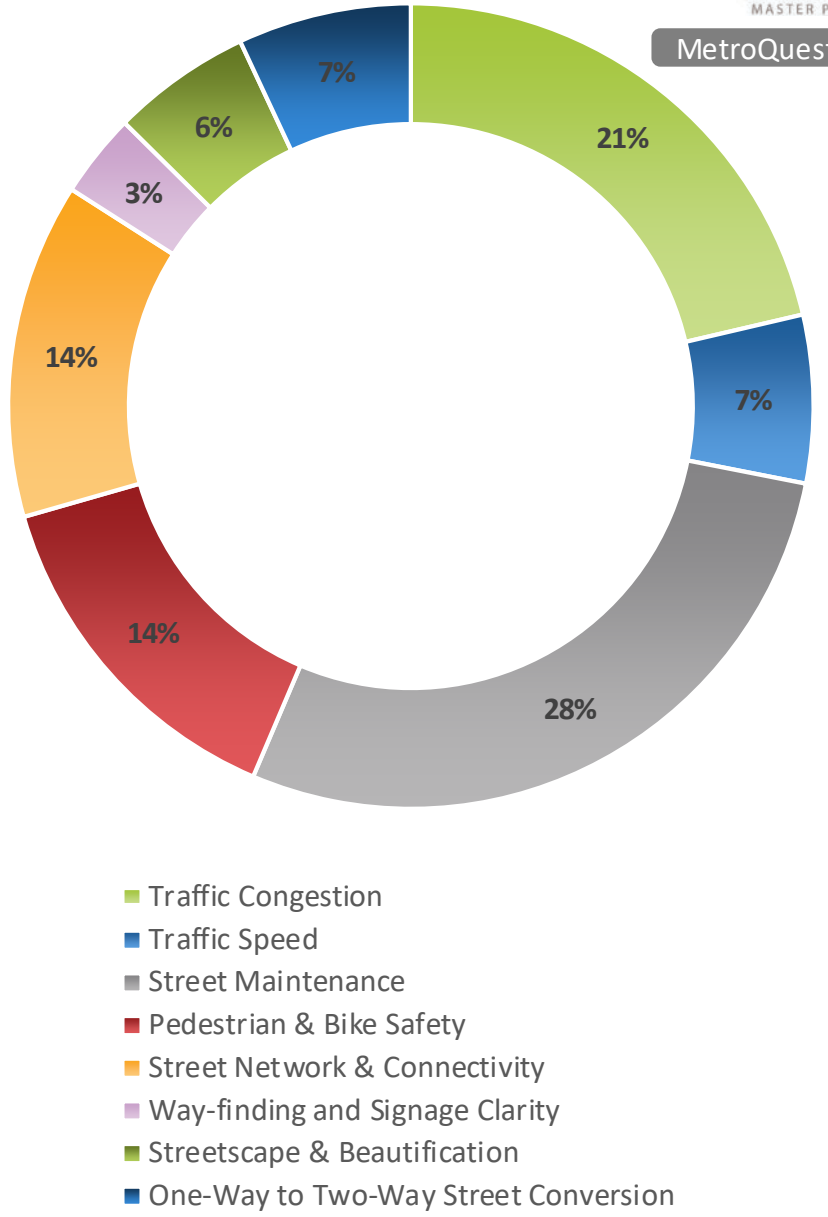

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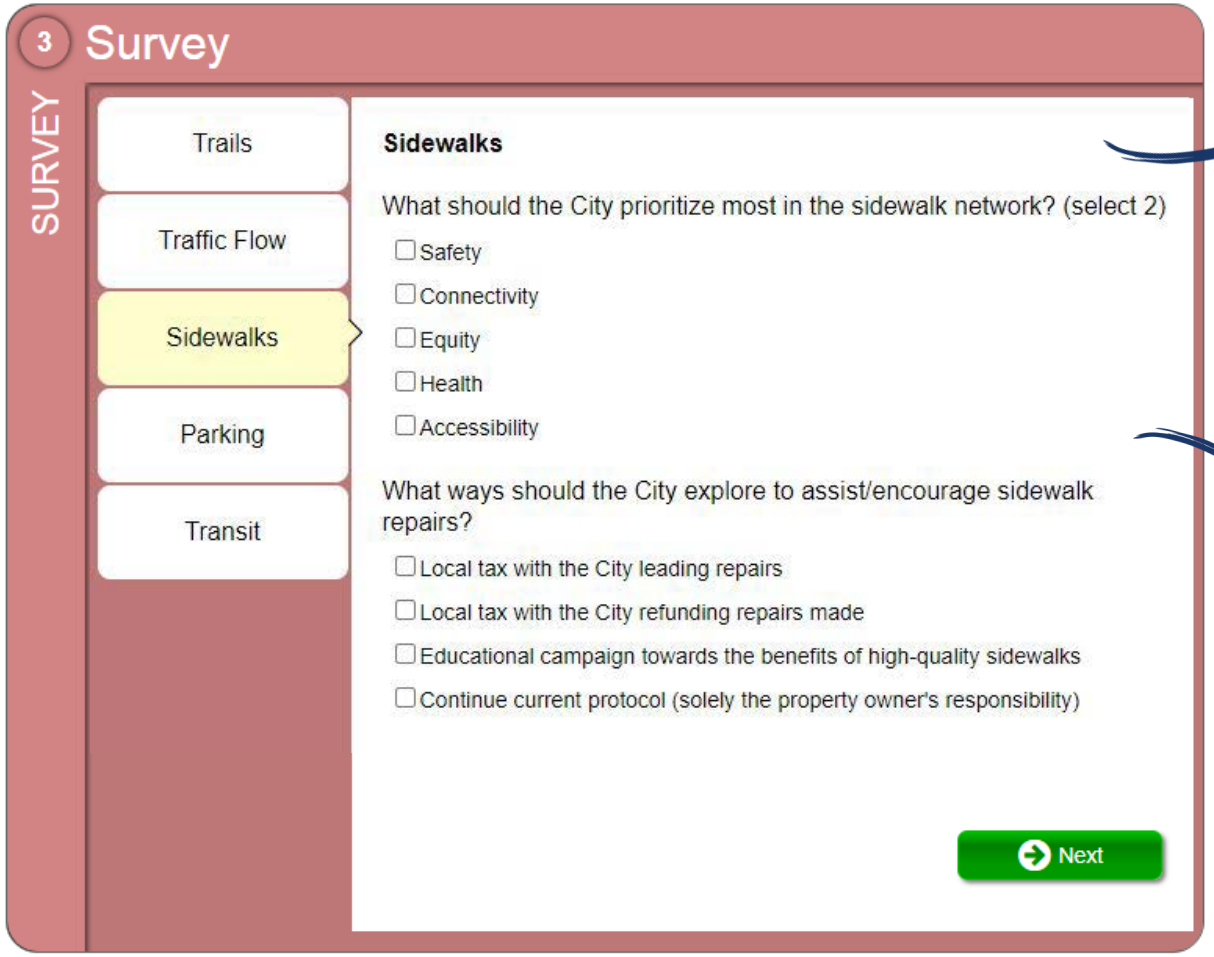

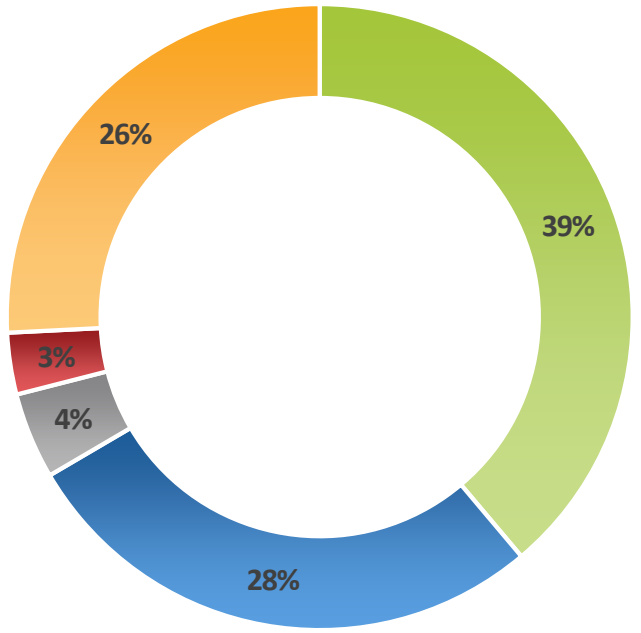

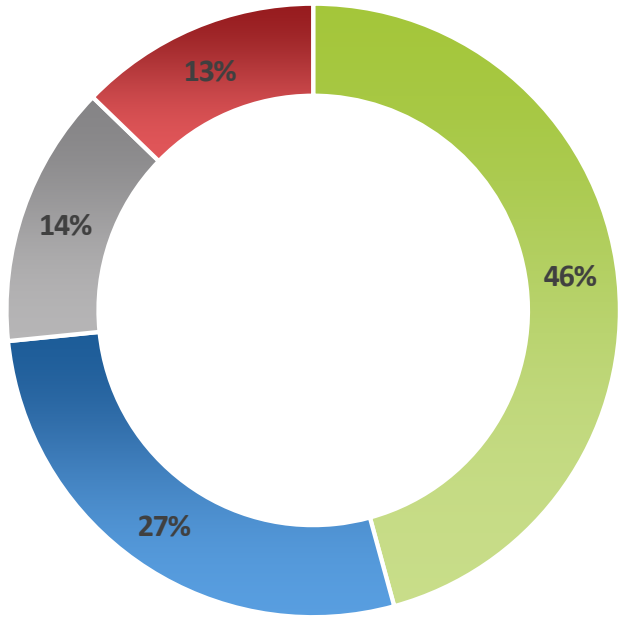

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MetroQuest Survey

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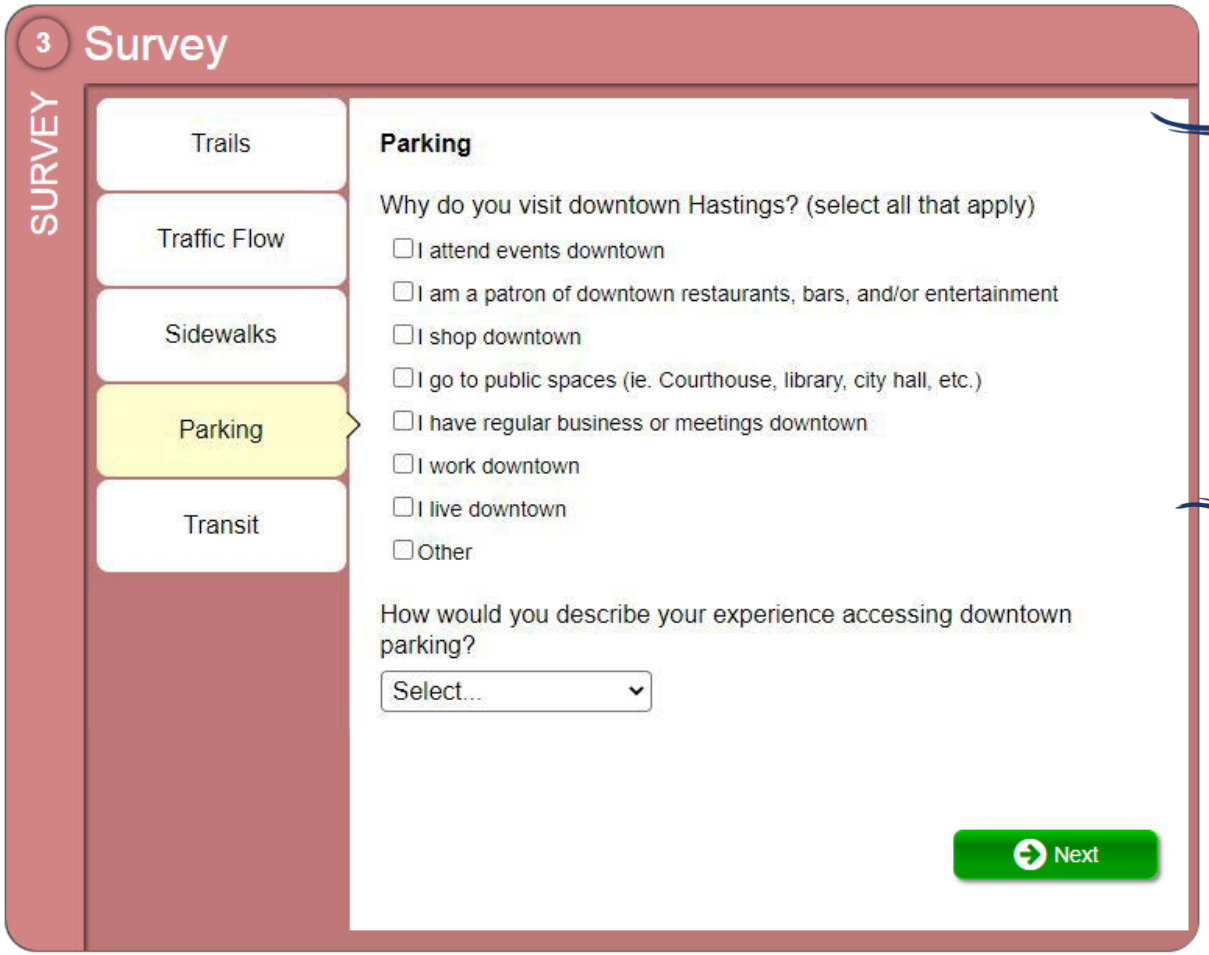

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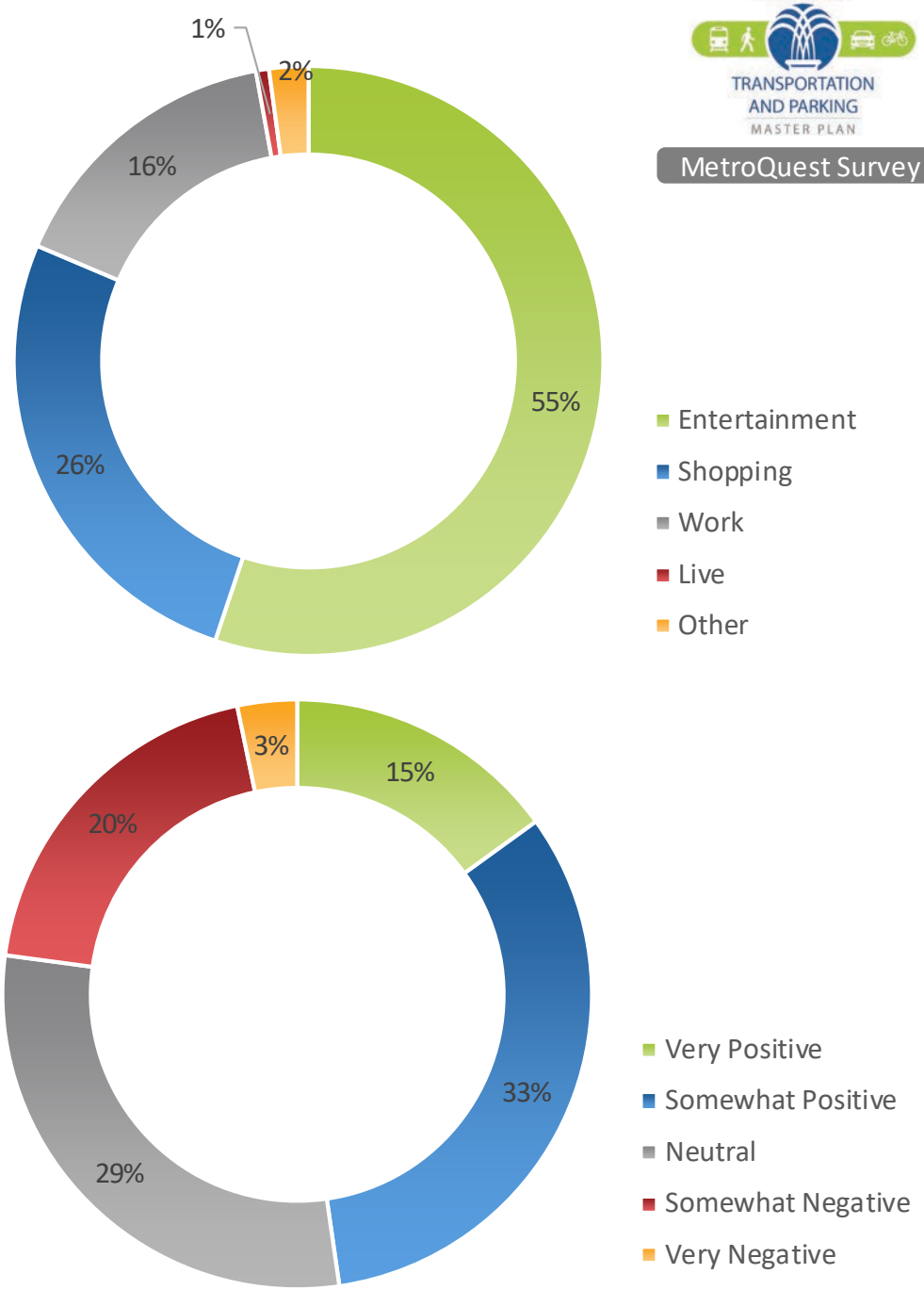

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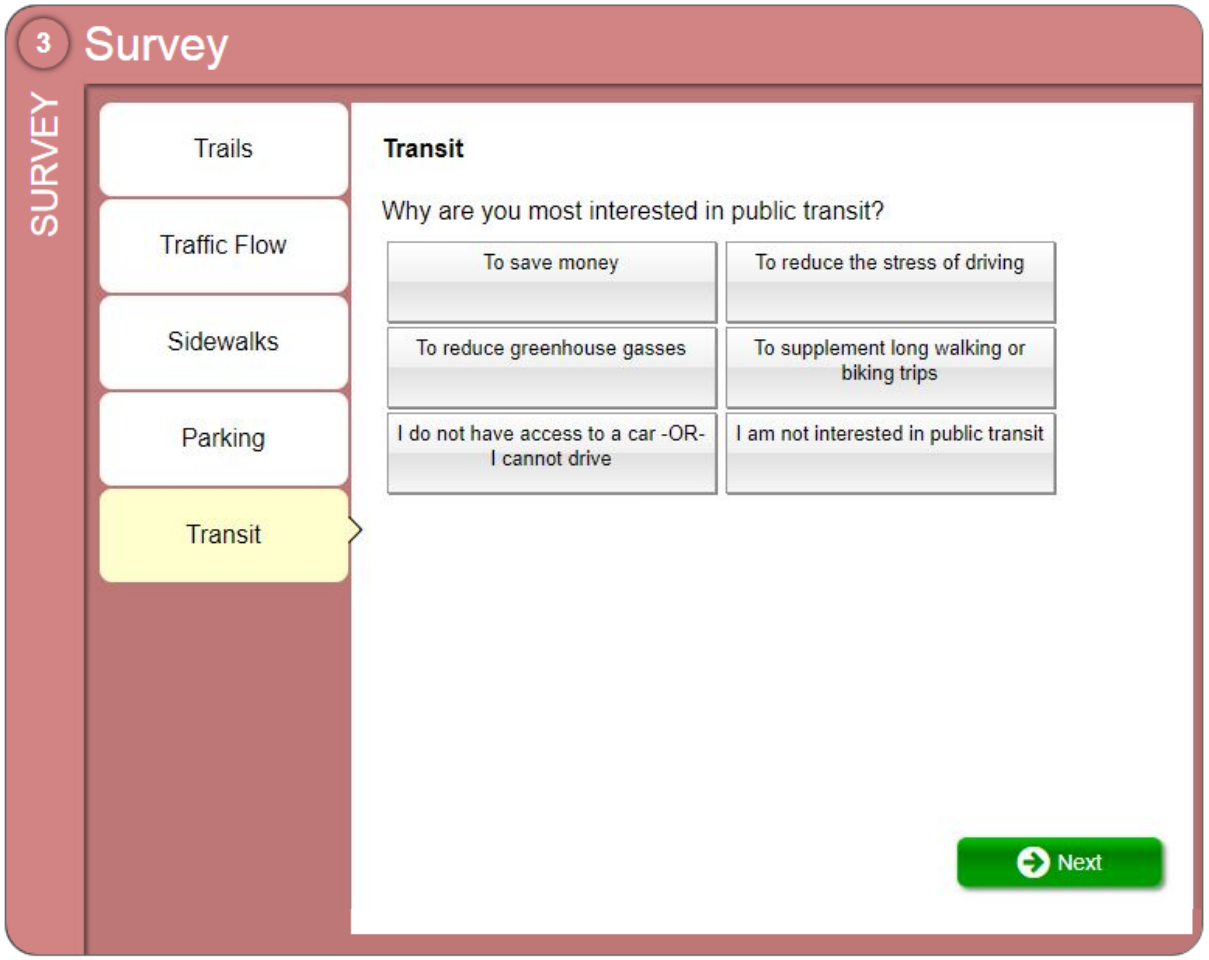
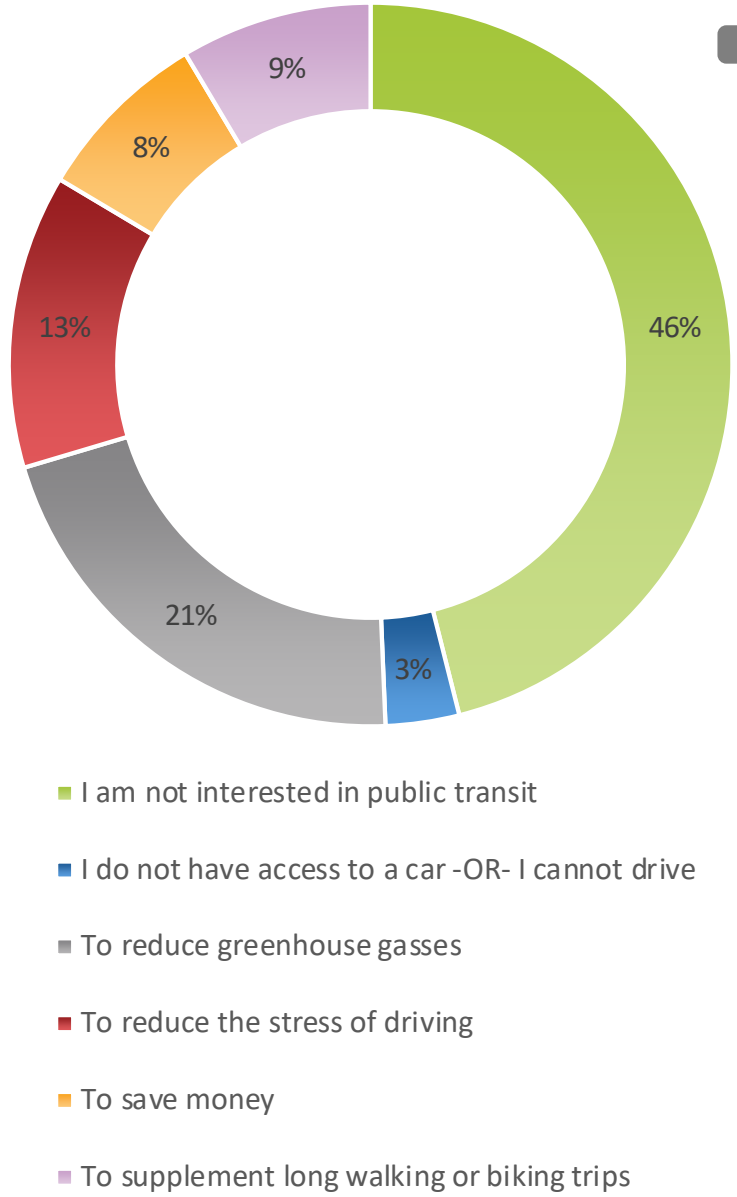


HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

MetroQuest Survey

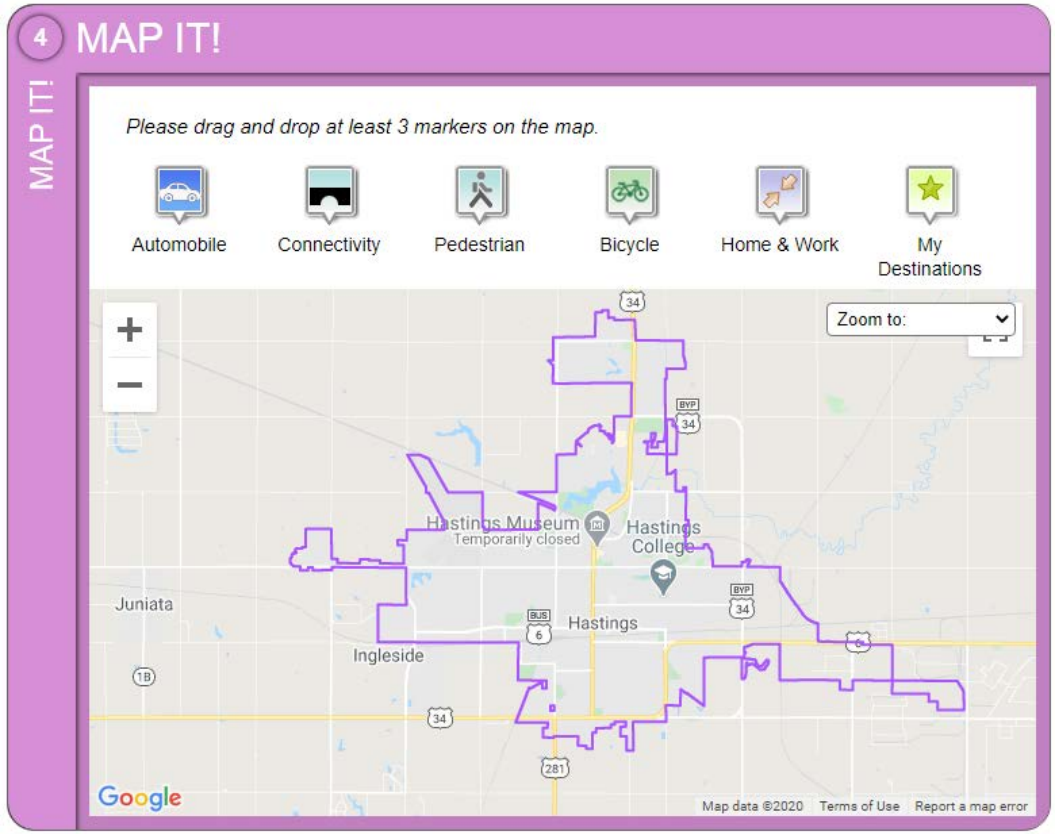


HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

MetroQuest Survey

Mapping

The Map Markers Screen asked participants to pinpoint problems along the corridor by dropping map markers on a Google map interface. Optional dropdown questions were asked for each map marker dropped. The summary that follows shows the density of map markers dropped by marker type.



Totals

514 Markers

402 Issues & Concerns

1,797 Marker Attributes

406 Written Comments

236 Automobile Markers

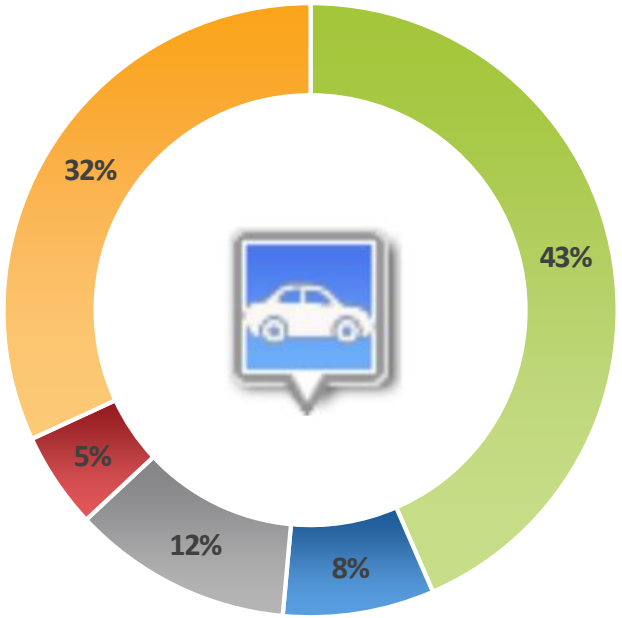
69 Connectivity Markers

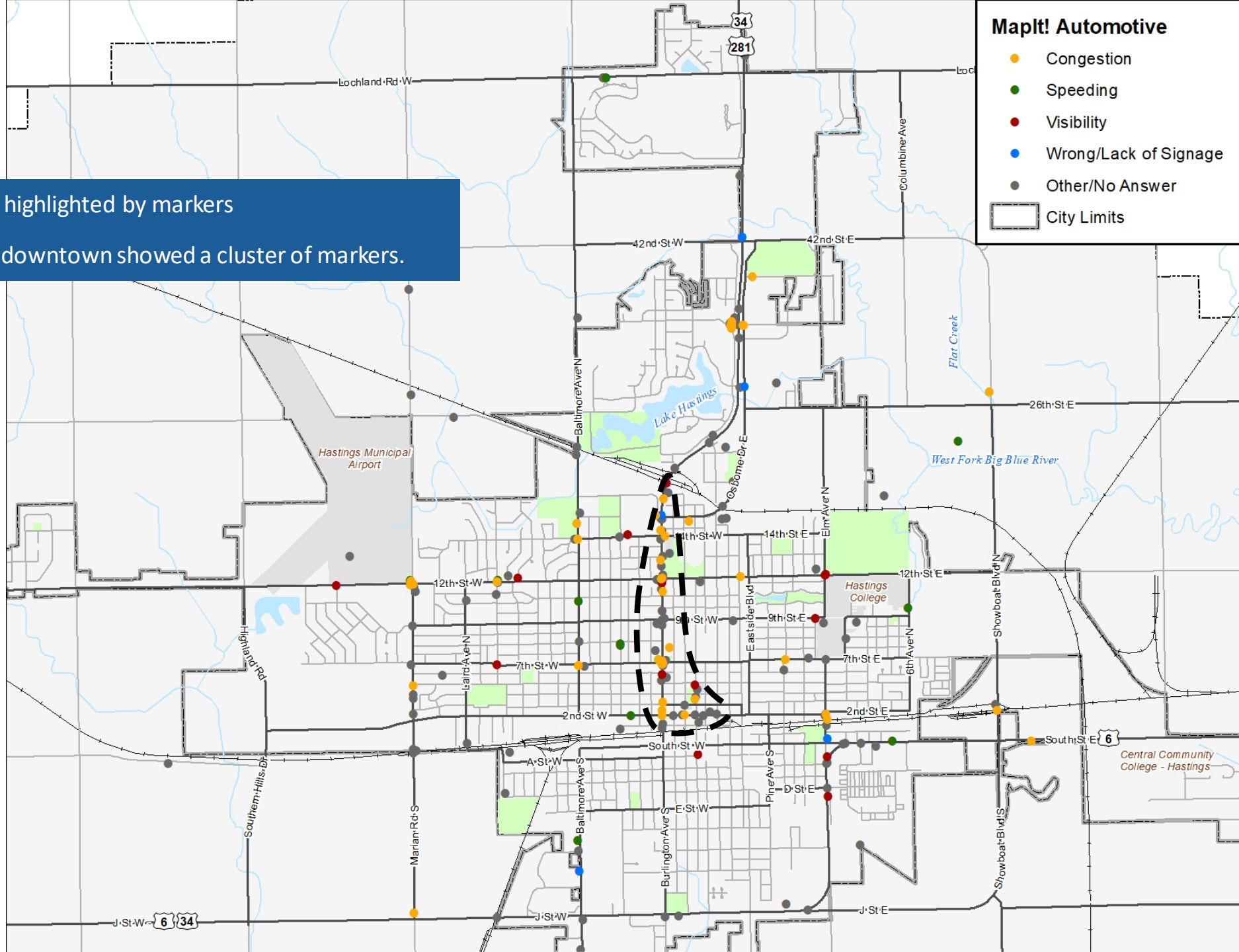
60 Pedestrian Markers

37 Bicycle Markers

Mapping

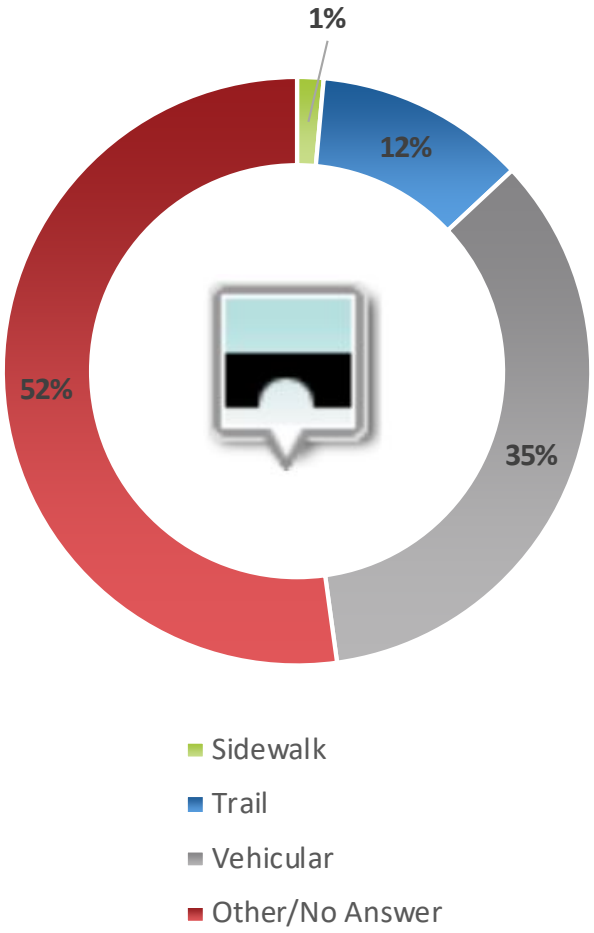
- Congestion was the biggest issue highlighted by markers
- The Burlington Ave. corridor and downtown showed a cluster of markers.

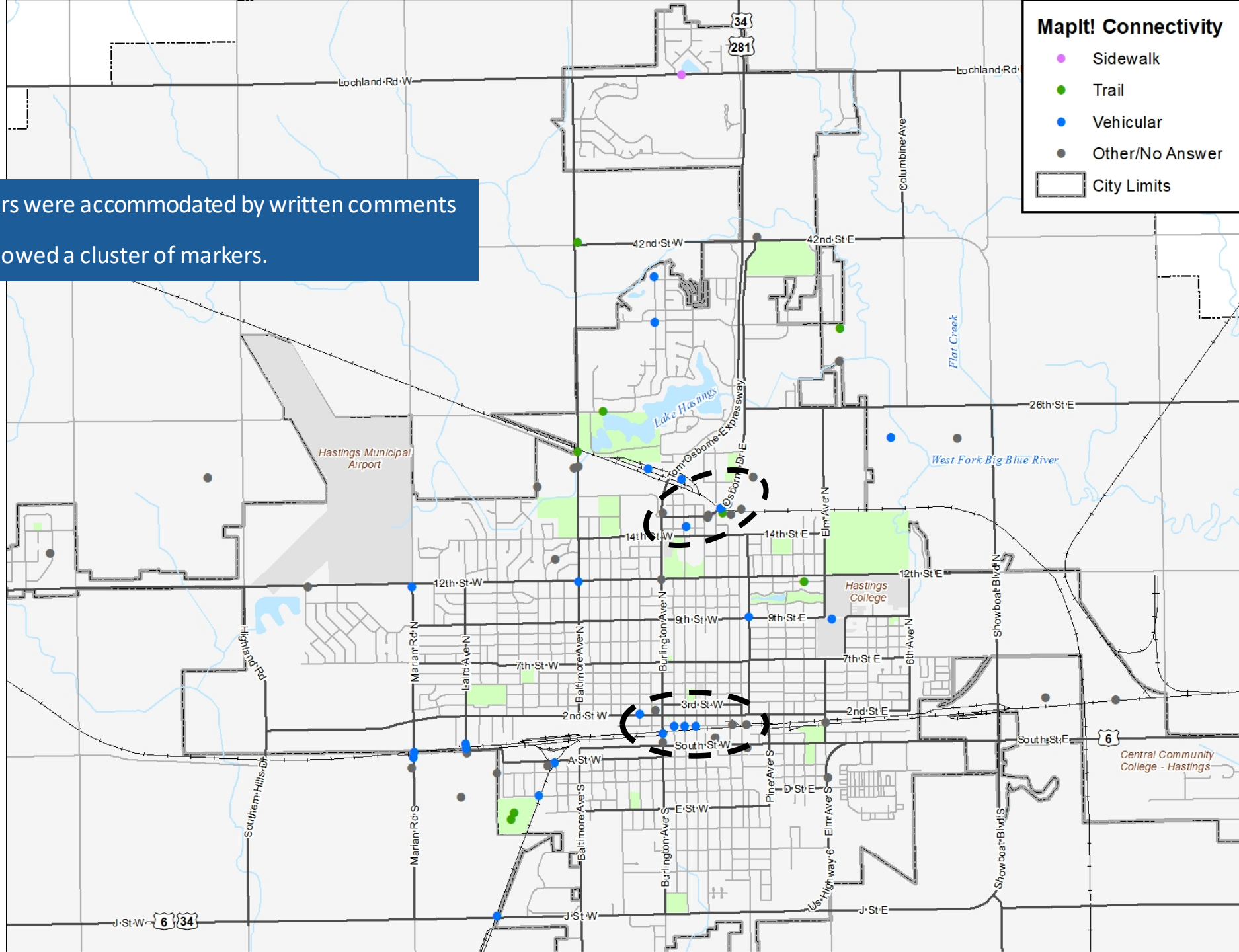




Mapping

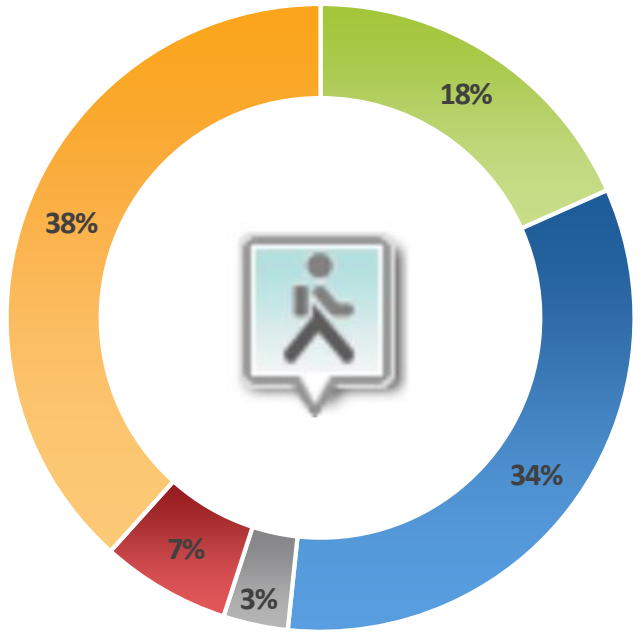
- A majority of Connectivity markers were accommodated by written comments
- Downtown and Osborne Drive showed a cluster of markers.

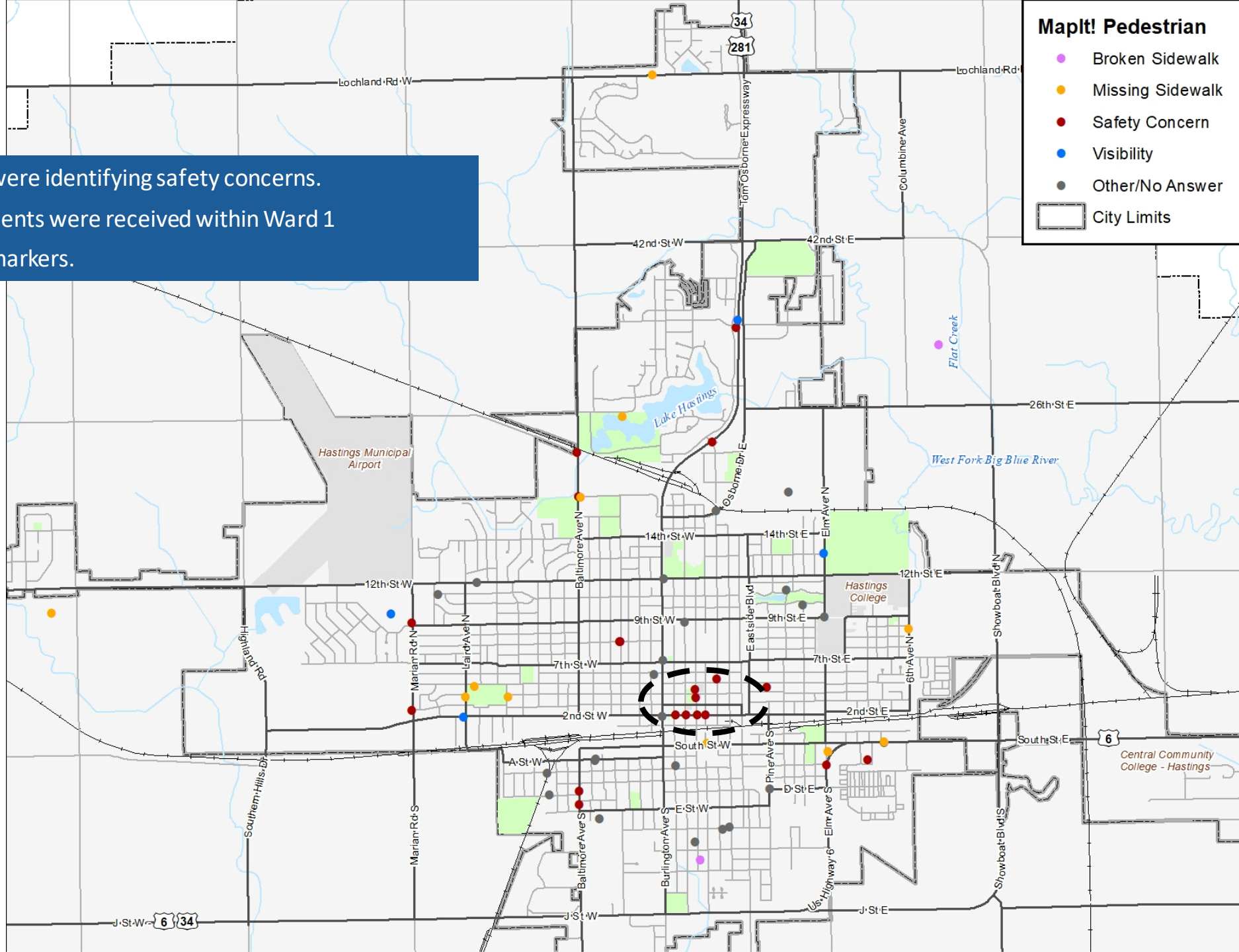




Mapping

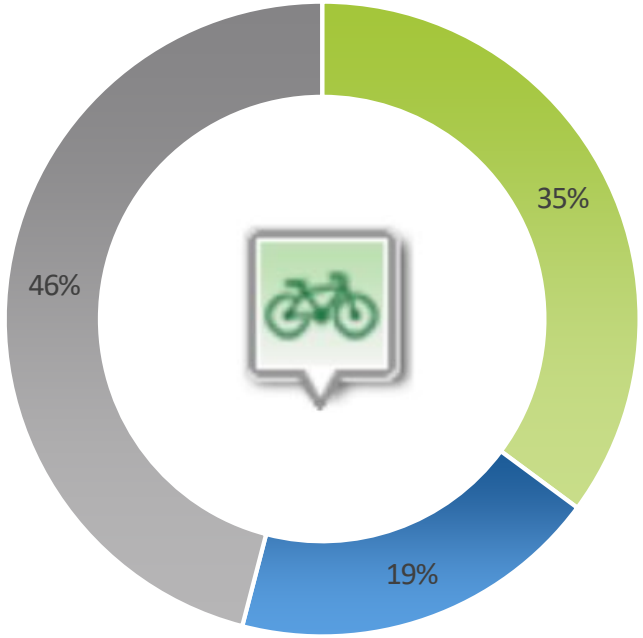
- Over 1/3 of Pedestrian markers were identifying safety concerns.
- A number of markers with comments were received within Ward 1
- Downtown showed a cluster of markers.

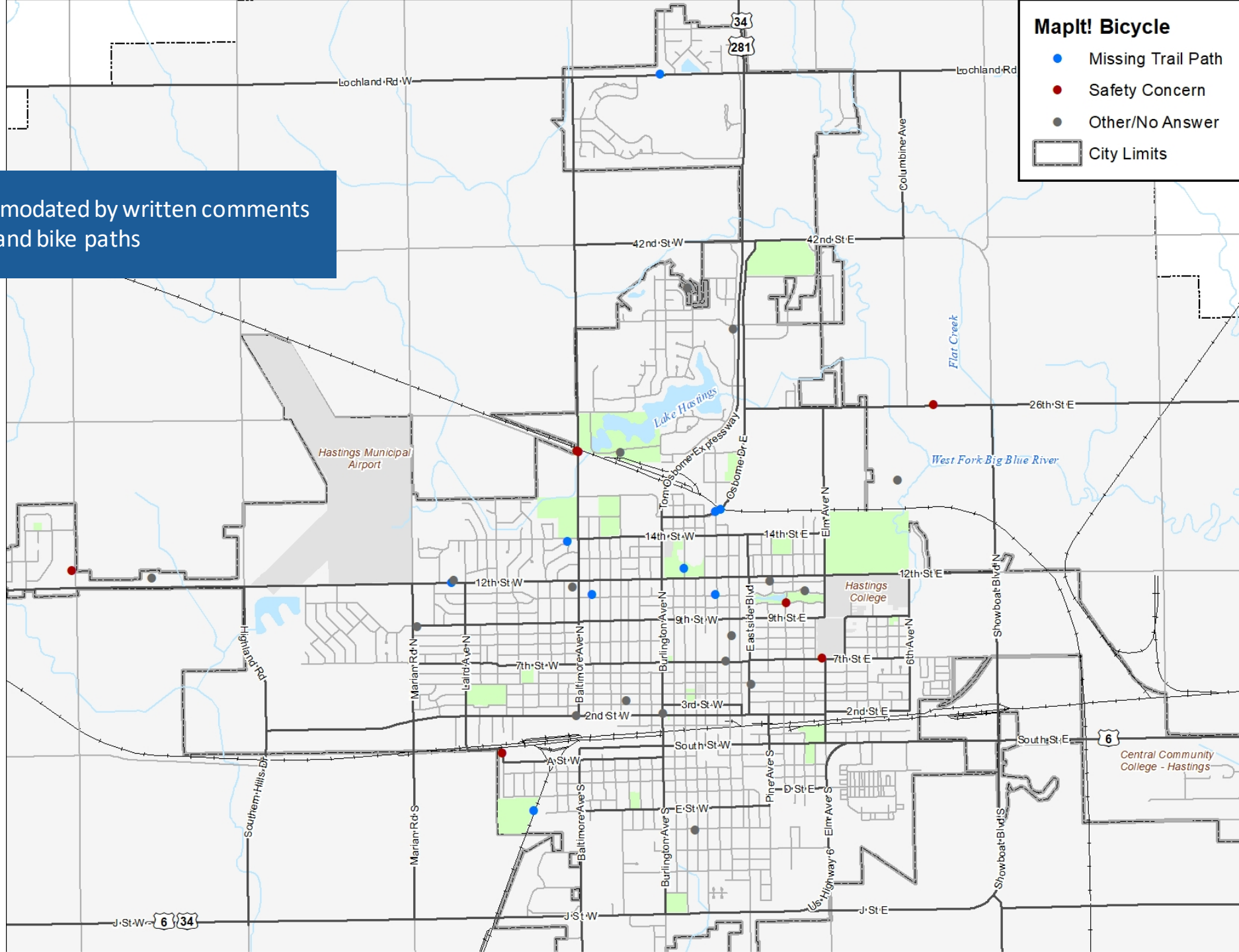




Mapping

- Many Trails markers were accommodated by written comments highlighting ential bike lanes and bike paths





MetroQuest Comments

Marker Type	Response1	Comment
Automobile	Congestion	No left turn lights mean that cars sometimes wait two whole light cycles before getting a gap to turn.
Automobile	Visibility	Shifted intersection makes it difficult to see vehicles coming, and many don't realize this is a four-way stop.
Pedestrian	Missing Sidewalk	Park side needs a sidewalk not just grass.
Pedestrian	Missing Sidewalk	needs a side walk on this side
Pedestrian	Missing Sidewalk	needs side walk on other side
Automobile	Other comment below	needs to have the over pass replaced or fixed traffic is
Automobile	-----	Parking around courthouse and library tends to be crowded and dangerous for cars and pedestrians
Pedestrian	-----	Turning vehicles do not watch/wait for pedestrians Crossing
Automobile	Visibility	Need a light here
Automobile	Congestion	need a green arrow here
Pedestrian	Visibility	Can't see Elm traffic on 13th street without cars pulling into crosswalk
Automobile	Visibility	can't see 12th street traffic without pulling into intersection
Automobile	Speeding	No cars drive 25 limit here
Pedestrian	Safety Concern	Trying to cross from parking lot to library
Automobile	-----	Congestion
Bicycle	-----	lack of safe crossing areas for kids on bikes going to school on most major roads in town
Connectivity	-----	Railroad tracks prevent through traffic
Automobile	-----	Busy intersection with people rushing to turn.
Connectivity	-----	This is the only way to get to the south side of town and not have to worry about trains blocking.
Connectivity	-----	Many semis do not use the bypass. They go down Burlington all the time.
Pedestrian	-----	I live on E st. And Hastings Ave. And walk along E st. I have 4 small children but some of the sidewalks are not handicap accessible or there is no sidewalk at all along F st from Hastings Ave to Colorado st. Or along Denver St. From F st to H st. It is a safety issue if we walk or ride our bikes. I have to have 4 small children in the street due to no sidewalks in various areas or in this part of town.
Automobile	Visibility	Confusing
Automobile	Congestion	hard to cross
Automobile	Visibility	Hard to see speeding vehicles
Automobile	Speeding	and oversize veh
Automobile	Other comment below	vehicle tires leave roadway and throw chunks of black top around
Automobile	Other comment below	speeding, oversize veh, vehicle tires leaving roadway
Bicycle	-----	There are no bike trails in South Hastings and sidewalks are not a good option in many cases as well.
Automobile	WrongLack of Signage	The intersection of 2nd and Elm is not a problem for most who are long-time residents but the lack of signage regarding that intersection is dangerous for those not familiar with the flow of traffic at that intersection.
Pedestrian	Safety Concern	Lack of sidewalk along much of Hwy 6 near Good Samaritan Village is extremely dangerous for retirees & others who sometimes are seen walking or using motorized scooters ON Hwy 6.
Automobile	Other comment below	One Way streets in the downtown area are confusing for visitors from out of town. On-street parking along 2nd street especially needs to be expanded if downtown businesses are to prosper. Many times during the day or for an evening event there is limited parking available on 2nd Street.
Destination	-----	residence

Marker Type	Response1	Comment
Connectivity	-----	Access over train tracks
Automobile	Other comment below	Rail Conflict, create overpass to keep traffic moving.
Pedestrian	-----	Hike Bike Trail does not connect to south side of town.
Pedestrian	-----	Hike Bike Trail does not connect to south side of town.
Automobile	Congestion	Frequent Congestion between 3rd Street and South Street, frequent traffic backups, confusion of lanes for non-local traffic.
Automobile	Congestion	I avoid 12th Street during school traffic due to many turn-off points, specifically Marian, Laird and Crane.
Bicycle	Missing trailpath	Would be nice if a trail existed along, or a few blocks off of 12th Street for hike/bike,
Destination	-----	Grocery/Pharmacy
Destination	-----	Children's School
Destination	-----	Church
Destination	-----	Downtown for food/entertainment
Destination	-----	One of the Parks I frequent
Bicycle	Missing trailpath	A safe hike/bike trail from this area to Heartwell/downtown would be helpful/useful for exercise and possible access to food/entertainment.
Connectivity	Trail	A trail connection accross the UPRR tracks is needed, the sidewalks along Burlington and on the Elm bridges are narrow for a family bike ride north to Dairy Queen, Hasting Lake, etc.
Destination	-----	Park we frequently visit as a family
Destination	-----	Dairy Queen for a treat
Pedestrian	Safety Concern	I routinely narrowly avoid getting hit while on my runs at this intersection. Seems that no one sees me.
Pedestrian	Safety Concern	Seems that I routinely almost get hit at this intersection while out on a run
Pedestrian	Visibility	Car couldn't see me as there is a fence up around the intersection. They were speeding out of the parking lot.
Automobile	-----	need a turning light instead of stop sign at intersection
Automobile	Other comment below	If you are driving the speed limit through town the lights are not timed correctly. You have to stop at almost every light to get through town. This is a waste of fuel and time.
Automobile	Other comment below	The traffic sensor is off in the mornings. It will see someone in the turning lane even though there isn't a car there. This will cause traffic to flow in one direction while the other side waits while the turning arrow changes.
Bicycle	Missing trailpath	If viaduct is tore down a walking or biking path would be safer than needing top use 281 to get across tracks
Pedestrian	-----	Same as biking path
Automobile	-----	Stop sign at intersection not necessary as traffic can only turn and no one crosses the others path even if cars are on both roads
Automobile	Visibility	Very often I am northbound on Denver ave and someone won't stop or doesn't look. Easily causing a t-bone accident
Pedestrian	Safety Concern	Courthouse employees always cross here in the middle of the road. This is a danger to them and drivers. Need a cross walk
Automobile	Congestion	Parking here shouldn't be allowed for longer vehicles. Traffic has to pull into the other lane to get around the big trucks blocking the road.
Connectivity	Trail	This would be an ideal time and place to create a long running/biking trail similar to the Mopac trail in Lincoln.
Destination	-----	Groceries and housewares
Destination	-----	Scooters
Destination	-----	Longfellow, son's school
Home_Work	My Home	1323 N. Kansas
Home_Work	-----	Also daughter's school

Marker Type	Response1	Comment
Destination	-----	My church
Destination	-----	My vet
Destination	-----	Groceries
Destination	-----	My bank
Destination	-----	Restaurant
Automobile	Congestion	Traffic
Automobile	Congestion	Needs a left turn signal
Automobile	Congestion	Left turn signal in all diections
Automobile	Other comment below	Needs an overpass or something for kids to get safely to the middle school.
Home_Work	My Work	work
Connectivity	-----	Overpass to connect to East Side Blvd
Connectivity	-----	Underpass to connect South-side with North-side on East Side Blvd (later to Wabash)
Connectivity	-----	Extend East Side Blvd to Wabash from FULL South-to-North connector.
Connectivity	-----	Extend B-Street to Marion Road. Add bike trail beside it.
Connectivity	-----	Connect Marion Road to B-street. Long-term plan to build Overpass above train-tracks to connect city, allowing West-side by-pass along with already existing East-side by-pass; and along with Burlington Central-West, and East-Side Blvd Central-East connections.
Bicycle	-----	Add North-side Heartwell park bike-trail.
Automobile	-----	Bad intersection, surprised there isn't more accidents here. Very hard to see if someone is coming from the second lane on 12th street.
Connectivity	-----	This seems to be the only reliable way across the railroad tracks.
Connectivity	-----	Again, the only reliable way to get over the railroad tracks.
Connectivity	-----	There is often a train blocking the tracks at this location
Pedestrian	Safety Concern	Concern about pedestrian safety and lack of public transportation for middle school students and famililes
Pedestrian	Safety Concern	Throughout the community, drivers are not aware/do not adhere to pedestrian right of way. Please consider additional signage, community education, and more frequent & consistent painting in crosswalks
Automobile	-----	This is a heavy traffic intersection with the middle school, st michaels school, st michaels church and the many residents that live west of marian road. Marian Road is 4 lanes and is a very dangerous intersection!
Automobile	-----	Very Rough RR crossing
Connectivity	Trail	Assess Safety of Trail transitioning to neighborhood.
Automobile	-----	Assess other options to improve intersection Safety. Access roads too close to highway
Pedestrian	Missing Sidewalk	Where are the sidewalks along South Street?
Automobile	Congestion	Not enough space and light is to short to get cars moving
Connectivity	-----	Westbrook subdivision currently has no connectivity to the City of Hastings except 12th Street and that option without shoulders is not suitable for bike or foot trafic.
Connectivity	Vehicular	Only crossing down to Burlington. Hard to get to south side of town from the west side of town.
Bicycle	-----	Connecting the Westbrook Subdivision to the City of Hastings with some form of Hike/Bike Trail or shoulder construction on 12th Street.
Bicycle	Missing trailpath	No Bike trail on south side of town.
Destination	-----	Resident of Westbrook
Automobile	-----	need a turn arrow on 12th St
Automobile	Other comment below	Need a turn arrow on Burlington to turn into HHS. The Green light isn't long enough for the on coming traffic to go by and then make a left turn.

Marker Type	Response1	Comment
Automobile	Other comment below	With the continued development north of Lake Hastings and Lockland, there is more traffic on Baltimore Ave. than in the past. With the finalization of the 42nd Street project this fall, thought is that traffic will increase more so. As trains get longer and longer, this crossing creates a considerable amount of traffic and pedestrian congestion at certain times of the day.
Automobile	Congestion	12:00 pain in the ass to get anywhere
Automobile	Other comment below	Please put right hand turn lanes on some of these intersections, doing this would greatly increase traffic flow/ also left hand turn lights would be fantastic on these intersections
Destination	-----	Shopping
Destination	-----	Grocery Shopping
Automobile	Other comment below	Please put right hand turn lanes on some of these intersections, doing this would greatly increase traffic flow/ also left hand turn lights would be fantastic on these intersections
Automobile	Other comment below	Please put right hand turn lanes on some of these intersections, doing this would greatly increase traffic flow/ also left hand turn lights would be fantastic on these intersections
Automobile	Other comment below	The roads around Hastings College are terrible, with the exception of the newly paved south boundary road. The college brings many people to our community and should be a showcase for what Hastings has to offer. This includes the roads.
Automobile	WrongLack of Signage	More signage about the bypass around Hastings.
Automobile	-----	West 12th St should be widened to 4 lanes Burlington to Marian Rd.
Automobile	Congestion	Right hand turn lane ffs
Automobile	Other comment below	Connectivity: In the long-run, Hastings needs a paved bypass road that runs from Walmart to the 12th & Marian intersection. This would connect the west side of Hastings to the developing north end of town. This would improve the safety of all the traffic from the north end of town to Adams Central as well.
Automobile	Other comment below	The road quality of 14th is terrible, also the traffic flow on school days is terrible
Automobile	Other comment below	Overpass should be repaired or replaced
Connectivity	Vehicular	Long-term, the addition of a under or over pass of the rail system at this intersection would be a boon to traffic issues in this area, especially since it is so near the middle school.
Destination	-----	Home
Automobile	Other comment below	The DLD Road also needs to be paved. This road provides excellent access to Adams Central and Prairie Loft.
Automobile	Congestion	A turning lane only going both directions so cars dont have to slow down
Automobile	Congestion	A stop light or roundabout at this intersection would be really helpful, especially in the mornings.
Connectivity	Vehicular	An underpass here would really help congestion levels. The rail system is very slow to clear here.
Automobile	Congestion	Turn signal
Automobile	Visibility	Turn signal turning off of 12th on to burlington
Home_Work	-----	Home
Bicycle	Missing trailpath	Adding a bike path that connects CCC to the city would be nice.
Home_Work	-----	Work
Bicycle	Missing trailpath	Adding a bike path that connects Juniata and Adams Central to the city would be nice.
Connectivity	Vehicular	Would be nice to have a side road or 2 to get from 1 side of town to the other instead of just baltimore or burlington
Destination	-----	Shop
Destination	-----	Church
Bicycle	Missing trailpath	A bike path that connects Southern Hills / Idewilde to town would be great.
Automobile	-----	Terrible railroad crossing
Destination	-----	entertainment
Automobile	Congestion	Terrible School Transport Congestion

Marker Type	Response1	Comment
Bicycle	Missing trailpath	A bike path from the city to Prairie Lake would be nice.
Connectivity	Vehicular	Rush hour traffic terrible on 12th
Automobile	Other comment below	This intersection is maddening to understand.
Connectivity	Trail	No bike trail connection exists between lochland neighborhood and any city parks
Automobile	Congestion	Wow. What a mess
Automobile	Congestion	Need turning lights/arrows for E/W bound traffic
Automobile	WrongLack of Signage	Too many people don't understand how this works.
Automobile	Congestion	Need turning lights/arrows
Automobile	-----	parking
Connectivity	-----	old overpass
Automobile	-----	bad street surface
Automobile	-----	need ways to reduce congestion on Burlington ave.
Automobile	WrongLack of Signage	This intersection is confusing.
Pedestrian	Safety Concern	Closing this block would create a safer environment for students.
Bicycle	-----	A bike lane on 7th Street would allow Hastings College students additional, safer access to the churches and businesses on Burlington and downtown.
Connectivity	Vehicular	This block of 9th Street needs to be reopened. Joking!!! It's beautiful and such a great addition to the city's trails!!!
Automobile	-----	Bridge out
Bicycle	-----	Bridge out
Home_Work	-----	Bridge out
Pedestrian	-----	bad sidewalks
Home_Work	-----	work
Automobile	-----	Not enough roads to this part of town
Connectivity	Vehicular	Not enough roads across the train tracks.
Automobile	-----	Traffic backs up in both North & South bound lanes of Burlington if somebody has a fender bender…
Automobile	-----	Trains blocking the crossing at Elm.
Automobile	Other comment below	4 door pickups when angle parked on 2nd or 3rd, encroach on the lanes of traffic and make it challenging to stay in your lane as you pass….
Automobile	Congestion	railroad crossing
Automobile	-----	A closed overpass which causes extreme traffic on Hiway #281.
Automobile	Congestion	Traffic congestion @ 8am, 12 Noon, 5pm
Automobile	Congestion	I avoid this intersection at all costs. Left Turn Signals would help during peak traffic times. 8am, Noon, 5pm.
Automobile	Congestion	South bound congestion of cars waiting at the Stop Sign onto 33rd Street. If I am shopping in this area, to leave, I exit North to 42nd Street to come back South into town.
Automobile	-----	congestion safety(running red lights) and excessive speeding in all directions 2 nd and burlington
Automobile	-----	congestion and safety
Automobile	-----	congestion
Automobile	-----	CONGESTION
Connectivity	-----	16th Street overpass has been closed for over one year creating logistical problems for people & businesses alike. Get the overpass repaired & back into use

Marker Type	Response1	Comment
Automobile	WrongLack of Signage	With inadequate signage at the intersection of US 281 and 6 ,and Google Maps listing S.Baltimore as part of US 281 , there is heavy , speeding truck traffic
Bicycle	Safety Concern	There is no clear access to the Middle School for South Side children .
Bicycle	Missing trailpath	I want a RR track crossing here for bicyclists & pedestrians INSTEAD of the overpass. Both bridges are too steep, too near speeding cars. A street-level crossing would be sublimely convenient, much cheaper than new overpass. Also safer for kids cycling to/from the Walmart-Cimarron Plaza-Menards area.
Pedestrian	Safety Concern	sidewalk is right next to the road and SPEEDING CARS!
Pedestrian	Safety Concern	SPEEDING CARS AND HEAVY TRUCK TRAFFIC THAT THINKS THIS IS RT. 281
Bicycle	Safety Concern	Several very poor sidewalk sections and high curbs along east 7th st.
Destination	-----	Russ's
Destination	-----	SOR
Bicycle	-----	2nd Street sidewalks are pretty poor. Bicycling on these or on the street is dangerous. We should encourage Middle School kids to bike to & from school, good exercise, reduces pollution, but roads have to be improved first. I'd also like to ride down Marion Rd, but dare not. Bike path there someday would be nice.
Automobile	Other comment below	Old overpasss
Connectivity	Vehicular	Burlington Overpass
Destination	-----	Courthouse
Connectivity	-----	overpass needs repaired and back in use
Automobile	-----	bad intersection
Destination	-----	center of places to go.
Home_Work	-----	home
Automobile	-----	no one seems to know the law of right away
Automobile	-----	need turn signal at 7th and Burlington
Automobile	-----	As soon as the street north of Walmart if finished that will be my new way onto 281. Like the traffic light there and not at the other corners south ex. by Walmart and Spady's
Automobile	Congestion	Turning is horrible
Automobile	Visibility	Cant see around cars parked
Automobile	Congestion	Turning
Automobile	-----	Traffic can get backed up
Pedestrian	-----	Safety - would like more light, maybe an emergency phone. It can be awfully isolated.
Connectivity	-----	Trail seems to just end here - would be nice to connect with the Southern part of town for some added distance
Home_Work	-----	Home
Home_Work	-----	Work
Automobile	Other comment below	Marion road north of 12th needs paved
Automobile	Other comment below	hiway 6 needs resurfaced
Home_Work	My Home	Home
Home_Work	My Work	Work
Destination	-----	Shop
Destination	-----	Shop
Destination	-----	Downtown: Shop, Eat, recreation
Destination	-----	Swim

Marker Type	Response1	Comment
Destination	-----	Park
Automobile	Congestion	Line of cars waiting to turn most days
Automobile	Congestion	All of Burlington: General congestion especially during rush hours
Automobile	Other comment below	Dangerous for new drivers
Automobile	Other comment below	Dangerous for new drivers
Automobile	Congestion	Traffic congestion along highway 6, especially when semis turn onto or off of the highway
Automobile	Congestion	All of 7th Street: General congestion especially during the rush hours
Automobile	Congestion	All of 12th Street: General Congestion especially during rush hours
Automobile	Congestion	All of Baltimore: General Congestion especially during rush hours
Connectivity	Vehicular	Trains Block crossing a lot causing you to go to the highway to get around them
Connectivity	Vehicular	Trains Block the crossing a lot which makes you use the highway to get around
Automobile	Congestion	All of Downtown: General Congestion, especially the main roads during the rush hours
Connectivity	Vehicular	Closure of the Overpass can make it less convenient to get from the north side of town to the south side
Destination	-----	Grandparent
Destination	-----	More Family East of town
Destination	-----	Westbrook: Friends
Destination	-----	To Grand Island to shop, eat, and recreation
Automobile	Other comment below	Can be dangerous for new drivers
Pedestrian	Broken Sidewalk	Multiple Areas in Hastings
Bicycle	Safety Concern	Sharp turns for some stop signs (multiple places)
Automobile	Congestion	All of Hastings: General Congestion especially during rush hours
Home_Work	My Work	City of Hastings
Home_Work	My Work	private company
Destination	-----	shopping, groceries
Destination	-----	adult care of senior family
Automobile	Visibility	Though a complete stop is required, oncoming traffic that is leaving the primary road don't always signal, yes educational issue, or may be turning directly onto B street or onto Elm. The angle to turn one's head is at a difficult angle to ensure there are no vehicles coming on Hwy 6 from the east.
Automobile	Visibility	The paint on the lines is not visible in hours of darkness, dusk or inclement weather signifying a solid line or dashes indicating that a driver can change lanes or not. Suggest more reflectivity of paint or markers used for lane markings.
Connectivity	Vehicular	Burlington Northern
Automobile	WrongLack of Signage	Traffic stops on Osborn but not on N. Shore Dr or 33rd st as they leave Hwy 34/281; I have had several cars Stop on the short stretch of N. Shore drive as if it were a stop there. Maybe include signage that traffic does not (need to) stop at that intersection. I can see ensuring cross traffic is stopped, but not waiting for us to go as it can congest traffic back onto 34/281.
Destination	-----	home
Destination	-----	church
Destination	-----	work
Automobile	Congestion	lanes for turning so traffic flows better especially in the morning with school traffic
Automobile	-----	East west traffic could use signals that has one starting first before the other similar to north south traffic at 12th and burlington
Connectivity	-----	Closed the viaduct

Marker Type	Response1	Comment
Connectivity	-----	Closed the viaduct
Automobile	-----	overpass!!!!
Destination	-----	too many bad accidents out here at these intersections
Automobile	-----	Put the overpass on Baltimore Ave. in lieu of repairing or replacing the one 2 blocks from Burlington. With 42 nd street paved this would eliminate a lot of traffic from Burligton.
Automobile	-----	No parking on west side.Calif. 7th to 2nd str.
Automobile	-----	Protected turn arrow light
Automobile	-----	Protected turn arrow light
Connectivity	-----	Trains block in this section of town with east west tracks also blocked
Connectivity	-----	Trains block this section of town in with the north south tracks also blocked
Automobile	-----	There should be an overpass in this area connecting to A street to ease congestion and stop train blockage
Automobile	-----	Need more through streets through town to alleviate Burlington congestion.
Pedestrian	-----	If you were walking here you would have to wait 30 minutes, need overpass
Automobile	Visibility	There needs to be a protected left hand turn from 12th onto Burlington. Emergency vehicles struggle here with limited visibility and no protected lane to turn.
Home_Work	-----	Home
Automobile	-----	Access
Destination	-----	grocery store
Destination	-----	downtown recreation
Destination	-----	kids school
Destination	-----	ymca
Automobile	Visibility	vegetation in the ditch gets out of control and cause sight problems
Automobile	Congestion	hard to turn left from 12th to burlington. could use a turn signal.
Automobile	Speeding	speed limit to too low here.
Automobile	Visibility	southbound elm can't see westbound 12th
Bicycle	-----	Why can't the path go all the way around the lake?
Automobile	-----	9th and Baltimore stop sign, who didn't line of the blocks correctly? It is a weird angle to cross West to east.
Pedestrian	Safety Concern	No crossing guard, kids have to run across the street to no get hit from cars. 3 schools use this intersection and it is very busy in the morning and afternoon. Cars will enter the cross walk while kids are crossing the street. I do not feel it is safe as is for my own kids to walk across it.
Automobile	Speeding	No one stops at this or other stop signs in town. See cars constantly speeding through this sign without stopping, the same with red lights. This city if Hastings could fund all of its road repairs from tickets from this intersection.
Automobile	Other comment below	This track crossing is a great way to destroy a car, it is pretty ruff crossing it. The same goes for the laird crossing.
Automobile	WrongLack of Signage	Light timing could be better, but probably designed to slow down traffic in this area.
Automobile	Other comment below	Places for more electric car charging? Not an issue now, but maybe in the next 10 to 15 years.
Automobile	Other comment below	Solar farm, could some of the power produced during the day charge electric cars? Or city fleet?
Pedestrian	Visibility	Turn mall into a park?
Automobile	Other comment below	Parking during lunch and dinner downtown.
Pedestrian	-----	There should be side walks/ walking all along 12th street
Bicycle	Missing trailpath	I live in Imperial Village. No bike path to get to Libs Park. Have to take streets to get there

Marker Type	Response1	Comment
Automobile	-----	Turn sugnal at traffic light for southbound traffic
Home_Work	-----	Parking for employees and customers at courthouse.
Automobile	-----	Speeding 12th street, 6th ave,
Pedestrian	-----	No sidewalks fromMinnesota to Burlington on South Street.
Automobile	-----	Traffic from Marion Rd to Baltimore in both lanes stopped due to no left turn lanes
Pedestrian	-----	No sidewalks or curbs, people being hit by cars
Bicycle	-----	Street not wide enough for bike traffic. No shoulder, no sidewalk. Very dangerous for kids as people speed along 12th street.
Automobile	-----	lots of car accidents
Automobile	-----	Overpass is closed to local traffic causing my business problems for travel.
Automobile	-----	Hard to have events at Brickyard park because there are so few ways to get there. Traffic after events is terrible.
Automobile	-----	Trains stop me much too frequently. An overpass is long overdue.
Automobile	Congestion	Very busy and congested hiway. Poor planning on the City of Hasting not having alternate routes for traffic.
Connectivity	-----	Having some other way to get to Brickyard park from a through street would help it to be utilized more often. With the trains and streets, it's hard to get to.
Pedestrian	-----	People have a hard time getting across Burlington here without getting hit from people turning.
Bicycle	-----	I don't ride my bike to work because I don't feel there is anywhere along Burlington that I can cross the street safely at 7:30 am.
Automobile	-----	People driving the wrong way down one way streets
Destination	-----	Work
Connectivity	Vehicular	This area of town needs to connect to 281 better. A business loop connecting north and south would be a great addition.
Automobile	Other comment below	The left lane turns into a turning lane in both directions at the school. Cars in the left lane are forced to merge and it has nearly caused accidents.
Automobile	-----	rail road crossing needs to be a overpass on Baltimore
Automobile	Congestion	It would be nice to have turn arrows at both west/east and north/south intersections of 7th and Burlington
Connectivity	-----	north west bypass needs planed
Automobile	Visibility	Turn arrows are needed at the west/east intersection of 12th and Burlington. When turning, it is difficult to see the oncoming traffic to know when it is safe to turn across traffic to the north/south.
Connectivity	Trail	Brickyard Park, and this side of town in general, need more hike/bike trails connected into an overall trail system.
Home_Work	-----	12th and Baltimore: needs turning lanes on Baltimore
Automobile	Speeding	The speed limit for 12th street from Burlington to Marian should be increased.
Connectivity	Vehicular	Keep this crossing open! It's a great way to access Brickyard Park.
Connectivity	-----	Please keep this crossing open! I use it all the time.
Automobile	-----	Need a turn signal, which would allow cars turning North onto Burlington from West 12th Street
Automobile	-----	Need a turn signal for cars turning left from Burlington onto 7th Street
Automobile	-----	Need a stop light to control traffic flow at 12th and Marian
Pedestrian	-----	crossing Burlington
Connectivity	Vehicular	Change north/south streets in the downtown area to 2-way and get rid off traffic signals and replace with 3-way or 4-way stops signs. Traffic signals cause vehicles to speed up to get thru the signal rather than calming traffic.
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Marker Type	Response1	Comment
Connectivity	Vehicular	Change north/south streets in the downtown area to 2-way and get rid off traffic signals and replace with 3-way or 4-way stops signs. Traffic signals cause vehicles to speed up to get thru the signal rather than calming traffic.
Pedestrian	Safety Concern	Place signage at intersections that state "State Law - stop for pedestrians in crosswalk". TRAFFIC CALMING!
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Automobile	Other comment below	Remove traffic signals and replace with stop signs. Timing of lights causes vehicles traveling from the west to the east to speed up to get thru the lights. Pedestrians are at risk as well as parked vehicles backing into traffic. Place signage at intersections that state "State Law - stop for pedestrians in crosswalk". TRAFFIC CALMING!
Automobile	Other comment below	Remove traffic signals and replace with stop signs. Timing of lights causes vehicles traveling from the west to the east to speed up to get thru the lights. Pedestrians are at risk as well as parked vehicles backing into traffic. Place signage at intersections that state "State Law - stop for pedestrians in crosswalk". TRAFFIC CALMING!
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Automobile	Other comment below	Remove traffic signals and replace with stop signs. Timing of lights causes vehicles traveling from the west to the east to speed up to get thru the lights. Pedestrians are at risk as well as parked vehicles backing into traffic. Place signage at intersections that state "State Law - stop for pedestrians in crosswalk". TRAFFIC CALMING!
Automobile	Congestion	Safety Concerns
Connectivity	Vehicular	connect to 42nd St.
Connectivity	Vehicular	Connect to Baltimore
Automobile	-----	Lots of congestion/traffic in this area during school hours. Hawthorne elementary, St Michaels, middle school and Zion are all within close proximity. Public transportation or school buses would really help with these issues.
Connectivity	-----	Extend trails to the west of Hastings. Currently to use the trails you have to drive to get there.
Connectivity	-----	Linking CCC to Hastings with a trail would help accessibility for students who might not have transportation, and make it safer for people to bike
Pedestrian	-----	Getting across Elm to go west on Ninth street, street narrow with parked cars
Bicycle	-----	Need sidewalks on northside of heartWell park , pedestrians have to be on street to walk or bicycle
Automobile	-----	The parking along the west side makes the street too congested to drive through
Automobile	-----	Seeing oncoming traffic is very difficult
Destination	-----	The dog park is inferior and set up and features compared to smaller towns we have stopped at
Destination	-----	The street at seventh and Lincoln is hard to get across at rush-hour when people are going to work
Automobile	Other comment below	Very dangerous to have cars parked on south side of 9th, off Burlington heading west on 9th, large trucks / vehicles have trouble turning on 9th when cars are parked there and cars are heading east on 9th; vehicles need to back up in order for them to make turn when cars are parked there; suggestion - no parking on 9th between Burlington and Lincoln streets
Connectivity	Vehicular	not sure if this is correct marker to use, but there have been multiple accidents / NEAR accidents at 9th and Eastside ... people don't see stop sign frequently. Maybe a flashing light on Eastside?
Automobile	-----	No 16th st. Overpass
Automobile	-----	Four way stop near high school needs a light. Too many people don’t treat it lik four way and scared for the kids to cross near it
Bicycle	-----	Crossing from west side of 12th to bike trail near libs is impossible and unsafe
Bicycle	-----	Middle school off Marian but how do kids on bikes across town ride bike to school safely. I was too scared to let my daughter but she wanted to do it

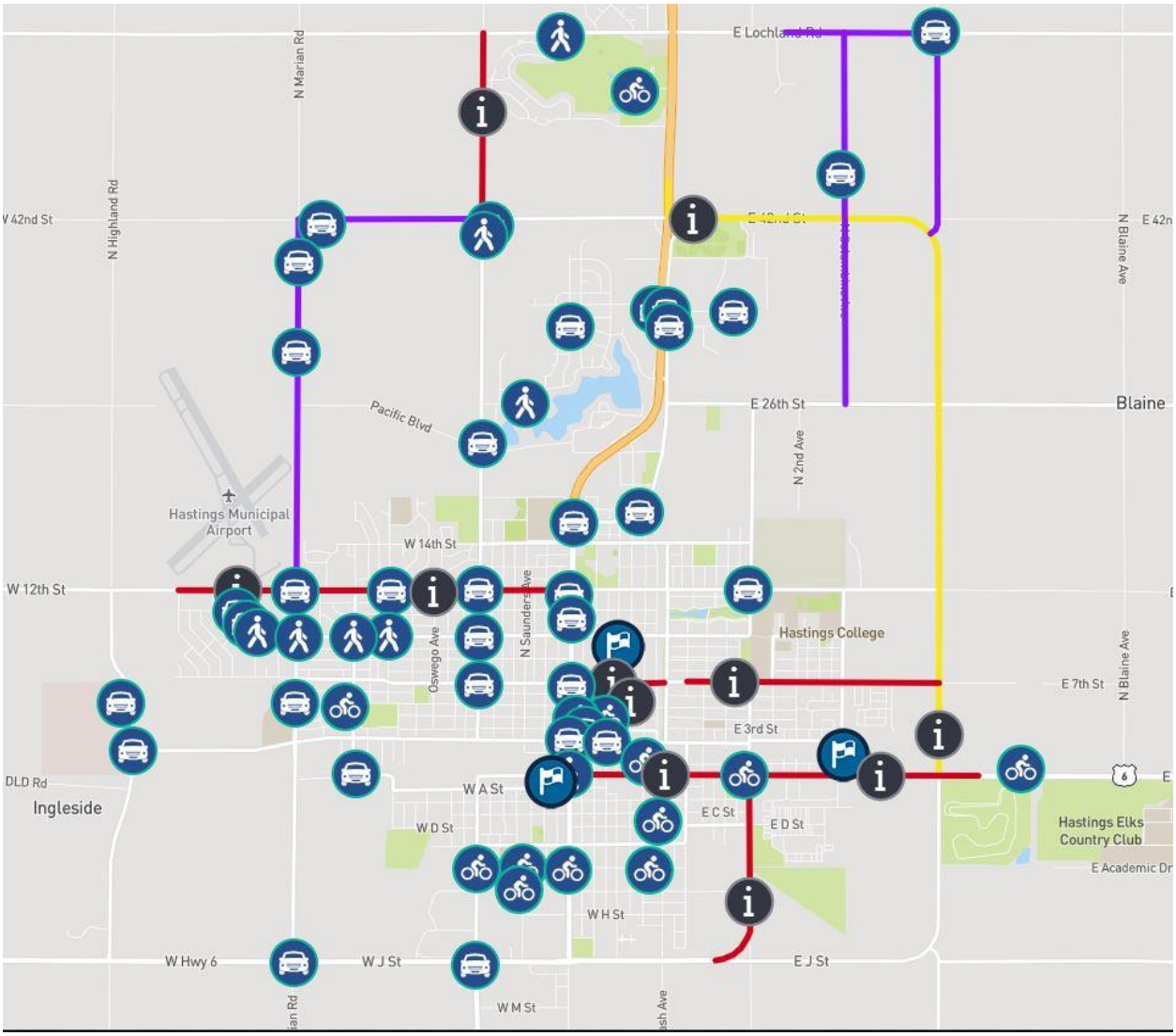
Marker Type	Response1	Comment
Automobile	-----	need stoplight going into entrance of Good Samaritan Village
Automobile	-----	not safe corner to enter onto Hwy 6
Pedestrian	-----	At the beginning and ending of school, cars do not pay attention to students in the crosswalk
Home_Work	My Work	There is very little parking for staff and parents in this area. Traffic is very congested at drop off and pick up times
Automobile	Congestion	A turning lane would be very helpful here.
Automobile	-----	Turning lanes and lights for turning in all 4 directions
Automobile	-----	Turning lights all directions
Automobile	-----	Turning lights and lanes all 4 directions
Automobile	-----	Turning lights and lanes all 4 directions
Automobile	-----	Maybe a round about to keep traffic flowing
Automobile	Congestion	It is almost impossible to cross 12th street or turn east during school drop off & pickup hours. There's needs to be another stop light somewhere on 12th street to allow cross traffic to get across. I've waited up to 10 minutes to cross!
Automobile	Congestion	Needs turning light.
Automobile	Congestion	Needs turning light.
Automobile	Speeding	Regularly have people traveling >30mph
Automobile	Congestion	School drop off & pickup times regularly cause this intersection to have more then 10 cars lined up each way waiting.
Automobile	-----	The left turn lane light to the high school is to short in the morning
Automobile	-----	A turn light is needed to 7th street
Pedestrian	-----	No sidewalk on north side of Heartwell
Automobile	Other comment below	Dangerous intersection. Frequented by new students, poor signage. Confusing right-of-way.
Automobile	-----	Turn lights
Automobile	-----	Turn lights
Automobile	Congestion	The middle school should have more entrances and exits available.
Automobile	Other comment below	This railroad crossing is almost impossible to cross in a car. It is so rough.
Connectivity	Vehicular	I'm looking forward to voting for the funding for the bridge replacement
Automobile	Visibility	This intersection is dangerous with cars coming around the bend and the parking from Hastings College blocking the road.
Destination	-----	738 north Saunders Home
Pedestrian	Safety Concern	No Handicap Ramps and people that use them. On all four corners
Destination	-----	Home 738 n Saunders
Pedestrian	Safety Concern	No Handicap Ramps and People that use them
Automobile	Speeding	And visibility
Automobile	Congestion	Going to be very problematic as town continues to grow to the east here. My suggestion would be to remove the intersection going south and redirect that traffic to the east on 31st. Small detour, temporary fix sure but there isn't enough space between the highway and the intersection. Green arrow added to light would help here and in many places. Pretty silly to have turn lanes and one have one car make the light turning late on a yellow.
Automobile	Congestion	As a truck driver I will tell you the only reason there isn't a dozen accidents here is because the tracks are rough and people are slowing down. The elevator is setup poorly but this is also supposed to be a truck bypass. Now that District 15 is closed I'd really like to see car traffic go east on 12th and around that way to CCC or navy base. Not line up back to 7th street and make driving a semi around an elevator a nightmare.

Marker Type	Response1	Comment
Automobile	Congestion	I think a y could be added from east 12 to south Marian traffic with a yield. Mall is gone and you have 2 lanes. Just ease a little traffic off the stop sign. Same could be done for N bound Marian wanting to go east on 12th if the road was widen'd
Automobile	Congestion	Terrible in the winter when even somewhat slick. You put up a light for the middle school but the highschool got a lousy 4 way, thanks.
Pedestrian	Safety Concern	There is no crossing for pedestrians, especially the youth, to safely cross Baltimore to get from Libbs Park to the YMCA.
Pedestrian	Missing Sidewalk	There is no sidewalk available for pedestrians, especially youth to walk on to get across the bridge if going to the YMCA or Libbs park. They have to walk on the street which is also a huge safety concern.
Pedestrian	Safety Concern	The sidewalk ends at the corner of Baltimore and Pacific Blvd and Pedestrians walking on the trail must not only cross the busy street but go across railroad tracks to get to the other part of the trail. It is close to 90 yards from where the one sidewalk ends and the other begins.
Connectivity	Trail	The sidewalk ends at the corner of Baltimore and Pacific Blvd and Pedestrians walking on the trail must not only cross the busy street but go across railroad tracks to get to the other part of the trail. It is close to 90 yards from where the one sidewalk ends and the other begins.
Bicycle	Safety Concern	The sidewalk ends at the corner of Baltimore and Pacific Blvd and cyclists riding on the trail must not only cross the busy street but go across railroad tracks to get to the other part of the trail. It is close to 90 yards from where the one sidewalk ends and the other begins.
Pedestrian	Missing Sidewalk	There is no sidewalk available and pedestrian and handicapped in wheelchairs have to walk through the grass.
Pedestrian	Safety Concern	There is no crosswalk or light for individuals who live at Good Samaritan or Autumn Park Apartments to safely cross Hwy 6 to Get to Casey's.
Automobile	Other comment below	Elderly individuals live at Good Samaritan and there is not way to leave the Village using a stop light. Both entrances only have warning lights and stop signs. Highway 6 is busy and a lot of semi's use this highway. The elderly have decreased vision and response time so this is a safety issue.
Automobile	Other comment below	Elderly individuals live at Good Samaritan and there is not way to leave the Village using a stop light. Both entrances only have warning lights and stop signs. Highway 6 is busy and a lot of semi's use this highway. The elderly have decreased vision and response time so this is a safety issue.
Automobile	Other comment below	Needs to have turning signals/lights. Safety concern trying to turn off Burlington onto 7th street.
Automobile	Other comment below	Needs to have turning signals/lights. Safety concern trying to turn off Burlington onto 9th street.
Automobile	Other comment below	Needs to have turning signals/lights. Safety concern trying to turn off Burlington onto 16th street.
Automobile	Congestion	No room for all the vehicle that are turning and trying to cross highway 281
Automobile	Congestion	No room for all the vehicle that are turning and trying to cross highway 281
Automobile	Congestion	The flow of traffic is horrible. The stop sign needs to be on 2nd street and not on Elm street.
Automobile	-----	Need a turn signal light
Automobile	-----	Rough road conditions
Automobile	-----	Excess wait times to turn. Signal is to short for turning west
Automobile	-----	Dangerous intersection onto hwy 6
Automobile	-----	Pot holes and rough road conditions that get filled with tar yearly. J street needs resurfaced
Connectivity	-----	Open the viaduct
Pedestrian	-----	There is a lot of brick sidewalks and they are covered in grass
Pedestrian	-----	Also lot of brick sidewalks and covered in grass
Automobile	-----	Traffic congestion
Automobile	-----	Need turning light
Automobile	-----	Need turning light 9th
Automobile	-----	Need turning light 9th
Destination	-----	shopping
Bicycle	-----	This is a horrible place for a bike crossing

Marker Type	Response1	Comment
Automobile	-----	Light from south heading north doesn't always seem to cycle properly
Automobile	-----	Why do we have 3 lanes east of Baltimore but only 2 west? Is there room to do 3 all the way to Marion with a turning lane?
Automobile	-----	I know this isn't technically a city road, but does it have to be a dumping ground for tvs, couches, and everything else that people don't want to pay to get rid of legally?
Bicycle	-----	Need to connect 7th and 9th with a bike trail east and west to the middle school.
Bicycle	Safety Concern	curb on east side of intersection bike trail is too high - hard on bikes and wheel chairs
Automobile	Other comment below	right lane heading west needs to be turn north only - safety issue if both lanes head west and north lane does not yield
Bicycle	Safety Concern	find a safer way to get bicycles across Baltimore from bike path on west side to bike path on east side

Projects Survey Results

Existing Road Comments



Legend

- Paving Projects
- Road Reconstruction
- Improved Signage

- Project Details
- Automobile Comment
- Pedestrian Comment
- Bicycle Comment
- General Comment

Description	Category	Replies
Kansas Ave Traffic Calming, implement solutions to slow traffic and increase pedestrian safety	Project Details	N/A
East Bypass Signage, providing additional information to encourage trucks to utilize the bypass.	Project Details	This is a must. Yesterday, I saw a wind turbine blade being transported on Burlington!
Hwy 6 Widening	Project Details	Not happy possibly loosing our business of over 40 years with this highway project
Hwy 6 Widening	Project Details	By doing this project we will be loosing a lot of businesses that has been here for over 30 years.
South Street Widening & Reconstruction	Project Details	If this is a project that will be done, I would like to see the Hike and Bike Trail incorporated into the plan.
This walking trail just sort of ends here. It would be nice to connect it back into existing trail so there are more options besides just turning around and going back the way people came.	Pedestrian Comment	N/A
1 of only 2 crossings west of Burlington, and its a pot holed mess	Automobile Comment	This is a difficult area of town as if a train is blocking both tracks the detour is long to go around. Not to mention, if you time it right you have a chance of getting stuck on this side of town with a train that also crosses/blocks North/South. Not only is this an inconvenience, but I would think the potential delays would pose a safety concern if anyone in the Southwest part of town had an emergency.
12th Street Reconstruction, improvements to roadway to address congestion and make the road cross section more consistent from Burlington Ave to Marian Rd	Project Details	Widening 12th Street would be very beneficial, especially during heavy traffic times (mornings, when many people are taking their kids to the schools in the area).
12th Street Reconstruction, improvements to roadway to address congestion and make the road cross section more consistent from Burlington Ave to Marian Rd	Project Details	The addition of sidewalks would be beneficial as well, especially with the new mall area redevelopment.
12th Street Reconstruction, improvements to roadway to address congestion and make the road cross section more consistent from Burlington Ave to Marian Rd	Project Details	Sidewalks are desperately needed on 12th street.
12th Street Reconstruction, improvements to roadway to address congestion and make the road cross section more consistent from Burlington Ave to Marian Rd	Project Details	Sidewalks or bike path expansion are critical to this project.
12th Street Widening, Marian Rd to Sycamore Ave	Project Details	Extending sidewalks or the bike path would make sense here. Actually, extending the bike path all further west to housing developments would be great to have in the plan.
7th Street Widening	Project Details	7th street is really important for Hospital traffic, needs to be widened or clearer
East Bypass Signage, providing additional information to encourage trucks to utilize the bypass.	Project Details	Also consider an overpass over the BNSF railroad tracks.

Description	Category	Replies
East Bypass Signage, providing additional information to encourage trucks to utilize the bypass.	Project Details	Please do this, and also ban truck traffic during heavy traffic times in the morning and afternoons.
Expand to 5-lanes to be consistent with 281 north of 12th st and south of 9th st. Big trees are gone. This, obviously, would make this 5-line through, as you already know. Just build it, or do it. If you can...	Automobile Comment	I totally agree, bad when the road is covered with snow.
New construction and apartments will lead to bad traffic congestion along this road	Automobile Comment	Yes when full, that may be possible.
Paving is needed as the city continues to develop.	Automobile Comment	Good idea, especially if the mall project comes to fruition.
Roadway Widening, adding shoulders	Project Details	Great idea. Lots of traffic during morning and evening hours with people getting to school and/or work.
Roadway Widening, adding shoulders	Project Details	This would be a great first step in connecting the Lochland area with the bike trail and make travel on this road safer in general.
Roadway Widening, adding shoulders	Project Details	This would be a great improvement but should include the bike path or at least a wide sidewalk.
Roundabout!	Automobile Comment	Not needed. Money can be better utilized in fixing the streets and adding sidewalks along 12th street.
Roundabout!	Automobile Comment	Agree with above, use money for 33rd and 281 intersections. Far more accidents and inconvenience at that location.
Roundabout!	Automobile Comment	Bad idea, takes up too much real estate
something needs to happen with the roadways at the viaduct. all the new apartments behind Menards, and the new duplexxes across from the KOA will lead to huge congestion problems on Hwy 281. Otherwise, N. Elm street will become a major traffic roadway in the future, and there will be problems with that.	Automobile Comment	North Elm is a very busy street with the old viaduct closed.
South Street Widening & Reconstruction	Project Details	I agree that the bike trail should be part of any work here.
the road widens here, but an actual turning lane was not built....just waiting to see how long before a turning concrete truck causes a rear end collision	Automobile Comment	N/A
This area seems to be constantly backed up, with the short approach to the traffic signal on the highway, multiple lanes, tough site lines to the west, it is difficult to navigate.	Automobile Comment	It is a concern when traveling west on 33rd as people turning from the North to go East assume that you will be turning north. It is a miracle more accidents do not happen here.
This area seems to be constantly backed up, with the short approach to the traffic signal on the highway, multiple lanes, tough site lines to the west, it is difficult to navigate.	Automobile Comment	I live in that area and once a week someone will pull out in front of me. The flashing stop signs help a little. A sign should be under the stop signs should read: 33rd Street Traffic Does Not Stop
This intersection is confusing with short approach to the light on the highway, multiple stop signs, and will likely get worse as additional homes and businesses develop along 33rd Street to the east.	Automobile Comment	This maybe a real problem and it already is.

Description	Category	Replies
Traffic flow can get backed up here as driver make their way to Burlington Avenue after work. Often times cars are sitting at green lights because they can't move forward yet due to congestion ahead. Maybe this is a signal timing flow issue or something else.	Automobile Comment	Timing of signals needs to be addressed to allow for a more fluid flow of traffic, especially during "rush" times in Hastings.
Turn signal is really needed at 16th & 281	Automobile Comment	The state was looking at this, nothing has been done.
We need visitors to be able to identify parking in downtown. Better signage can direct visitors to parking lots on 1st Streets.	General Comment	I agree with new signage for parking lots.
12th Street Reconstruction, improvements to roadway to address congestion and make the road cross section more consistent from Burlington Ave to Marian Rd	Project Details	This is such a dangerous area for pedestrians and a traffic nightmare. Please do something to make this work better for all.
12th Street Widening, Marian Rd to Sycamore Ave	Project Details	12th street needs widened from Baltimore to Marion, that's where the large congestion problems are, also where there are no sidewalks and is very dangerous
Children who walk from the west take a chance at their life every morning. There needs to be a crossing guard to assist elementary children and make sure cars watch.	Pedestrian Comment	N/A
Hwy 6 Widening	Project Details	Bigger road = More cars = More customers. The construction phase probably will need good management to keep legacy businesses at or near full capacity.
need turn signal light at 7th.	Automobile Comment	I agree there was already a fatality there.
no bike trail at all for the south side of town. Would be nice to have something with both LIcoln park and brickyard. just somewhere to walk and bike that is safe.	Bicycle Comment	Exactly. Build the south-side trail. Lock-Land Country-Club can wait.
pedestrians cannot push a stroller or safely walk on side walks as mailboxes were put in the middle of the walk. Also cars speed down this road constantly. Children are playing and people are walking. Parking on the curves both sides of the street block views and create hazards.	Pedestrian Comment	N/A
There is no way to safely cross Burlington on foot. We need a pedestrian bridge around 1st & Burlington to encourage parking on the west side of Burlington & safe crossing practices.	Pedestrian Comment	This is so needed!
What is this project? Showing crossing the BNSF RR tracks? Seems like an odd location.	General Comment	Kids from the south may use this to cross to the north-side to get to school, perhaps.
7th Street Widening	Project Details	Totally agree. And, a better link from 281 to Hastings College. (Since 9th St is now blocked).
7th Street Widening, east of Pine Ave	Project Details	College kids gotta eat. Keep fast-food fast... Widen 7th Street.

Description	Category	Replies
need turn signal light at 7th.	Automobile Comment	Yes there should be a left hand turn signal going East
Sidewalks are either non-existent or at the edge of the road with mailboxes intruding, causing individuals to walk along the roadways throughout this area.	Pedestrian Comment	I guess the rich are too lazy to clear their sidewalks forever.
12th and 281 needs a turn signal. I can never see around the other cars and fear being hit.	Automobile Comment	I avoid this intersection also, because of visibility issues when turning left from 12th St when heading east or west on 12th st.
12th Street Reconstruction, improvements to roadway to address congestion and make the road cross section more consistent from Burlington Ave to Marian Rd	Project Details	widening from Burlington Ave to Marian road on 12th street west could be improved greatly if it was 3 lanes wide with the middle lane being a turning lane. This would help traffic flow greatly.
7th Street Widening, east of Pine Ave	Project Details	widen 7th street from Pine Ave west to East Side Blvd. at least to 3 lanes giving a middle for turning lane to help traffic flow
7th Street Widening, east of Pine Ave	Project Details	This has been needed for 30 years.
7th Street Widening, east of Pine Ave	Project Details	I agree with the above comment.
Can be hard to make a left turn when heading east on 12th to north Baltimore during certain times of the day. See lots of cars going through the neighborhood to 14th to make the turn north onto Baltimore.	Automobile Comment	N/A
Expand to 5-lanes to be consistent with 281 north of 12th st and south of 9th st. Big trees are gone. This, obviously, would make this 5-line through, as you already know. Just build it, or do it. If you can...	Automobile Comment	I agree that extra lane would be a benefit
Extend the Pioneer Spirit Bike-Trail to the south-side of town. The Lockland boys will cry, boo-hoo for them.	Bicycle Comment	N/A
Hard to cross at times while walking along 9th St. Lots of cars run the sign when heading N/S on Crane Ave.	Pedestrian Comment	All the city metal stop signs should have the red flashing lights install for better visibility before the motorist gets to the stop sign. The metal stop signs now in serves with red flashing signs are great asset to safety !
Hard to make a left on green and clear the intersection when light turns yellow because continue to stream through the intersection even when red.	Automobile Comment	N/A
Hard to make a left turn during busy times of the day from Marian Road - south to Hwy 6 east.	Automobile Comment	N/A
Hard to make left turns here due to cars not stopping at 4 way stop signs.	Automobile Comment	N/A
Hate crossing 9th St west to east here with the offset over Baltimore. it makes for poor visibility when crossing Baltimore, especially in a car which sits lower to the ground.	Automobile Comment	N/A
Hwy 6 Widening	Project Details	This project is funded according to dot. When will phase-1 begin? It should be nice, starting by GSV on Elm St.

Description	Category	Replies
		https://dot.nebraska.gov/projects/tia/cap-improve/ Funded for Construction Hastings Southeast
Hwy 6 Widening	Project Details	There is an ERROR in the map. Near Lincoln Park it says "Shady Lane Trailer Court" which is wrong. I believe, that may be in Grand Island, not Hastings.
Hwy 6 Widening	Project Details	Can the HWY 6 widening be limited to 3 lanes only with that giving a middle lane for turning and not destroy the business' on each side. Let us be business friendly. Also there is need of stop lights at the two main exists from GSV as a red flashing light and stop signs on the west exist is not enough protection for the older drivers.
Hwy 6 Widening	Project Details	Slow down the traffic in this area with signage regarding the old folks home. My sissy feels afraid to enter the roadway.
need turn signal light at 7th.	Automobile Comment	Hard to make a left turn when heading south because cars just keep coming through the intersection even when light is red.
No stop sign for Village Dr onto Park Lane. See lots of cars just turn onto Park Lane without looking for on coming traffic. Feel Park Lane is the main road here and feeder roads should have to stop before entering Park Lane.	Automobile Comment	N/A
Paving is needed as the city continues to develop.	Automobile Comment	Prefer gravel for now, feel it is safer in the winter time as Baltimore can be slick and is narrow with steep sides on either side of the road in case on slides off.
Paving is needed as the city continues to develop.	Automobile Comment	a great idea there needs to be a grading of ditches in case motorist slide off road or install road side railings to protect as needed.
Ruff rain crossing, the rail road just "fixed" it and made it worse. It is like going over a speed bump now, where as before it was smoother.	Automobile Comment	N/A
The one-way streets are confusing for visitors. I often hear people honking at drivers going the wrong way down the one-way streets.	Automobile Comment	If you keep one-way streets make the signage more readable maybe flashing orange or white lights on the one-way signs like the flashing red lights being used on some of the city stop signs .
This area seems to be constantly backed up, with the short approach to the traffic signal on the highway, multiple lanes, tough site lines to the west, it is difficult to navigate.	Automobile Comment	Another poor intersection and try to avoid it by using 42nd when possible. See lots of people gunning it to get across it when heading south,
This intersection is confusing with short approach to the light on the highway, multiple stop signs, and will likely get worse as additional homes and businesses develop along 33rd Street to the east.	Automobile Comment	What was the city thinking with this intersection? I hate goin to Menards now, because of all of the people running the signs, or getting confused on what lane to be in. Very poor design...
This light changes to fast, a car will pull up heading west on 5th st and it seems to instantly change with out giving the Marian road drivers time to react. It is like a 1 or 2 second delay before it turns read for the Marian road drivers.	Automobile Comment	N/A

Description	Category	Replies
this road is getting really beat up because now all the semi's hauling to the feed yard in Juniata use this road since Adams Central ave has 2 round-abouts to contend with. The curve is dangerous right past Ingelside - needs to be widened - and a lot thicker road especially at the stop sign on Highland Rd on the south side of 12th Street. It constantly is falling apart every 6 months or so.	Automobile Comment	I agree
this road is getting really beat up because now all the semi's hauling to the feed yard in Juniata use this road since Adams Central ave has 2 round-abouts to contend with. The curve is dangerous right past Ingelside - needs to be widened - and a lot thicker road especially at the stop sign on Highland Rd on the south side of 12th Street. It constantly is falling apart every 6 months or so.	Automobile Comment	Do the work that two round-abouts spun off.
Turn signal is really needed at 16th & 281	Automobile Comment	Can light timing be improved? or does it go red on purpose to slow down traffic through that area?
Turn signal is really needed at 16th & 281	Automobile Comment	I agree the light timing needs to be adjusted. Lots of student drivers turning here and improvement is sorely needed.
Two maybe 3 crashes along this curve this past winter. The impacts are so hard that I have seen the parked cars pushed up onto the sidewalk. Usually happen late at night also.	Automobile Comment	N/A
12th and 281 needs a turn signal. I can never see around the other cars and fear being hit.	Automobile Comment	I agree that 12th and 281 needs turn signals. Poor visibility when trying to turn left onto 281 from 12th St.
Paving is needed as the city continues to develop.	Automobile Comment	Pave 42nd street to Marian and Marian from 12th to 42nd. Helps connect west Hastings to the North part of town.
Roadway Widening, adding shoulders	Project Details	This would be awesome. Make it a curb and gutter section and eliminate the ditches within the City limits. Go from south of Madden Road all the way north to Lochland and then on Lochland from Baltimore to HWY 281. You can leave the rural section where the speed limit is 55, but a curb and gutter where the speed limit is 45! Add a trail too!
People Park on the road making it hazardous to turn on this road. Street parking should not be allowed here.	Automobile Comment	N/A
This intersection is confusing with short approach to the light on the highway, multiple stop signs, and will likely get worse as additional homes and businesses develop along 33rd Street to the east.	Automobile Comment	I think this intersection is fine. How is it confusing? It is pretty straight forward.
According to NDOT and local credible media, construction on Highway-6 Project to begin May 10, 2021. This includes ADA fixes for Highway-281 to BNSF. Your tax-dollars at work.	Automobile Comment	N/A
Hwy 6 Widening	Project Details	According at Nebraska-Department-Of-Transportation (NDOT) it will be 5-lanes. Not, 3-lanes. I assume the speed limit will remain 45-mph. And, then

Description	Category	Replies
		35-mph near GSV on D-Street. I hope a stop-light and sidewalk crossing will occur too.
Roundabout!	Automobile Comment	A light or a round about would be great if you're on Crane caught behind someone trying to turn left like a fool during the morning 12th street commute, you can be sitting there for awhile. Even just a no left turn between 7:30-8:30 would be an improvement.
South Street Widening & Reconstruction	Project Details	Good idea, but much of South Street is narrow for older industrial buildings. So, not much space, unless there small of those 1940s buildings, are demolished, and/or the businesses are relocated.
If financially feasible, makes sense to pave as a lot of cars use this to get from north Hastings to West Hastings.	Automobile Comment	N/A
Lochland Road needs a walk/bike path sooner rather than later. There are many walker/bicyclist on any given day and traffic is heavy and fast on this road. If this is not possible soon then it would be nice to have signage directing traffic to slow down and give pedestrians/bikers the right of way, before someone gets hurt or killed.	Pedestrian Comment	Agreed
need turn signal light at 7th.	Automobile Comment	You would think on a road to the hospital, they would have a turn light.
Useless stop sign, see several cars just blow through it now. Both teenage to older adults ignoring sign. Also cars just keep going though sign, not allowing drivers to turn left so it creates lots of hesitation to turn left because of the number of drivers who ignore the sign.	Automobile Comment	If financially feasible, a roundabout makes sense here
this road is getting really beat up because now all the semi's hauling to the feed yard in Juniata use this road since Adams Central ave has 2 round-abouts to contend with. The curve is dangerous right past Ingelside - needs to be widened - and a lot thicker road especially at the stop sign on Highland Rd on the south side of 12th Street. It constantly is falling apart every 6 months or so.	Automobile Comment	Or, another round-about. Keep on Truckin', good buddy! (and paying for roads you destroy, good buddy).
South-side Pioneer Spirit Trail-to-somewhere extension: to New-Lincoln Elementary School. How COOL is that?	Bicycle Comment	N/A
12th Street Widening, Marian Rd to Sycamore Ave	Project Details	Would make it much safer for bike riders and walkers
Why are there two stop signs for a T intersection? north bound does not have to stop. South bound does. West bound does. East bound is out of a private drive. Eliminate the south bound stop because you have to yield to north bound traffic anyway!	Automobile Comment	N/A
12th and 281 needs a turn signal. I can never see around the other cars and fear being hit.	Automobile Comment	I have had a few close calls trying to turn south here.
7th Street Widening	Project Details	Completely agree

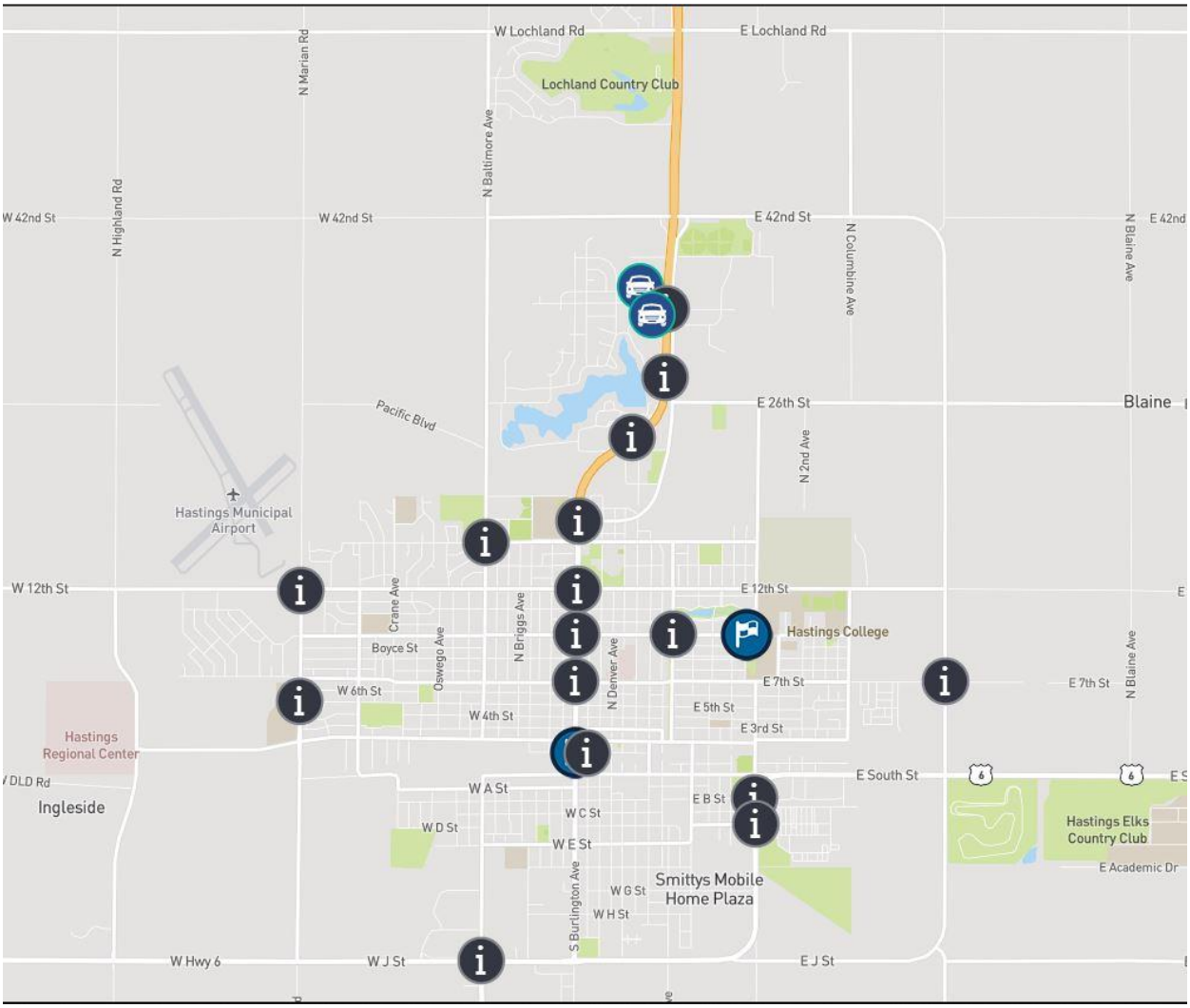
Description	Category	Replies
Bike Rike... Like-The-Wind. Link to downtown, and north and east-side.	Bicycle Comment	N/A
IF Showboat LINKS to I-80 by way of Locust GI-exit, then probably yes. IF-NOT, more medium-range project.	Automobile Comment	N/A
need turn signal light at 7th.	Automobile Comment	Completely agree
The timing of the stoplights on BUrlington need to be changed. There is way too much stop and go. I can drive Burlington and hit every redlight on the street. This is not right and it impedes the flow of traffic.	Automobile Comment	N/A
There is no way to safely cross Burlington on foot. We need a pedestrian bridge around 1st & Burlington to encourage parking on the west side of Burlington & safe crossing practices.	Pedestrian Comment	Agreed. Being a pedestrian in this area is a nightmare.
Lochland Road needs a walk/bike path sooner rather than later. There are many walker/bicyclist on any given day and traffic is heavy and fast on this road. If this is not possible soon then it would be nice to have signage directing traffic to slow down and give pedestrians/bikers the right of way, before someone gets hurt or killed.	Pedestrian Comment	Yes! Make this a curb and gutter road with a hike bike trail to connect to the trail on the east side of HWY 281. Take the curb and gutter south on Baltimore and take the trail to 42nd street.
Lochland Road needs a walk/bike path sooner rather than later. There are many walker/bicyclist on any given day and traffic is heavy and fast on this road. If this is not possible soon then it would be nice to have signage directing traffic to slow down and give pedestrians/bikers the right of way, before someone gets hurt or killed.	Pedestrian Comment	I agree with upgrading this roadway on Lochland to include a concrete road with a trail. Continue this south on Baltimore with a concrete road and trail to Lake Hastings.
Roadway Widening, adding shoulders	Project Details	I agree and would make this a concrete road with a hike bike trail all the way from Lake Hastings to Lochland and East on Lochland to Hwy 281.
something needs to happen with the roadways at the viaduct. all the new apartments behind Menards, and the new duplexxes across from the KOA will lead to huge congestion problems on Hwy 281. Otherwise, N. Elm street will become a major traffic roadway in the future, and there will be problems with that.	Automobile Comment	Find a way to economically fix the old overpass. We as a community need to keep it for the future of North Hastings and the entire City of Hastings. Spending significant money for nothing but tearing it down makes no sense for the future of the City of Hastings.
This is very much needed. There are so many teen drivers using this as a short cut to school. With more houses being built at Thom and Lochland is this very important to getting parents and kids to school/work timely and safe.	Automobile Comment	Agree and would take traffic off of 12th street if 42nd was paved to Marian and Marian to 12th.
Hwy 6 Widening	Project Details	Fix drainage. Even a little rain turns into a river
something needs to happen with the roadways at the viaduct. all the new apartments behind Menards, and the new duplexxes across from the KOA will lead to huge congestion problems on Hwy 281. Otherwise, N. Elm street	Automobile Comment	It was built during the horrible great depression in the 1930s. It is gonna collapse and kill those above and below. The UPRR will sue. What in the world are you thinking. Believe in math, science, and engineering. And, bills and tax-increases to pay for a road replaced. Built East-side Blvd overpass,

Description	Category	Replies
will become a major traffic roadway in the future, and there will be problems with that.		or underpass, for 2 RR tracks would be cheaper, and more viable. And, more central to lessen the traffic load over 281, which I agree, is over-used.
Bike trail to and from City Library.	Bicycle Comment	N/A
Bike trail to get to Downtown.	Bicycle Comment	N/A
Bike trail to the Library and Court-House.	Bicycle Comment	N/A
Bike trail to/from Middle School.	Bicycle Comment	N/A
People fly down this street going 35-55 mph most of the time. Gets really old considering most of us out here have kids on this block. Speed bumps should be added before someone gets hurt. Or stop signs.	Automobile Comment	N/A
This intersection is confusing with short approach to the light on the highway, multiple stop signs, and will likely get worse as additional homes and businesses develop along 33rd Street to the east.	Automobile Comment	They could put Another Stop light here and fix all the problems.
This is very much needed. There are so many teen drivers using this as a short cut to school. With more houses being built at Thom and Lochland is this very important to getting parents and kids to school/work timely and safe.	Automobile Comment	Whoever this person is commenting about anything north side being for the rich, I bet you wouldn't say any of this face to face with someone.
Lochland Road needs a walk/bike path sooner rather than later. There are many walker/bicyclist on any given day and traffic is heavy and fast on this road. If this is not possible soon then it would be nice to have signage directing traffic to slow down and give pedestrians/bikers the right of way, before someone gets hurt or killed.	Pedestrian Comment	Does the rest of the city-of-Hastings get to play golf here? IF NO, FORGET IT. The poor shall inherit the Earth, but NOT the Lock-land country-club. Shame!
Paving is needed as the city continues to develop.	Automobile Comment	The Imperial Mall is gone. This is a short-cut for the lock-land boys -- nothing more. Build a bike trail through their PRIVATE golf-course instead. The rich-get-richer, and more selfish.
Roadway Widening, adding shoulders	Project Details	Lock-land selfishness and greed is never-ending. Shame.
test	Automobile Comment	N/A
This is very much needed. There are so many teen drivers using this as a short cut to school. With more houses being built at Thom and Lochland is this very important to getting parents and kids to school/work timely and safe.	Automobile Comment	More for the Lock-land boys. The rich get richer. So, selfish. You guys never have enough...
With houses out at THom we need safer ways for teen drivers to get across 281. If there isn't going to be a light at 281/lochland then another road needs paved so they can get to a light at another location.	Automobile Comment	Another near-private drive-way for a very small number of richie-riches only. Not a good short-term investment. Slander is for Alex, or Susan knows it.

Description	Category	Replies
bike trail to connect CCC. CCC has a bike rental program for students but not really a safe way to ride to town.	Bicycle Comment	Great idea. And, with the Hastings South-East Project sidewalks extend to Show-Boat Road (Blvd). The BSNF-UPRR bridge over South-St (Highway-6) is ALREADY built for 4 lanes, but will end at 2 lanes right before the RR overpass. But (Good-News) a bike-trail outta fit in just fine to CCCT. (CCC).
This Beautiful Golf Course should be open, AT-MINIMUM, to a nice bike-trail, so the good people of Hastings can see their neighbors, and their stuff. BYW: Hastings is paying for it.	Bicycle Comment	N/A
Hard to cross the street when walking, lots of cars run the sign while traveling N/S on Laird.	Pedestrian Comment	Extend a nice bike-trail to Hawthorn School.
Paving is needed as the city continues to develop.	Automobile Comment	Theater District where a theater just went out-of-business. Con-man speak. Short-cut to Middle-School for Lock-Land Ritchies -- nothing more.
Support the Sod-Busters with a nice biking-trail to get to the games! Who ya gonna ride2?... SOD-BUSTERS!	Bicycle Comment	N/A
This is very much needed. There are so many teen drivers using this as a short cut to school. With more houses being built at Thom and Lochland is this very important to getting parents and kids to school/work timely and safe.	Automobile Comment	How many teens are there? And, how many are related to you?
this road is getting really beat up because now all the semi's hauling to the feed yard in Juniata use this road since Adams Central ave has 2 round-abouts to contend with. The curve is dangerous right past Ingelside - needs to be widened - and a lot thicker road especially at the stop sign on Highland Rd on the south side of 12th Street. It constantly is falling apart every 6 months or so.	Automobile Comment	How about a trucker weight-station here. To pay for the broken-out road.
Extend F Street south of New Lincoln Elementary School, and add the bike trail to link to Brickyard Park. Finally, a south-side of town trail-to-somewhere!	Bicycle Comment	N/A
Extend the Pioneer Spirit Trail bike-trail here, before the Lock-Land boys use-up ALL the money, AGAIN. Also, WRITE SOME COMMENTS FOR IMPROVEMENTS ELSEWHERE... Outside the country-club that is.	Bicycle Comment	If the bike trail crosses Burlington here at F Street, probably need to add a stop-light to cross safely. Unless, re-route to E Street.
Is St. Joseph Ave. here by Mary Lanning Hospital even considered a road anymore? I think it should be considered part of the Hospital. It is nice though what the Hospital has done for the town with its good jobs and expansion. Losing of couple blocks of road is a small price to pay.	General Comment	N/A
Extend bike trail from Hastings College to Runza and the Sodbusters so they can get some food and watch a baseball game, by bike.	Bicycle Comment	N/A
Extend bike trail to north-side of Heartwell Park, since there are no sidewalks from California to Elm Streets. Not sure why these people are able to get away with no sidewalks for 100 years. Lazy to the max, I guess.	Bicycle Comment	N/A

Description	Category	Replies
Elks club wont mind a bit. Onward with the bike trail to CCTC.	Bicycle Comment	N/A
Ride your bike to class, and get a bit of exercise. Nice plan.	Bicycle Comment	N/A
With houses out at THom we need safer ways for teen drivers to get across 281. If there isn't going to be a light at 281/lochland then another road needs paved so they can get to a light at another location.	Automobile Comment	Owner Name: INDICAOR LAND & CATTLE LLC Property Address: Owner Name: INDICATOR LAND & CATTLE LLC Property Address: Owner Name: INDICATOR LAND & CATTLE LLC Property Address: Owner Name: INDICATOR LAND & CATTLE LLC Property Address: Owner Name: INDICATOR LAND & CATTLE LLC Property Address:
Bike-trail here would help with walking, as well. And, get to Hawthorne Elementary School BTW.	Bicycle Comment	N/A
R.I.P. "Red Rum" 2 miles east.	General Comment	N/A
R.I.P. "Red Rum".	General Comment	N/A
Extend the Pioneer Spirit Trail please -- just like the Oregon Trail.	Bicycle Comment	N/A

Intersection Comments



Project Details

Automobile Comment

Pedestrian Comment

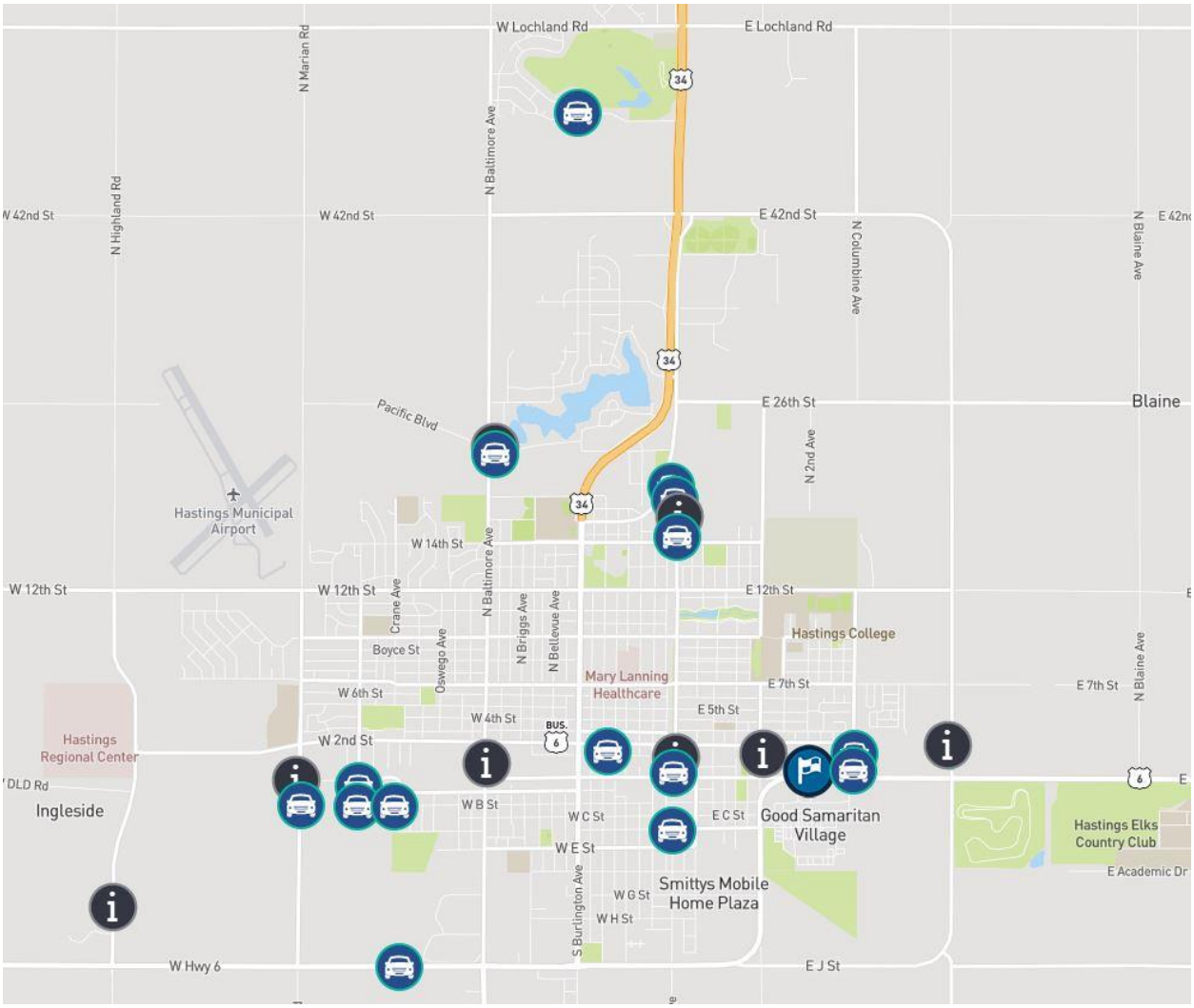
Bicycle Comment

General Comment

Description	Category	Replies
Potential improvements at the signalized intersection of 9th St & Burlington	Project Details	N/A
Potential improvements at the all-way stop controlled intersection of 14th St & Baltimore	Project Details	N/A
Potential improvements at the partially controlled intersection of B St & Hwy 6, short term solution in advance of Hwy 6 reconstruction	Project Details	N/A
Potential improvements at the signalized intersection of Kansas Ave & Hwy 34, could involve side street impacts	Project Details	N/A
Potential improvements at the two-way stop controlled intersection of 9th St & Eastside Blvd	Project Details	N/A
Potential improvements at the signalized intersection of 7th St & Burlington	Project Details	I would love to see turn arrows at this intersection.
Can the Quiet Zones be incorporated into this feedback form? It's been a number of years since this community showed their overwhelming support for such measures, but little has been done. Making progress on the Quiet Zone intersections would be a much appreciated improvement in downtown.	General Comment	N/A
Miracle there are not more accidents, something with this intersection needs to happen!	Automobile Comment	N/A
Potential improvements at the signalized intersection of 1st & Lincoln Ave	Project Details	I'm not sure what "potential improvements" means. If we have more detail, we can provide better input and feedback.
Potential improvements at the all-way stop controlled intersection of 12th St & Marian Rd	Project Details	If anything actual moves into the old mall that will make this location even more hectic. Right now it works with the 4 way stop the the lines get long.
Potential improvements at the signalized intersection of 12th St & Burlington	Project Details	No one sees the signal and the cars fly right through it nearly hitting anyone trying to cross. Because of the height of 12th street, motorists can't see pedestrians approaching the intersection from Crane. Also when traffic is backed up, motorist traveling east drive in people's yards around stopped traffic to get passed the intersection. Curbs, sidewalks, and a left turning lane would help.
Potential improvements at the signalized intersection of 33rd St & Hwy 34, could involve side street impacts	Project Details	This is awful! I can't count the times I have almost been hitting in all directions whether its on 281 trying to turn, turning onto 281 or waiting at the church for my turn. It is risky and people are super impatient before/after work.
Potential improvements at the signalized intersection of North Shore Dr & Hwy 34, could involve side street impacts	Project Details	I agree this needs improved. Too many people come over the overpass and can't slow down. With the access roads streets getting busier this makes it more needed.
Potential improvements at the signalized intersection of 33rd St & Hwy 34, could involve side street impacts	Project Details	This is a bad area when there is heavy traffic. Some improvements would be nice to guide traffic better.
Potential improvements at the signalized intersection of 5th St & Marian Rd	Project Details	Can you make this a blinking light after school hours, on the weekend, and during the summer? Not much school traffic during those times.

Description	Category	Replies
Potential improvements at the signalized intersection of 7th St & Burlington	Project Details	Turn arrows would be good. Also would be nice to make the light at 7th and Denver a blinking light on the weekends and between 6:00 PM and 6:00 AM
Potential improvements at the signalized intersection of 7th St & Burlington	Project Details	Looks like this is the main input planned for Mary Lanning Hospital. So, make the at least 5-lanes from Burlington going East down 7th Street. Maybe, 6-lanes. The Hospital and Hastings College, major economic engines, would both benefit.
Potential improvements at the two-way stop controlled (with flashers) intersection of D St & Hwy 6, potential side street improvements	Project Details	This is almost the first-step of Hastings Southwest Project. The plan shows nice sidewalks from the north end at this intersection. But, nothing going further south, so I would assume a crossing is planned and needed here.
Potential improvements at the signalized intersection of 16th St & Burlington	Project Details	There needs to be a turn signal hear, it is very hard to turn and not safe for high school drivers to be "chancing" turning before the light turns!
Potential improvements at the signalized intersection of 33rd St & Hwy 34, could involve side street impacts	Project Details	High traffic area; high potential for accidents, particular at the intersection going to Menards. People pull into the middle of the intersection waiting for traffic to move, then other traffic can't see or get around.
Potential improvements at the signalized intersection of 16th St & Burlington	Project Details	Agreed! There definitely needs to be a turn signal. It's almost impossible to turn with heavy traffic in this area
Potential improvements at the signalized intersection of J St & Baltimore	Project Details	Sometimes this intersection can be tricky. People rush to make it through the light before it changes. Also the sun can get in your eyes.
Convert Osborn drive west between 39th and 42nd to one-way northbound. It will relieve congestion / backups at 39th St.	Automobile Comment	N/A
Please move the "no parking from here to corner" sign to the west side of Turner. Terrible intersection when trying to turn onto Turner when coming from Elm St. This is a highly used road since 9th street is now closed due to the college.	General Comment	This is part of the reasoning to make East Side Blvd cross the city because Elm is blocked. Build RR bridges 281 across UP the to BNSF, then to link into Wasbash.
Potential improvements at the two-way stop controlled intersection of 7th St & Showboat	Project Details	Maybe turn-lanes on west-side of 7th and south-side of Showboat Road (Blvd).

New Bridge Comments

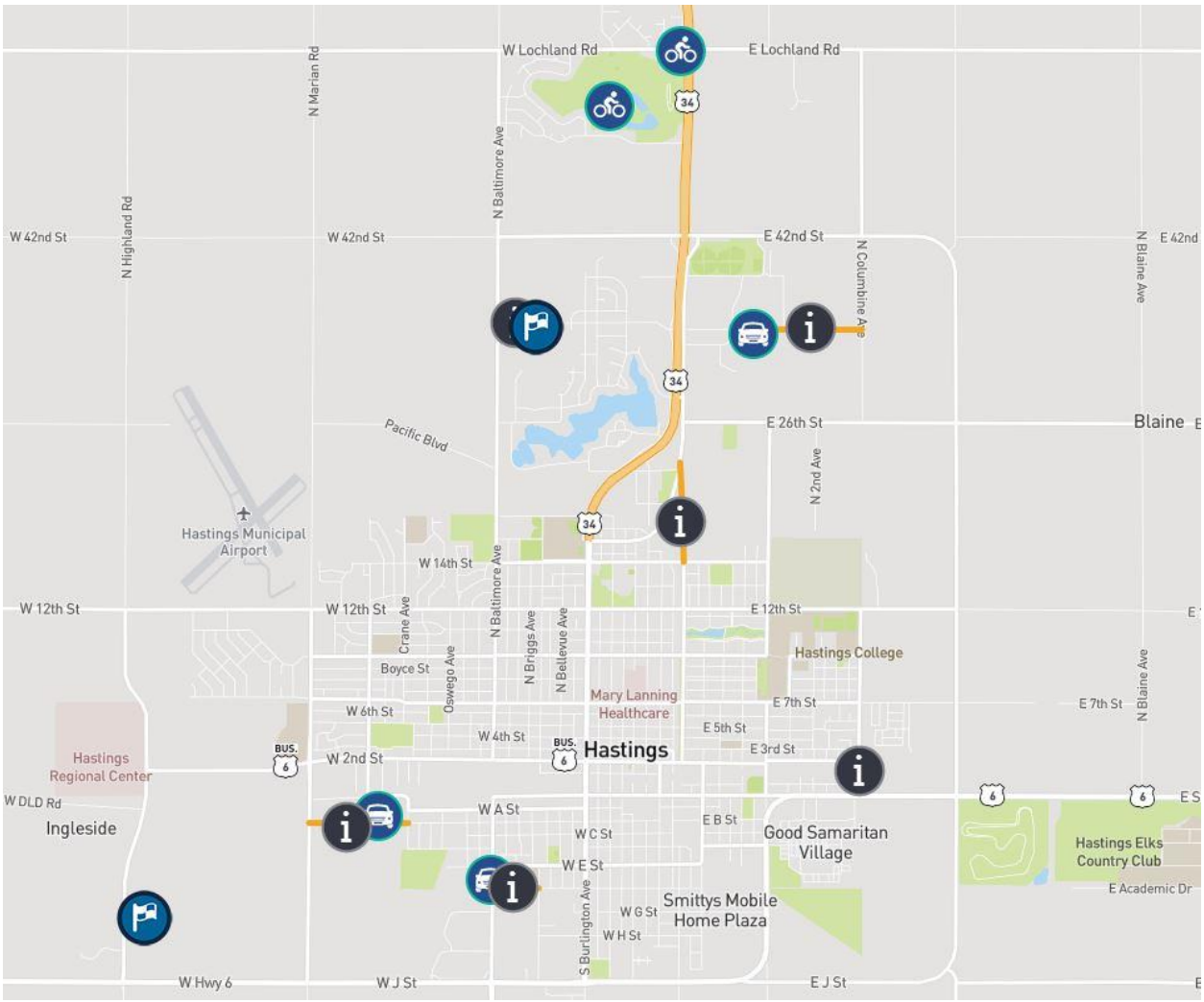


Description	Category	Replies
Railroad overpass	Project Details	N/A
Proposed Viaduct to accommodate Eastside Blvd extension	Project Details	If it is more cost effective than the Osborne Drive Viaduct, it may be a good option to replace it.
Railroad overpass, should include improvements to facilitate middle school students and accommodate potential B street extension	Project Details	This railroad crossing is very hard on vehicles, I avoid this route at all costs. An overpass/underpass would alleviate this issue.
I think a nice 2-3 story parking garage here would be a addition to the parking problems. It would be good for the people who live downtown and for the restaurant and movie theater. I would pay to park there instead of all the way over to the city parking lot. And some sort of long term parking cost could be offered to the people who live downtown.	Automobile Comment	N/A
Need overpass as the train blocks the road especially during busy traffic times	Automobile Comment	I would support this overpass over one of the other proposed overpasses.
Railroad overpass, connecting North & South Baltimore	Project Details	If feasible, this project would significantly enhance connectivity between north and south Hastings.
Railroad overpass, should include improvements to facilitate middle school students and accommodate potential B street extension	Project Details	This is the most needed project for the safety of children in this community as well as the improved traffic flow in an area very cut off by railroads.
Railroad overpass	Project Details	YES PLEASE!!!
3 way stop seems unnecessary. Just have traffic stop from the north.	Automobile Comment	N/A
Connect Wabash Street to East-Side Boulevard IF the two narrow overpasses are build. DON'T follow the old UP RR to GSV; what a waste. A true North-South arterial ALL the way across Hastings, for once, would be super nice, and much more practical, in my opinion.	Automobile Comment	N/A
Proposed Viaduct to accommodate Eastside Blvd extension	Project Details	This, is a very good solution. Much of the land is already owned by Hastings, Adams country, or State-of-NE-Roads. Also, there are only 2 rail tracks. And, it is already going into a valley for the Elm St bridge. Also, with an overpass over BNSF at 1st/South Street this would hook-up to Washbash and be a main North-South arterial ALL the way across town.
Railroad overpass	Project Details	If Elm street wasn't blocked by Hastings College, this would be more practical, in my opinion. Need main-roads that go through. Not side-streets.
Railroad overpass & connection	Project Details	This is a more practical place for an overpass or underpass, in my opinion. Lots of old building that are falling apart being removed would be a bonus beyond a nice north-south passage.
Railroad overpass, connecting North & South Baltimore	Project Details	True. But, crossing large rail-yards seems pretty wasteful to me. Put an overpass or underpass at East Side Blvd (only 1 track).

Description	Category	Replies
Railroad overpass, should include improvements to facilitate middle school students and accommodate potential B street extension	Project Details	Yeah, IF B-street is extended this is much more practical. Without B-st it is a future project, in my opinion. If the strategy is to move towards the center of Adams Country this would definitely help that.
Railroad overpass, would need to accommodate the elevator	Project Details	The grain-elevator makes this nearly impossible. But, the truckers driving the bypass would like it.
Railroad overpass, should include improvements to facilitate middle school students and accommodate potential B street extension	Project Details	There needs to be an overpass hear and the road leading to it needs to be paved, there's ALWAYS a train blocking and kids climbing over Plus the road is so bad on our cars and the tracks are complete trash. This is not safe at all espically for our kiddos!
This seems like a lot of overpasses to expedite North/South traffic. Seems like 2-3 new overpasses would be plenty over the 5 proposed for this line.	General Comment	I doubt all will be built. Pick and choose your favorite(s). The master plan for Adams county is to move the center of Hastings north and west, since the city is practically on the Clay county line. And, just a few miles now from Hall county on the north.
Railroad overpass, connecting North & South Baltimore	Project Details	If financially feasible, makes a lot of sense to connect north and south Hastings and alleviate traffic on Burlington.
Proposed Viaduct to accommodate Eastside Blvd extension	Project Details	Maybe try NOT to hide this with the hard-to-understand web-site. Just a thought, hot-shot.
Another link to TO Expressway.	Automobile Comment	N/A
BNSF RR Crossing, maybe a bridge or tunnel, to link South Street to 6th Ave.	Automobile Comment	N/A
Link to 6th Ave.	Automobile Comment	N/A
Link to bridge over or under BNSF RR to East Side Blve and to TO Express.	Automobile Comment	N/A
Link to new bridge over UP RR to TO Express.	Automobile Comment	N/A
Link to TO Expressway.	Automobile Comment	N/A
Replace / repair poor condition bridge near city landfill	Project Details	I thought the current land-fill is nearly full. Repair the bridge. But, where is the new LF.
Approve the B-Street across this field and link to Marian Road. Then, maybe add an extension mid-way north to Laird. And, finally close West South Street which is a death-trap converted from the rail-road itself. It was never designed for city traffic.	Automobile Comment	N/A
B Street	Automobile Comment	N/A

Description	Category	Replies
B Street	Automobile Comment	N/A
Laird to B-Street extension. (Close west South Street, since it is TOO dangerous).	Automobile Comment	N/A
Need overpass as the train blocks the road especially during busy traffic times	Automobile Comment	I thought this rail-line was only a spur, and rarely used, except maybe very late at night. Is that not true?
This is a popular road, getting more popular with the northern paving projects, and an overpass would be extremely beneficial as it seems the tracks are blocked by trains during commute times.	Automobile Comment	And a bridge over Hastings private Lake would be good too. More for the richies.
This is a popular road, getting more popular with the northern paving projects, and an overpass would be extremely beneficial as it seems the tracks are blocked by trains during commute times.	Automobile Comment	Why are the richies SO SELFISH? But, in fairness as a medium to long-term this would be okay. Just no GOLD-PLATED draw-bridges. And, how about a nice bike path thru the country-clubs' private gold course? That'd be nice tooo!
I seriously doubt a parking garage will be built in downtown. Those are for large 10 or 20 story buildings. There are few building in Hastings over 4 stories. Land is cheap, but parking garages are not. But, NTL a good idea, for long-term.	General Comment	N/A
The bike trail officially crosses here, but in reality, there is not trail over the UP RR tracks. Perhaps fix this, and stop lying?	Bicycle Comment	N/A
This potential RR bridge crosses a RR yard, and there are around 22 tracks to cross! NOT FEASIBLE, unless BNSF eliminates all but maybe 6 or so of those lanes. Even then there is a spur track to Ayr and that extends the expansion too. If that is re-routed, then maybe?!	Automobile Comment	N/A
Link bike trail to Hastings Museum since this is a SPECTACULAR place to visit and spent LOTS of time!	Bicycle Comment	N/A
New viaduct over Union Pacific rail-road where there are ONLY 2-tracks. Much more cost-effective then crossing BNSF at Baltimore Ave. where there are 22 or more lanes to cross. THIS IS A BARGAIN and spans Hastings AS-IS, NOT decades into the future.	Automobile Comment	N/A

New Roadway Comments



Project Details

Automobile Comment

Pedestrian Comment

Bicycle Comment

General Comment

Description	Category	Replies
33rd Street Extension to Columbine Ave	Project Details	I think that there are existing areas that should be prioritized before this project proceeds.
B Street Extension, Woodland Ave to Marian Rd	Project Details	This is a project that is much needed to alleviate safety concerns. Again, the Hike & Bike Trail needs to be incorporated into this project.
F Street connection, Franklin Ave to Baltimore Ave	Project Details	I would like to hear more about this project and the need for it.
Eastside Blvd Extension, 14th Street to Osborne Dr	Project Details	Not a high ROI project for the community. Potential large buildout cost with limited opportunity for new development. Project does not pencil.
I would hope we would connect 33rd St.	Automobile Comment	N/A
It would be nice to have another access point into the homes in this area.	General Comment	N/A
B Street Extension, Woodland Ave to Marian Rd	Project Details	Absolutely needed for the safety and movement of people from the south side of town because of the railway. Brickyard park would also become much more accessible with this addition.
Eastside Blvd Extension, 14th Street to Osborne Dr	Project Details	No need, there are connections at Elm and Baltimore as well as 281. The money could better be used elsewhere.
There is a major speed issue on South Baltimore Ave. The road from E Street South has become a drag race track. Speeders in excess of 60 MPH are a common occurrence even up to E Street from the south. I have witnessed cars stopping just south of E Street and getting a 0 to whatever they can get to drag race.	Automobile Comment	N/A
33rd Street Extension to Baltimore Ave	Project Details	I think this will be needed soon.
6th Street extension south to Hwy 6	Project Details	I believe this should be 6th Ave, not 6th Street.
Eastside Blvd Extension, 14th Street to Osborne Dr	Project Details	The Return-On-Investment (ROI) would minimize the massive over-use of the Burlington overpass. Think of it as a funnel that ALMOST all to Hastings MUST go through. The Burlington-Overpass is way over-used and an ARTERIAL crossing the city, would be quite appreciated and useful. (Elm blocked by Hastings College, and nothing over/under UPRR at Baltimore or Marian).
Do we need a new roadway here or to just pave the rest of W South St?	Automobile Comment	South street is too close to the BNSF rail-road tracks. It is very dangerous for roads to be this close, unless a highway, or no foot-travel or biking. B-street is the solution.
F Street connection, Franklin Ave to Baltimore Ave	Project Details	This would be great of the kids of New-Lincoln Elementary School, and a bike trail would hook-up Brick-Yard Park, getting the Pioneer Spirit Trail some place to go, instead of being a starter-trail.
33rd Street Extension to Columbine Ave	Project Details	Agreed

Description	Category	Replies
B Street Extension, Woodland Ave to Marian Rd	Project Details	makes sense
Eastside Blvd Extension, 14th Street to Osborne Dr	Project Details	This would be nice, however, an overpass connecting Baltimore to the south side of town is a bigger priority.
How about a bike trail to view the Lock-Land private country-club golfers thru here. Either that or a draw-bridge to the castle with alligators. LOL	Bicycle Comment	N/A
We need a bypass on the West side of Hastings to provide a better route for trucks going East. The current bypass on the East doesn't seem to be used by as many trucks as could use it. Signage may be a solution or a bypass from north of Walmart to the west could be a route.	General Comment	How about to the Lock-Land Country-Club? Lots of truckers there. Keep on truckin' Good-Buddy!
33rd Street Extension to Columbine Ave	Project Details	How about gravel first, for a while. Otherwise... what for?
eXtend the bike-trail to the Lock-Land Country-Club. We Want IN.	Bicycle Comment	N/A
33rd Street Extension to Columbine Ave	Project Details	Sears Catalog: I want ALL the toys.
Eastside Blvd Extension, 14th Street to Osborne Dr	Project Details	Either this, or add more lanes to OVER-USED OVER-PASS by Hastings High School.

HASTINGS

TRANSPORTATION AND PARKING

MASTER PLAN

Appendix B

Mobility Audit

HASTINGS

TRANSPORTATION AND PARKING

MASTER PLAN

MOBILITY AUDIT

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Introduction

City of Hastings Context

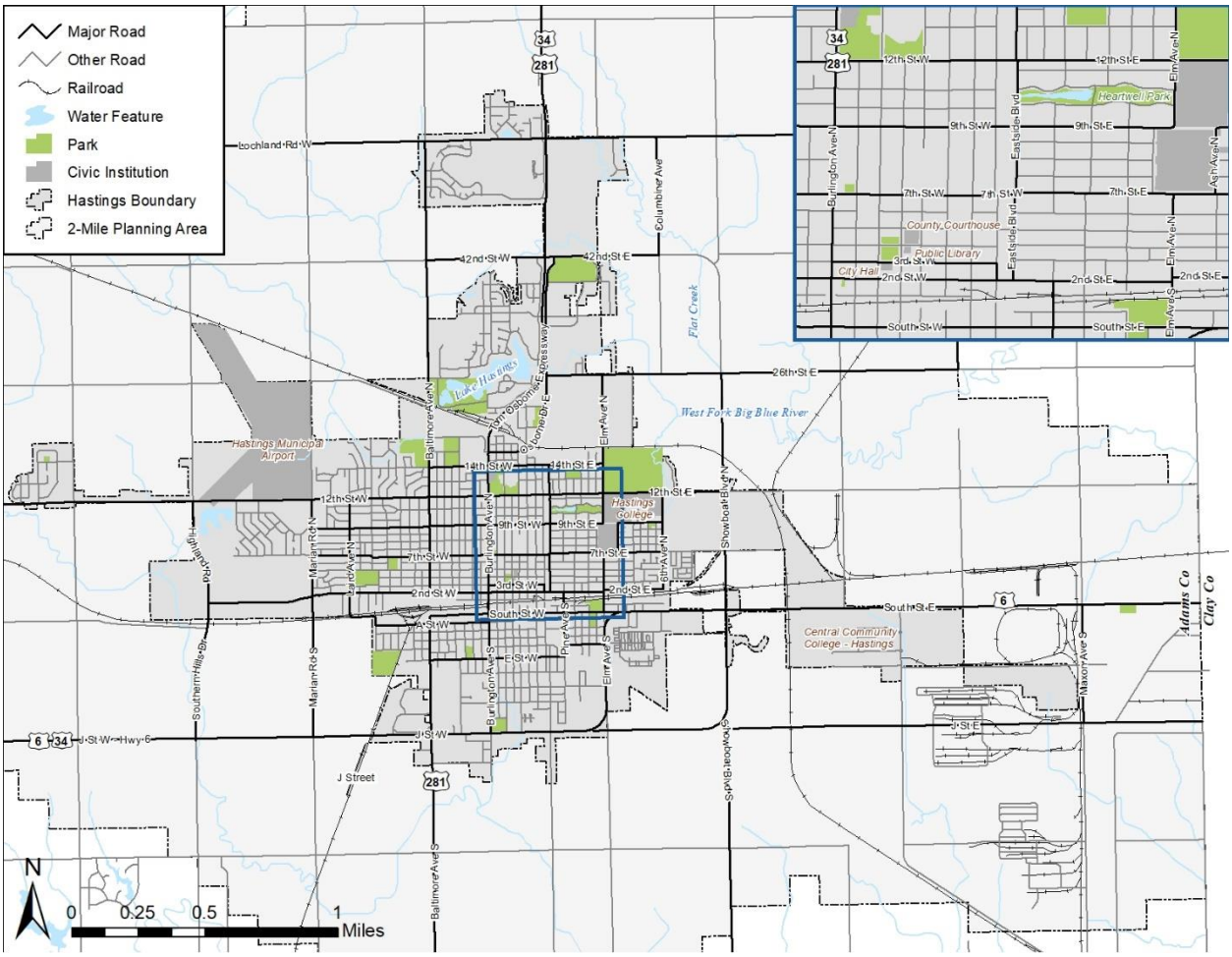
Hastings is in Adams County, south of Interstate 80 near the center of the state. The city is one of the "Tri-Cities" with the two other larger municipalities in the center of the state, Kearney and Grand Island. Hastings was founded in 1872 at the intersection of the Burlington and Missouri River Railroad and the St. Joseph and Denver City Railroad, which cut through the middle of the current day city.

MAP 1: CITY OF HASTINGS LOCATION

This Mobility Audit serves as the existing conditions assessment and is a portion of the larger Transportation & Parking Master Plan (TPMP), which defines the City's strategy for creating a transportation system that accommodates the current mobility needs of residents, businesses, and visitors while also looking to the future.

This assessment provides the foundational state of the components of the transportation system, including its use and efficiency, condition, and safety features. This assessment also highlights demographic trends which have direct impacts on transportation demand, particularly land use characteristics such as location, density, and type of development. The existing conditions highlighted in this document inform the creation of the regional transportation strategy throughout the remainder of the planning process.

MAP 2: CITY OF HASTINGS



Why A Transportation and Parking Master Plan?

A TPMP is a strategic document that guides transportation decisions the City will make with its limited local, state, and federal funding opportunities. The process is based on foundational community values and specific policies and expectations outlined in the City's Comprehensive Development plan, Imagine Hastings, along with other visionary plans that have been produced in Hastings. The TPMP will help to set a vision for how investments are made, across all transportation modes, that balance the City's small-town character with growth and mobility needs by identifying transportation improvements that are consistent with the core values of the community.

Recent Planning Initiatives

The following subsections provide a high-level overview of the recent planning initiatives that impact the City of Hastings and the surrounding areas. It is important to review these studies to better understand the existing conditions and future development goals for the community.

HASTINGS WALKABILITY AND CONNECTIVITY STUDY (2019)

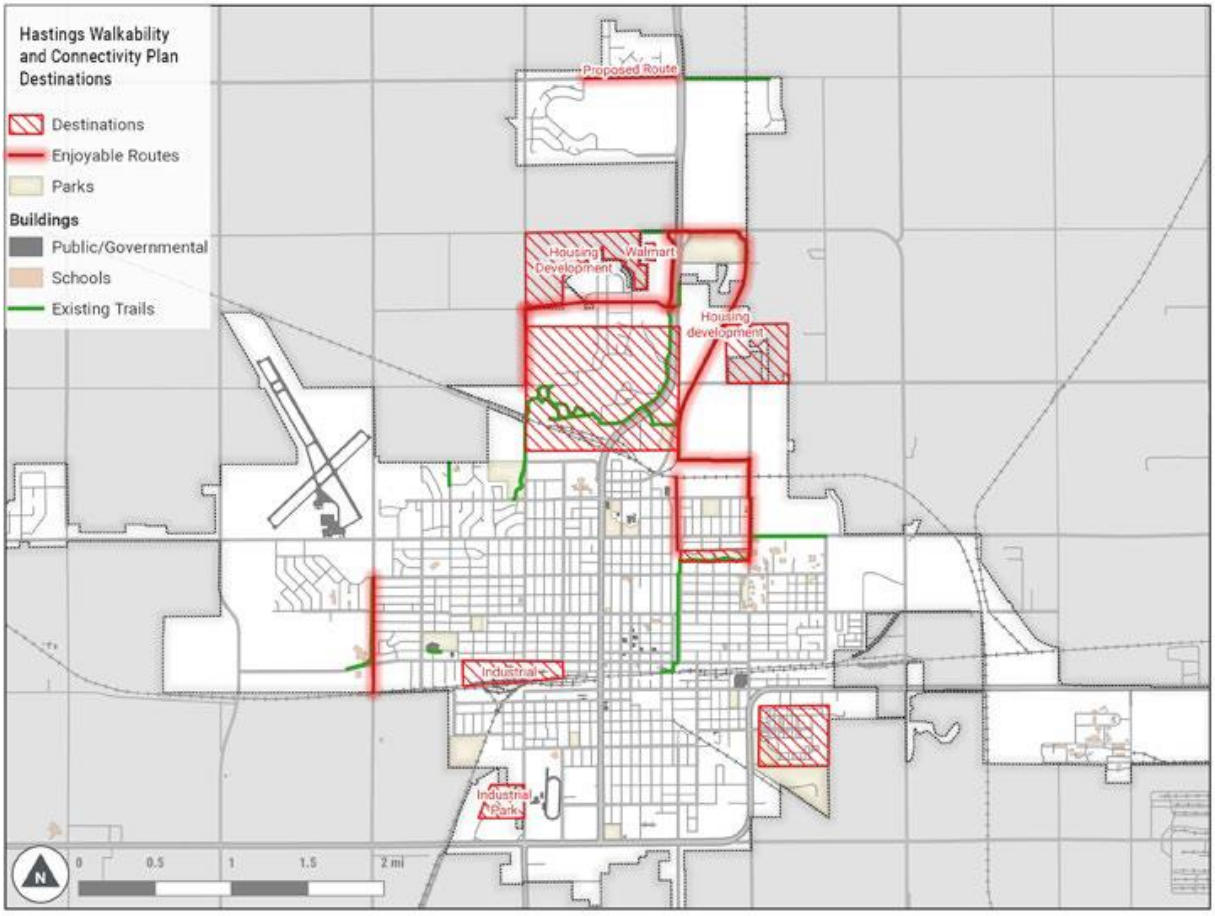
The Hastings Walkability and Connectivity Study involved four phases, Profile (data collection), Envision (stakeholder outreach), Achieve (identify and prioritize needs), and Implementation. The purpose of the study

is to understand the existing conditions and opportunities to enhance the non-motorized transportation network in Hastings. Through goals to enhance non-motorized transportation there is also a focus on prioritizing vibrant public spaces and complete street strategies. The main themes discussed in the study include:

- Access to the downtown core and business district
- Access to schools and parks
- Managing recreation routes and transportation routes
- Enhancing the city with trail development
- Achieving or improving compliance with the Quiet Zone Plan
- Improving pedestrian facilities and ADA accessibility.

The study identifies where there are existing sidewalks and trails in the city, where sidewalks are missing, and where proposed sidewalks and trails are located. Areas of interest for the study were identified through data collection, analysis, and community input. **Figure 1** shows popular destinations, existing trails, and enjoyable routes that residents typically take.

FIGURE 1: STAKEHOLDER DESTINATIONS + ENJOYABLE ROUTES



Source: Hastings Walkability and Connectivity Study (2019)

This map was used in conjunction with findings from a sidewalk improve priority ranking system that calculated locations in Hastings with the most demand, and therefore the most need, for non-motorized improvements.

The Implementation phase of this project identifies six projects that surround the core of the city. These projects promote connectivity in key areas of Hastings that improve access to businesses, schools, parks, and more. The projects focus on pedestrian and bicycle improvements, such as sidewalk and trail construction, or adding connections between existing trails. In addition, the project identifies key locations for wayfinding signage. Overall, the six identified projects were estimated to cost slightly less than $3.5 million dollars over the 10-year planning horizon. While the study highlights needs over the next 10 years, the city intends to review the plan annually.

HASTINGS BARRIERS TO UNIVERSAL MOBILITY PLAN (2019)

The City of Hastings conducted the Barriers to Universal Mobility Plan in 2019 to identify what the existing barriers to mobility are in the municipality, particularly in terms of nonmotorized transportation and ADA accessibility. The plan uses results of a citywide surveying effort that assessed the city's existing conditions and public input to identify the locations of mobility barriers and to develop strategies to address these issues. As a "universal mobility" study, the plan is focused on how residents move around the city and focuses on residents with ADA accessibility needs. Barriers to mobility were identified on crosswalks, ramps. and sidewalks throughout the city, leading to gaps in ADA accessible routes. The initial and high-level takeaways from the universal mobility assessment is that there is a need to develop a clear, consistent, and feasible program for sidewalk and curb ramp improvements, and implementing pedestrian focused improvements in high traffic areas of the network is recommended. However, the issue of enforcement also needs to be addressed because there were significant universal mobility issues pertaining to blocked sidewalks due to parked vehicles, motorists not yielding to pedestrians, and improper Handicapped placard placement on vehicles. An infrastructure plan and a long-term sidewalk improvement program were established as a result of the universal mobility plan. Members of the community also play a role in improving universal mobility, as many sidewalks are the responsibility of the adjacent property owner. This is a challenge however, because private landowners with limited resources may have a difficult time financing their own sidewalk improvements, an estimated cost of $1,375 for sidewalk replacement on a typical 1/8-acre lot. In addition to identifying areas of concern for universal mobility, this plan also identifies several next steps that will support improvements to universal mobility into the future. These next steps include developing a Central Hastings Core Street Plan and a Public Buildings and Spaces Transition Plan, using design standards for all development, enforcing sidewalk and parking ordinances, and assessing ADA/van accessible parking availability. The primary focus is on improving sidewalks and ramps adjacent in the downtown core, adjacent to civic assets on a four-block radius. There are also recommendations to improve sidewalks and ramps at schools and improving connectivity within a ¼ mile of the city park. It is anticipated to cost approximately $1.5 million to obtain 100% connectivity and replace sidewalks on a 25-year life cycle.

HASTINGS COMPREHENSIVE DEVELOPMENT PLAN (2009)

The current comprehensive plan for Hastings was completed in 2009 and covers a wide breadth of topics. General best practices and techniques to manage city growth and investments provided the framework for the transportation system over the past decade. The plan describes the street hierarchy and in particular highlights the need for greater pedestrian mobility:

A system of sidewalks runs throughout Hastings along some of the arterial roads. However, many of these pedestrian routes are disconnected and are in need of repair. Collector and local streets throughout Hastings often do not have a pedestrian route. Where sidewalks exist, there are often obstructions such as trees and utility poles that limit the width of the walkway.

The following maps are found within Imagine Hastings and detail the transportation investment desires throughout the city in 2009.

FIGURE 2: CHARACTER STREETS MAP

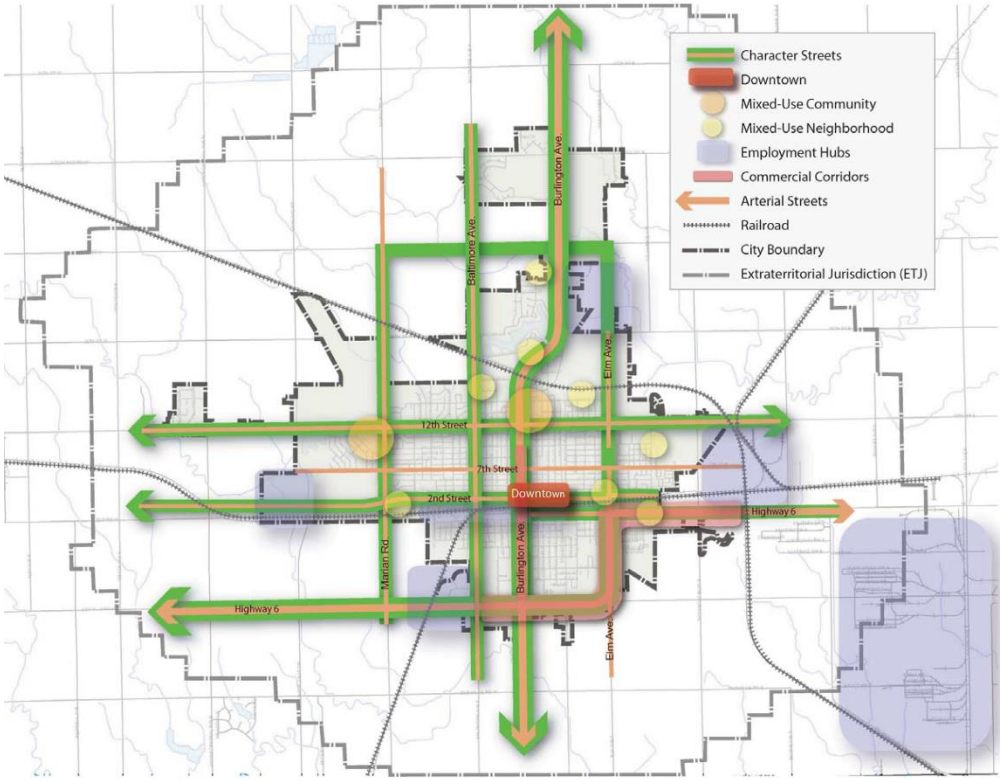


FIGURE 3: PROPOSED FUNCTIONAL CLASS

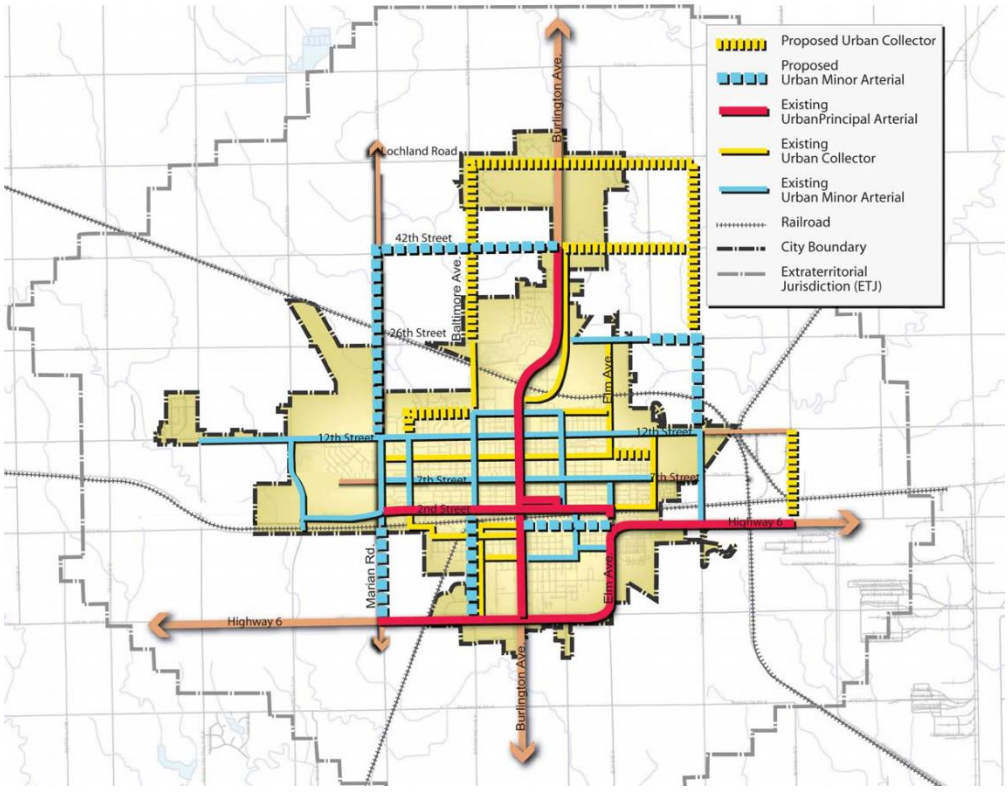
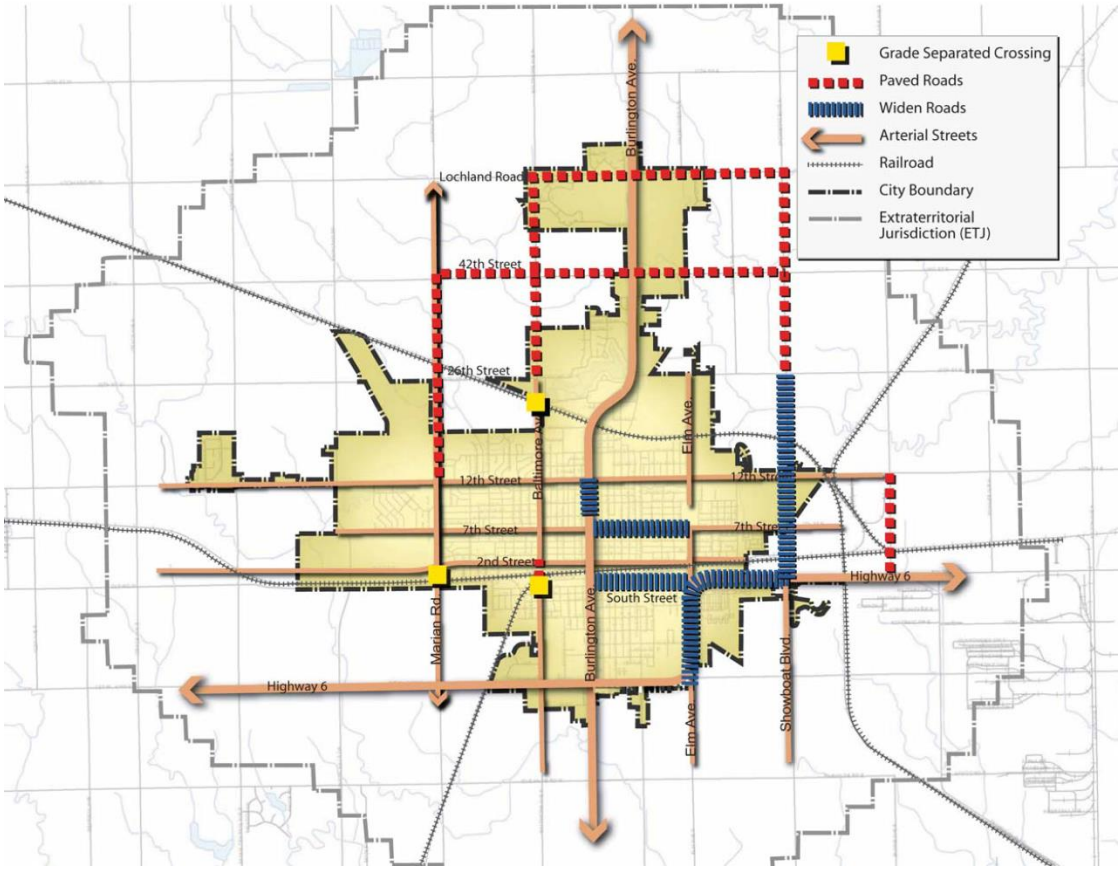


FIGURE 4: STREET IMPROVEMENT PROJECT MAP



Mobility Goals

The following are a sample of the goals identified in Imagine Hastings that had explicit transportation impacts.

M.1 Maintain and expand the connected street network to provide movement throughout the community.

M.2 Establish where practical the Character Street System that provides an enhanced transportation framework to connect activity and employment centers.

M.3 Design Streets that are appropriate to the adjacent development or natural context of the area while supporting the capacity of traffic it serves.

M.4 Accomplish trail network goals as described in the Parks and Recreation section of the Build Environment.

M.5 Create a defined and connected pedestrian network throughout Hastings.

M.6 Encourage bus transit use between employment and activity Centers

Goal PR. 2 further states the need for a trail network: Create a comprehensive recreational trail network that connects the community through the parks, open and recreational spaces as well as the civic uses.

Goal PR. 4 expands trails beyond recreational use and notes the need for greater pedestrian mobility: Create an integrated pedestrian network of sidewalks, trails, and parks within the community.

Goal FLU.3 Encourage efficient development patterns that promote alternative modes of mobility such as walking, bicycling and transit.

HASTINGS ONE- AND SIX-YEAR PLAN (2021)

The City of Hastings has determined which roadways will need improvements starting in fiscal year 2021 to fiscal year 2027. The priority has been shown in the map below of the one-year plan and the six-year plan along with the roadway improvements that have been already completed. The roadway improvements range from widening pavement, to resurfacing, and intersection improvements as shown in **Table 1**. These improvements will assist in the future planning and development for the City of Hastings.

TABLE 1: ONE- AND SIX-YEAR PLAN PROJECTS

Proj. No.	Project Description	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Street Sales Tax Fund								
Arterial Street Improvements								
R-2021-A1	W. 14th St – Hastings Ave to East Side Blvd		X					
R2021-A2	18th St – Baltimore Ave to Burlington Ave	X						
R-2022-A1	7th St – Chestnut Ave to Oswego Ave		X					
R-2022-A2	14th St – Saunders Ave to Burlington Ave		X					
R-2023-A1	Laird Ave – 9th St to 11th St			X				
R-2024-A1	2nd St – Marian Rd to Maple Ave				X			
R-2024-A2	Marian Rd – 7th St to 12th St				X			
R-2024-A3	18th St – Saunders Ave to Burlington Ave				X			
R-2025-A1	Baltimore Ave – E St to A St					X		
R-2025-A2	7th St – 6th Ave to Showboat Blvd					X		
R-2026-A1	2nd St – East Side Blvd to Elm Ave						X	
R-2026-A2	Marian Rd – 2nd St to 7th St						X	
R-2026-A3	Elm Ave – 2nd St to 6th St						X	
R-2027-A1	12th St – Marian Rd to Highland Ave							X
Residential Street Improvements								
R-2020-R1	Chicago Ave – C St to A St	X						
R-2020-R2	Denver Ave – 1st St to 7th St	X						
R-2020-R3	5th St – Burlington Ave to East Side Blvd	X						
R-2020-R4	6th St – Colorado Ave to Minnesota Ave	X						
R-2021-R1	Hastings Ave – BNSF to South St							
R-2021-R2	Ringland Rd – Elm Ave to California Ave		X					
R-2021-R3	Webster Ave – 9th St to 12th St	X						
R-2021-R4	Saunders Ave – 14th St to 18th St	X						
R-2022-R1	Crane Ave – 5th St to 7th St		X					
R-2023-R1	3rd St and 4th St – East Side Blvd to California Ave			X				
R-2023-R2	Turner Ave – 12th St to 14th St			X				
R-2023-R3	Lexington Ave – 7th St to 9th St			X				
R-2023-R4	Woodland Ave – B St to D St			X				
R-2023-R5	W 5th St – Kerr Ave to Saunders Ave			X				
R-2023-R6	6th St – Kerr Ave intersection			X				
R-2025-R1	Crane Ave – 9th St to Watson School					X		

Proj. No.	Project Description	FY21	FY22	FY23	FY24	FY25	FY26	FY27
R-2025-R2	14th St – Hewett Ave intersection					X		
R-2025-R3	E 5th St – California Ave to Elm Ave					X		
R-2027-R1	3rd St – Marian Rd to Laird Ave							X
R-2027-R2	6th St – Baltimore Ave to Saunders Ave							X
R-2027-R3	Westbrook Dr – Hillcrest Dr to 16th St							X
-	**Quiet Zone Improvements –** Lincoln Ave, Hastings Ave, Denver Ave, Colorado Ave, Pine Ave, California Ave, Elm Ave		X	X				
Street Fund								
Construction Improvements								
M-330(93)	42nd St – 1,300 ft W of Hwy 281/Baltimore Ave paving	X						
	M St paving – Baltimore Ave 800 ft E		X					
	Downtown CDBG sidewalk improvements		X					
	Construction improvements – streets		X	X	X	X	X	
	Construction improvements – drainage		X	X	X	X	X	
	Downtown streets one-way to two-way conversion				X	X		
NDOT Projects (Cost Sharing)								
	US 6 Project NH 6-4(129)	X	X					
	US 6 Project 6-4(1022), CN 41086, Hastings SE					X	X	X
BANS Fund								
	North Park Commons Phase III	X						
	Laird Ave – 14th St to Apache Ave		X					
	Possible Viaduct Demolition		X					
	12th St and Marian Rd roundabout				X			
	Marian Rd – 12th St to 14th St				X			
	12th St widening – Woodland Ave to Marian Rd					X		
	A or B St extionsion – Woodland Ave to Marian Rd						X	
	Marian Rd Viaducte							X

CENTRAL BUSINESS DISTRICT ONE-WAY TWO-WAY CONVERSION (2005)

This study was conducted to evaluate anticipated impacts of converting one-way traffic flow to two-way traffic flow on several streets in the central business district (CBD). Two scenarios were evaluated as a part of this conversion analysis to determine which is better suited the City of Hastings and its residents and visitors. The results of the analyses led to an understanding that several geometric and traffic control modifications would need to occur for one-way to two-way street conversion. In both scenarios parking stall modifications and geometric revisions would need to occur, with impacted on-street parking being modified to 45-degree angle parking. In addition to parking redesign, both scenarios would trigger traffic signal modifications, with more involved modifications occurring in the scenario with complete two-way conversion for CBD roadways in the study area. Pedestrian activity was also considered under both conversion scenarios and it was determined that while no facilities presented themselves as needing improvement upon analysis, further pedestrian counts, and traffic studies will be conducted after the conversion is implemented to monitor traffic flow and pedestrian

interaction. The estimated cost of the scenario with fewer roadway conversion was just under $400,000, while the total conversion scenario was anticipated to cost approximately $900,000. This study was conducted in 2005 and the cost estimates were developed using 2005 dollars.

DOWNTOWN REVITALIZATION PLAN (2013)

The City of Hasting's Downtown Revitalization Plan was conducted to determine a set of recommendations and opportunities to enhance the downtown area for residents, visitors, and business development. The plan outlines a community vision and developed short and long-term goals that support their vision. As a part of the plan findings, there are several town landmarks or assets highlighted as opportunities for enhancement or redevelopment. These included the Stein Building, Auditorium Green, block-24 redevelopment, "flex-space" development on public-parking lots, improved way-finding, and public park landscaping, trail-head development, and streetscaping and intersection modification on key downtown corridors. Several strategic tools and catalysts for change were identified, which helped with forming an implementation plan for the downtown vision. The implementation recommendations are divided into two categories: physical investments and strategic motions. Recommendations for each category are listed here:

Physical Investments:

- Support and promote the redevelopment or renovation of existing buildings
- Invest in public improvements which will help to market the downtown and attract outside visitors.
- Invest in public improvements which will increase connectivity and usability within the downtown district, particularly for pedestrians
- Ensure that any redevelopment or new developments within downtown are physically and programmatically appropriate

Strategic Motions

- Adopt and implement recommended zoning and design guidelines
- Develop and promote a brand identity
- Develop and invest in critical community partnerships
- Continue to actively recruit businesses, developers, investors, and cultural institutions

The downtown vision, the identification of key assets and improvement opportunities, along with thoughtful implementation recommendations lays out a downtown revitalization plan that is both feasible and impactful to Hasting's residents and visitors.

OTHER STUDIES

Grand Island/Hastings/Kearney Intercity Bus Study (2020)

The Grand Island/Hastings/Kearney Intercity Bus Study is a feasibility assessment for an intercity bus service for the communities in this tri-cities area. The feasibility study was a continuation of the Nebraska Mobility Management Program established by the Nebraska Department of Transportation (NDOT). The study identifies the connectivity challenge presented because of a lack of intercity bus service, and highlights some of the opportunities that may exist due to increased interconnectivity between the Grand Island/Hastings/Kearney cities. Economic benefits of intercity bus service include new business development and increased employment opportunities. Environmental benefits include a potential reduction in single-occupancy vehicles. Moreover, an intercity bus service could promote access to higher education opportunities and critical health care facilities.

The plan assesses four different route options that were determined through a series of data collection, analysis, and modelling, and public engagement activities. There is base service and expanded service level for an option with and without demand response – where riders must first call to hail the service. The options

range from an estimated annual cost of approximately $1.4 million to $2 million, and annual ridership was anticipated between 50,000 and 70,000 depending on the route option selected.

Using comprehensive public feedback, a flexible, fixed-route option without demand response was selected. This option was selected because feedback indicated the route involved fewer/no transfers, increased connectivity within each community, required a smaller fleet of vehicles, and reduces peak travel demand complications that could exist with a demand response route. An implementation plan for the intercity bus service was developed with project development and funding options are being explored for capital investments required to launch the service.

Hastings Railroad Quiet Zone Feasibility Study (2010)
The Hastings Transportation and Parking Master Plan addresses general information, important facts, and recommendations for Quiet Zones in Hastings. The Quiet Zones can be implemented in a few ways and several improvements or enhancements can be made to existing infrastructure that allow for reduced horn frequency on passing trains. Improvements are necessary within a ½ mile radius of a railway before it meets the requirement of a Quiet Zone. Improvements such as permanent crossing closures, grade separated crossings, and two-way to one-way street conversion, can create a roadway segment that supports Quiet Zone guidelines. In some cases, median construction can occur 100 ft from a crossing gate (or 60 ft if 100 ft intersects with a driveway or intersection) and that brings the roadway crossing into Quiet Zone compliance. It is important to note that these improvements will not eliminate train horns entirely. Federal regulations require train engineers to sound their horns during certain instances, such as an Amtrak train leaving the station, when Railway or Maintenance Workers are present, or whenever there are trespassers or obstructions present on the railway. The City of Hastings has selected nine potential locations for Quiet Zone implementation. Costs for these improvements range from $14,700 to $984,000, and these costs were assigned as planning level costs and are therefore estimates subject to change. The City has filed a "Notice of Intent" for proposed quiet zones to support six of the nine recommendations identified.

KEY TAKEAWAYS

The City of Hastings has undergone considerable planning initiatives over the past ten years, which shows commitment to continued improvement of the transportation network, including the adoption of safe street policies and dedication to improving the non-motorized network system. Some of the main themes that were consistent throughout the planning initiatives were:

- Promote safe and efficient multi-modal transportation in key downtown areas
- Increase connectivity for non-motorized transportation, particularly ADA accessibility
- Invest in improvements that attract residents and visitors to Hastings downtown areas
- Continue supporting Complete Street policies
- Continue identifying opportunities for improved transit connectivity for Hastings and the surrounding tri-cities area

City Demographics

City demographics can provide additional context and be used to identify unique qualities about a locality. This can be helpful from a planning perspective because it can inform recommendations about how the transportation network can better serve the local residents, particularly if a population has experienced significant changes over time. For example, if a community experiences a significant increase or decrease in population, or identifies that their average age is trending up, then those trends may trigger certain planning strategies or practices that can accommodate for population changes. Moreover, it is important to understand how residents in Hastings are

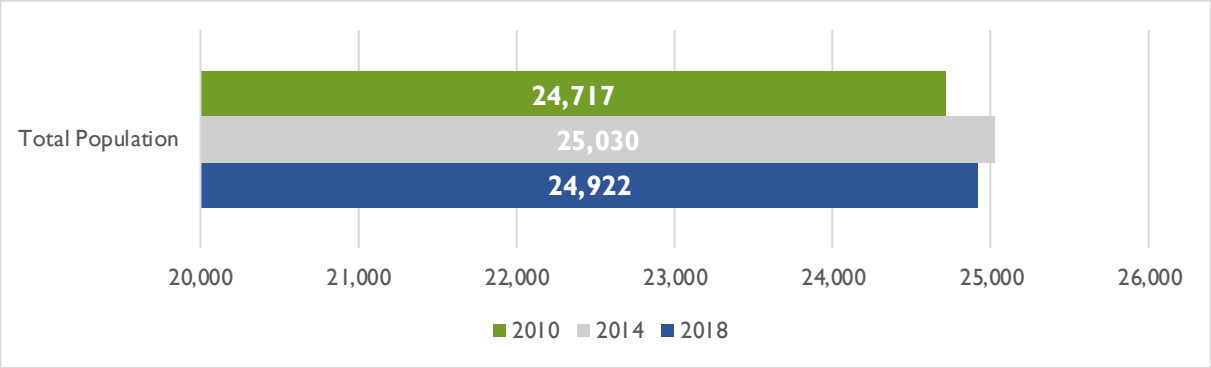
commuting to and from their work to better understand the way in which residents use and rely on their local transportation network.

POPULATION AND HOUSEHOLDS

Using American Community Survey data for 2018, 2014, and 2010 the City of Hastings population by age and household by ownership are presented.

Figure 5 shows the total population of Hastings according to American Community Survey data between 2010 and 2018. As the figure shows, there was a significant increase in population between 2010 and 2014, however, the population decreases slightly over the next five years. Overall, the population of Hastings increased by one percentage between 2010 and 2018.

FIGURE 5: CITY OF HASTINGS POPULATION (2010-2018)



Source: American Community Survey 2007-2010, 2011-2014, 2016-2018

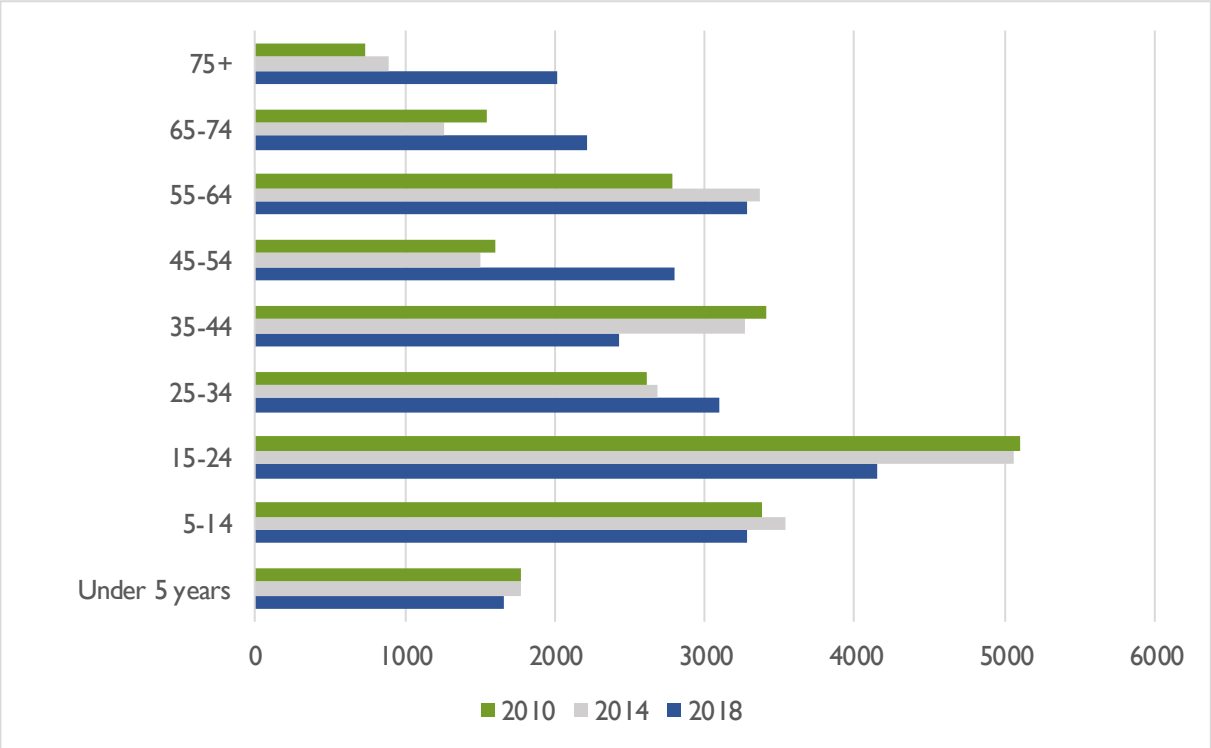
Table 2 and **Figure 6** shows the population of Hastings between 2010 and 2018 by age. As the table and figure shows, Hasting's is a community with a diverse age group; however, the population is relatively young. Most of the population is below the age of 45 in 2010, 2014, and 2018. The largest age group over the study years has consistently been the 15-24 years old group. Residents 75 years or older was the smallest age group in 2010 and 2014, however in 2018 that age group is shown to have more than doubled.

TABLE 2: CITY OF HASTINGS POPULATION BY AGE (2010-2018)

Age Groups	2010	2014	2018
Under 5 years	1,768	1,779	1,654
5-14 years	3,384	3,535	3,276
15-24 years	5,107	5,055	4,155
25-34 years	2,618	2,691	3,101
35-44 years	3,407	3,271	2,425
Under 45 years	**14,611**	**16,331**	**12,284**
45-54 years	1,601	1,501	2,796
55-64 years	2,779	3,365	3,286
65-74 years	1,551	1,260	2,219
75+ years	733	891	2,010
45+ years	**10,311**	**7,017**	**10,311**

Source: Source: American Community Survey 2007-2010, 2011-2014, 2015-2018

FIGURE 6: CITY OF HASTINGS POPULATION BY AGE (2010-2018)

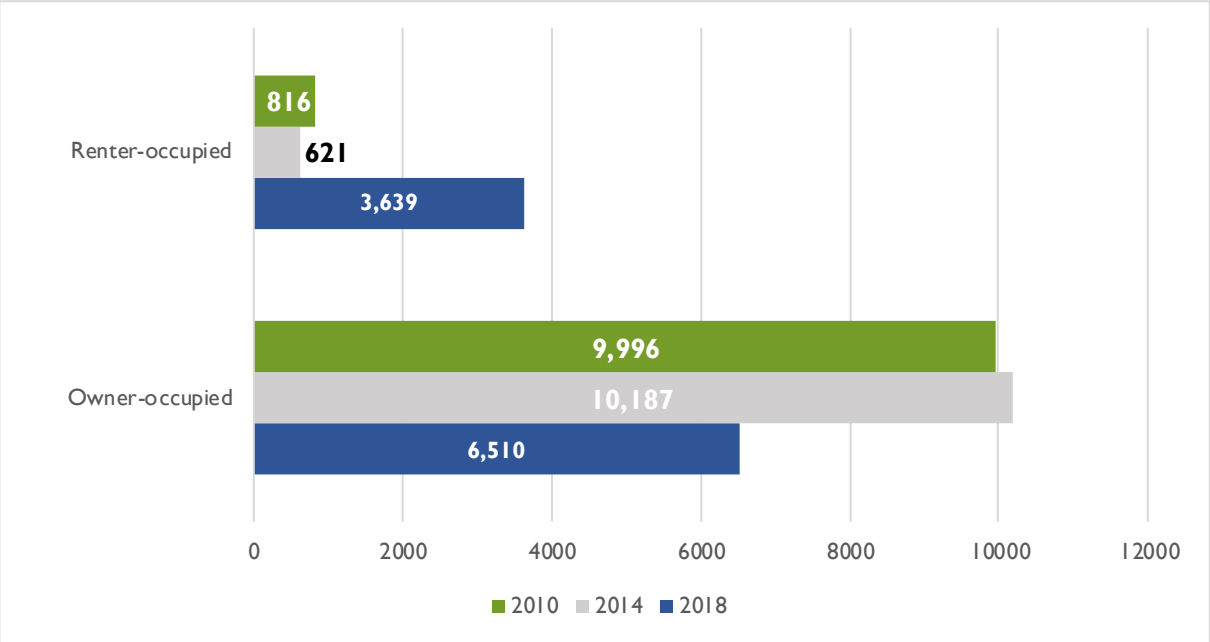


Source: American Community Survey 2007-2010, 2011-2014, 2015-2018

Another important component of better understanding a community is looking at household ownership. A high percentage of renter-occupied housing units to owner-occupied units might present challenges if planning initiatives depend on community engagement and participation. While not always the case, residents who rent may be less likely to invest or participate in their community long-term if their plans are more short term for the area. The number of renters has been increasing on national scale since 2000, and the percent of renters is higher than it has been since the 1960s[1]. This indicates that an increase in renters can be attributed to a national trend. **Figure 7** shows the number of owner-occupied and renter-occupied housing units in Hastings between 2010 and 2018. As the figure shows, the renter population more than tripled since 2010 and 2014, while the owner-occupied housing units have experienced a decrease of approximately 30 percent. However, despite the drastic increase is renters, the number of owner-occupied units is almost double the number of renter-occupied units in 2018.

[1] Rentcafe.com, *The Decade in Housing Trends: High-Earning Renters, High-End Apartments and Thriving Construction*, 2019

FIGURE 7: NUMBER OF RENTER OCCUPIED AND OWNER OCCUPIED UNITS (2010-2018)



Source: American Community Survey 2007-2010, 2011-2014, 2015-2018

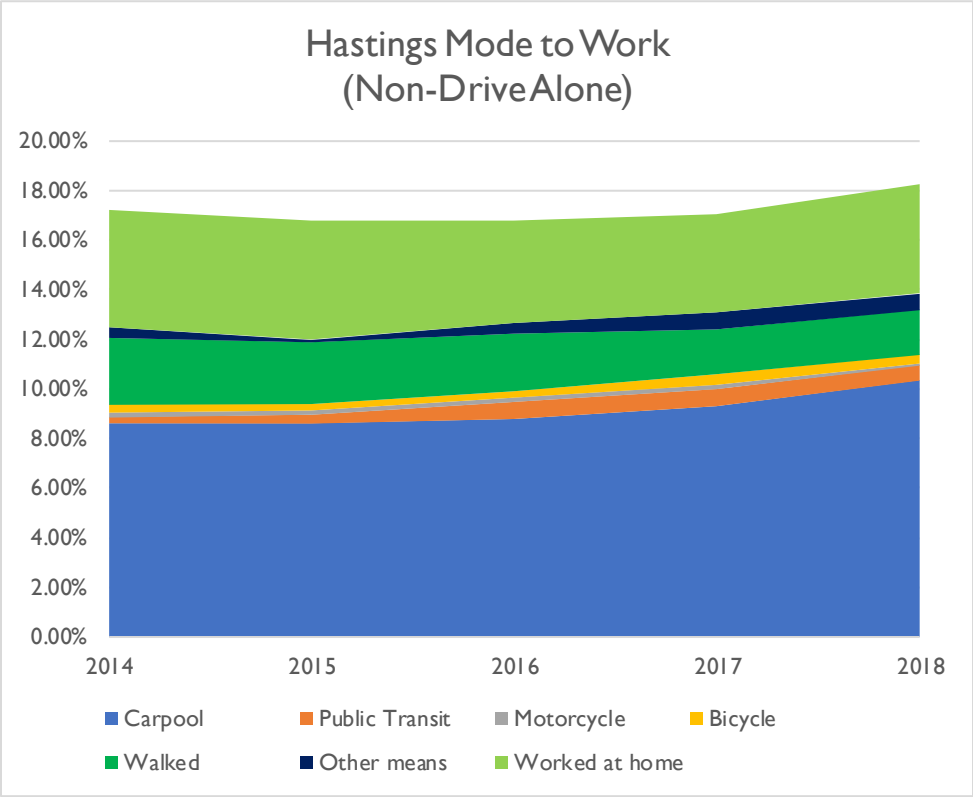
KEY TAKEAWAYS

- The community of Hastings is home to a diverse mix of older and younger residents
- It is important that the older and younger populations feel that the community is easy and safe to navigate
- There is a growing percentage of renters in the community

EMPLOYMENT AND COMMUTING

According to 2018 American Community Survey data there are approximately 12,000 employed residents over the age of 16 living in Hastings. The majority of these resident's commute in their personal vehicle, with approximately 82 percent of commuters driving alone to work. Residents that do not drive alone will typically carpool or walk, with some residents opting to take public transit or other means to work. **Figure 8** shows the percentage of non-drive alone commuting choices, with carpool being the most popular alternate mode to work.

FIGURE 8: HASTINGS MODE TO WORK (OTHER THAN DRIVE ALONE)



Source: American Community Survey 2018

Considering that the great majority of commuters rely on their personal vehicles to get them to work it is important that the transportation network is efficient and there is adequate parking for the existing demand. However, it may also be important to encourage alternate modes of commuting to work. An increase in public transit ridership, more car-pooling, and opting to walk or ride a bike to work, can have positive health and safety impacts on a community. Supporting alternate transportation modes through policy and capital projects can incentivize commuters to opt for alternate transportation modes when travelling to and from work.

KEY TAKEAWAYS

- Over 80% of commuters drive alone, with carpool being the next largest commute pattern.
- Carpool share is growing, which could mean that carpool applications or vanpool may be a viable option for some commuters.

Regional Growth

Hastings prepared a comprehensive plan called Imagine Hastings in 2009 that discusses anticipated growth for the city and the wider region. While the Imagine Hastings plan is about a decade old, it still highlights some key aspects of Hastings and regional growth. According to data collected for the 2009 Imagine Hastings plan, the Hastings community experienced less growth than the neighboring communities of Kearney and Grand Island, which is indicative of forecasted patterns discussed further in this section. However, Hastings' quality of life and strong community make it an appealing place where growth is expected. The Grand Island Area Metropolitan Planning Organization (GIAMPO) covers the Grand Island metropolitan statistical area that includes four

counties: Hall, Hamilton, Howard, and Merrick Counties. The City of Kearney and Hastings are not within the GIAMPO boundary and not affiliated with other MPOs in Nebraska. The following two sections look at population growth estimates for the Hastings area and the surrounding region, to include Kearney and Grand Island communities.

HASTINGS GROWTH

Table 3 shows the population and compound annual growth rate (CAGR) for Hastings, and its associated county, Adams County. Since 2000, the city of Hastings experienced population growth at a compound annual growth rate (CAGR) of 0.1% and the surrounding Adams County experienced a CAGR of 0.6% over the same two decades.

TABLE 3: HASTINGS AND ADAMS COUNTY HISTORICAL POPULATION DATA, 2000-2020

Locality	2000 Population	2010 Population	2020 Population*	2000-2020 Growth Rate
City of Hastings	24,703	25,181	24,972	0.1%
Adams County	27,301	28,554	30,985	0.6%

Sources: United States Census Data 2000-2010; Worldpopulationreview.com; Kimley-Horn, 2020

*Notes: * 2020 population data sourced from estimates provided on Worldpopulationreview.com*

Using the CAGR calculated in table above an estimated population projected out until 2030 and 2040 is shown in **Table 4**. The population is expected to exceed 25,000 by 2030 and continue growing to reach approximately 25,250 by 2040. Adams County is expected to reach close to 35,000 by 2040 as well.

TABLE 4: HASTINGS AND ADAMS COUNTY FORECASTED POPULATION DATA, 2020-2040

Locality	2020 Population*	2000-2020 Growth Rate	2030 Population Estimate	2040 Population Estimate
City of Hastings	24,972	0.1%	25,108	25,244
Adams County	30,985	0.6%	32,895	34,923

Sources: Worldpopulationreview.com; Kimley-Horn, 2020

*Notes: * 2020 population data sourced from estimates provided on Worldpopulationreview.com*

It is important to note that while Hastings is growing slowly, the surrounding county's growth will impact the transportation network in Hasting and should therefore be considered during planning decisions.

REGIONAL GROWTH

Kearney, Buffalo County, and Grand Island, Hall County, are within the surrounding region of Hastings, and make up the region's tri-cities area. It is important to monitor growth on a regional level when assessing transportation needs to identify long term needs and opportunities for connectivity across a region. Of the tri-cities, Grand Island is the most populated and is the only one that belongs to an MPO. As **Table 5** shows, Kearney and Grand Island, as well as each city's surrounding county, is expected to experience an increase of population of 0.7% CAGR or higher. The City of Kearney is anticipated to experience the most growth, based on 2000-2020 data, with a growth rate of 1.1%.

TABLE 5: REGIONAL HISTORICAL POPULATION DATA, 2000-2020

Locality	2000 Population	2010 Population	2020 Population*	2000-2020 Growth Rate
City of Kearney	27,576	30,994	34,301	1.1%
Buffalo County	42,336	46,174	49,841	0.8%
City of Grand Island	43,590	48,816	51,440	0.8%
Hall County	53,559	58,800	62,067	0.7%

Sources: United States Census Data 2000-2010; Worldpopulationreview.com; Kimley-Horn, 2020
*Notes: * 2020 population data sourced from estimates provided on Worldpopulationreview.com*

Using the growth rates from the above table, an estimate of the population for Kearney, Grand Island, and their respective counties, was developed for 2030 and 2040. Kearney is expected to increase by slightly over 8,000 people in the next twenty years and Buffalo County's total population is estimated to reach almost 60,000 in the same period. Grand Island's population is estimated to exceed 60,000 people by 2040 and the Hall County population is estimated to be almost 72,000 people.

TABLE 6: REGIONAL FORECASTED POPULATION DATA, 2020-2040

Locality	2020 Population*	2000-2020 Growth Rate	2030 Population Estimate	2040 Population Estimate
City of Kearney	34,301	1.1%	38,256	42,666
Buffalo County	49,841	0.8%	54,079	58,676
City of Grand Island	51,440	0.8%	55,880	60,704
Hall County	62,067	0.7%	66,815	71,927

Sources: Worldpopulationreview.com; Kimley-Horn, 2020
*Notes: * 2020 population data sourced from estimates provided on Worldpopulationreview.com*

Hastings is less than an hour drive to both Kearney and Grand Island, which makes it within a reasonable daily commute for certain employment, errands, recreational opportunities, access to health care and more. For this reason, it is important to look at how the region is growing, because this regional growth will impact Hastings in several ways, including putting more demand on the transportation network. The **Grand Island/Hastings/Kearney Intercity Bus Study (2020)** section relates to the topic of regional growth because it discusses the potential for an intercity bus service that serves the tri-city area. More details about that study and the potential for an intercity bus is discussed above. As growth in the region continues, solutions such as the intercity bus system, are needed to improve and promote access between these communities.

Roadway System Assessment

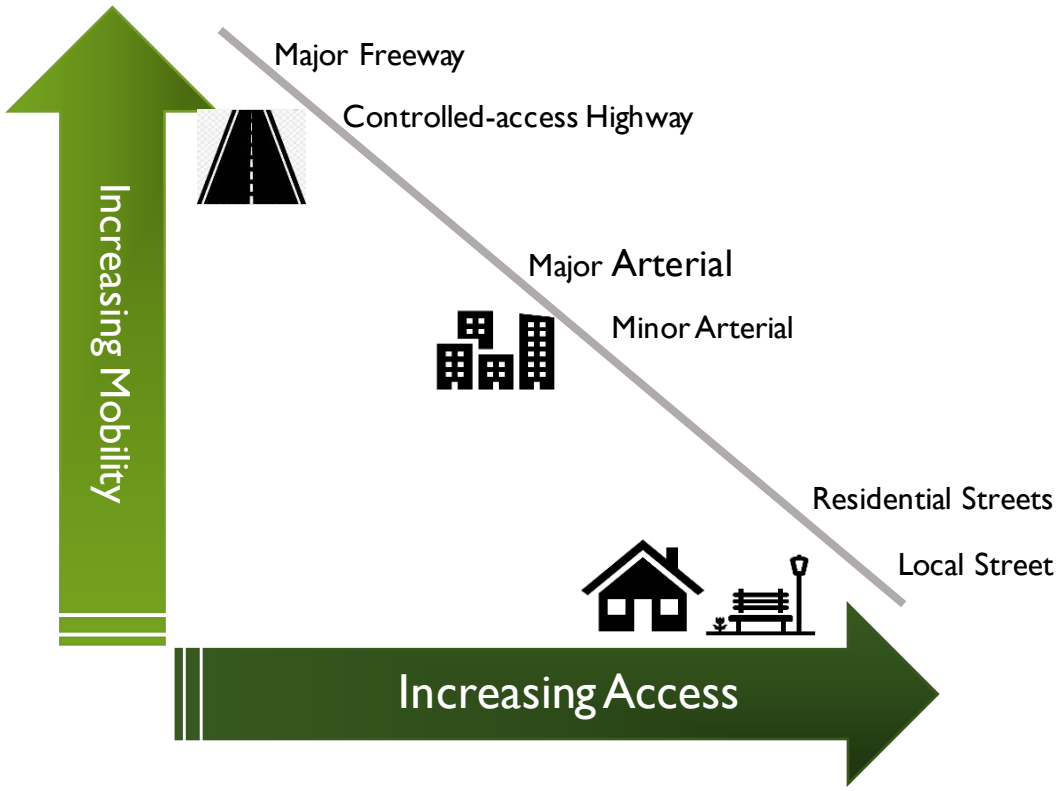
FUNCTIONAL CLASSIFICATION

Functional classifications are a helpful planning tool because they can be used to identify appropriate design components depending on typical roadway use. Often, roadways are classified based on the priority for access or mobility.

Roadways that need to increase mobility are generally heavier trafficked and may be considered freeways and major highways. Roadways that are designed to increase mobility are typically more continuous, more interconnected, and have higher traffic speeds. These roadways typically promote traffic flow between major cities and states. On the other hand, roadways that need to increase access are typically considered local or residential streets and minor arterials, where traffic speeds are lower and volume may be less. These roadways may have more frequent stops, are less interconnected, and promote access within or between neighborhoods and residential areas.

Figure 9 provides an overview of the relationship between mobility and access and the different functional classifications that can serve those priorities.

FIGURE 9: RELATIONSHIP OF FUNCTIONAL CLASSIFICATIONS



Source: Kimley-Horn, 2020

The City of Hastings is one of the tri-state cities in the Nebraska, the other two cities that make up the tri-state cities are Kearney and Grand Island. Hastings is located within Adams County and has a population of approximately 24,900 people. Being a lively and progressive city, the existing roadways provide sufficient access between communities and neighborhoods. There are over 50 miles of roadway in the City of Hastings, and these roadways are comprised of expressways, major and other arterials, collectors (residential streets), and local roads. While some of these roadways may experience heavier volumes or higher speed traffic, all classifications must be considered vital to promote an effective roadway network. **Table 7** shows the mileage of different classifications within Hastings.

TABLE 7: HASTINGS ROADWAY CLASSIFICATIONS

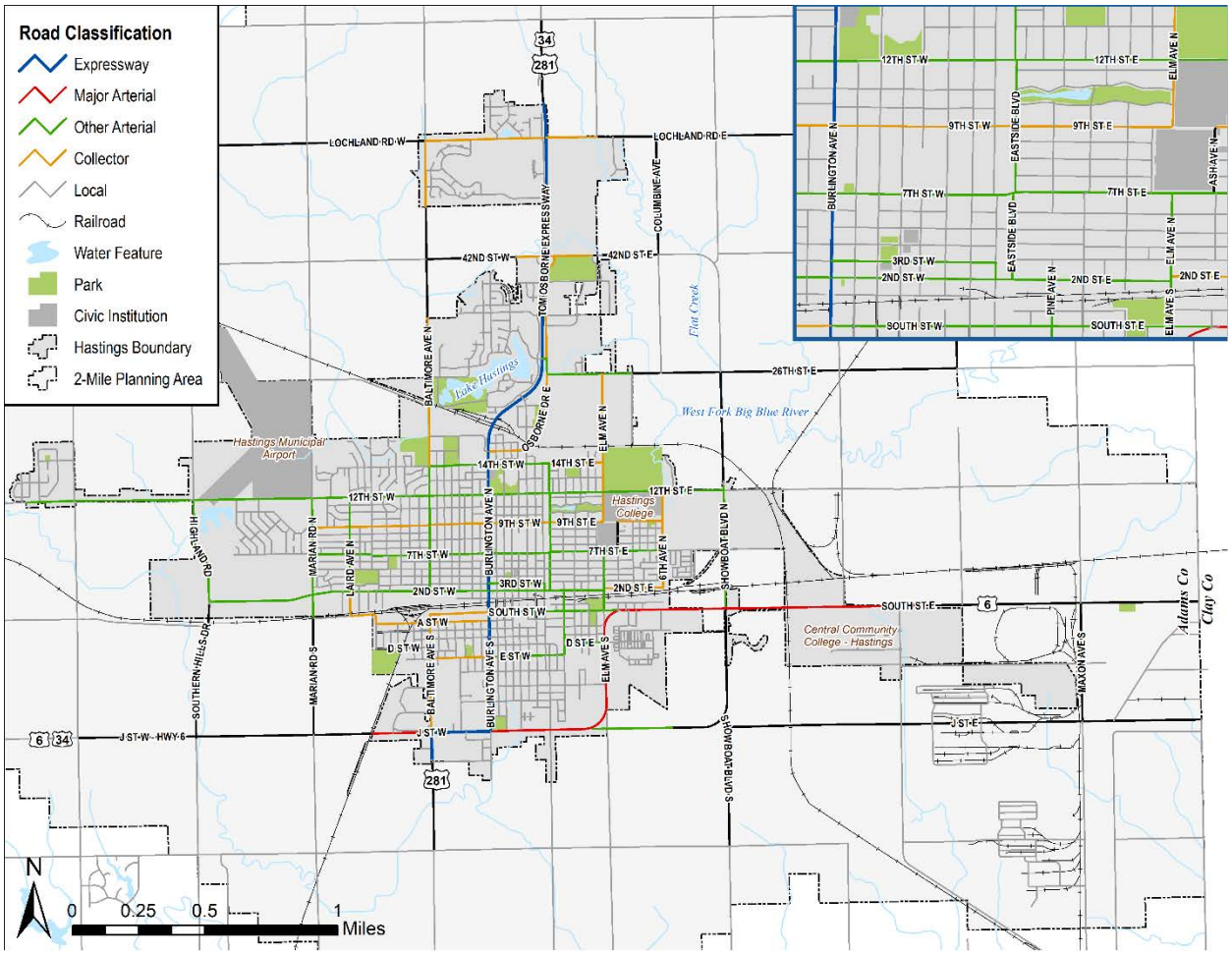
Functional Classification	Approximate Mileage
Expressway	6 miles
Major or Principal Arterials	5 miles
Other Arterials	25 miles
Collectors (Residential Streets)	15 miles
Local Roads	2 miles

Source: Nebraska Department of Roads – Hastings ,2015; Kimley-Horn, 2020

As the table shows, most roadways in Hastings are considered other arterial roads and collector roads which support intercity access. The 6 miles of expressway is made up of N Burlington Avenue and parts of US 281 (S Baltimore Avenue) and US 34 (W J Street), while the major arterial is made up of US 34 (W J Street) which turns into US 6 (S Elm Street) to E South Street.

Map 3 illustrates the functional classifications of the City of Hastings roadway system, with roads ranging from local roads to expressways. As shown, most roadways in Hastings are either other arterial or collectors, shown in light yellow and red colors, respectively. The expressway of YS 34 (Burlington Avenue), shown in dark brown, runs north-south and serves as the singular expressway in Hastings.

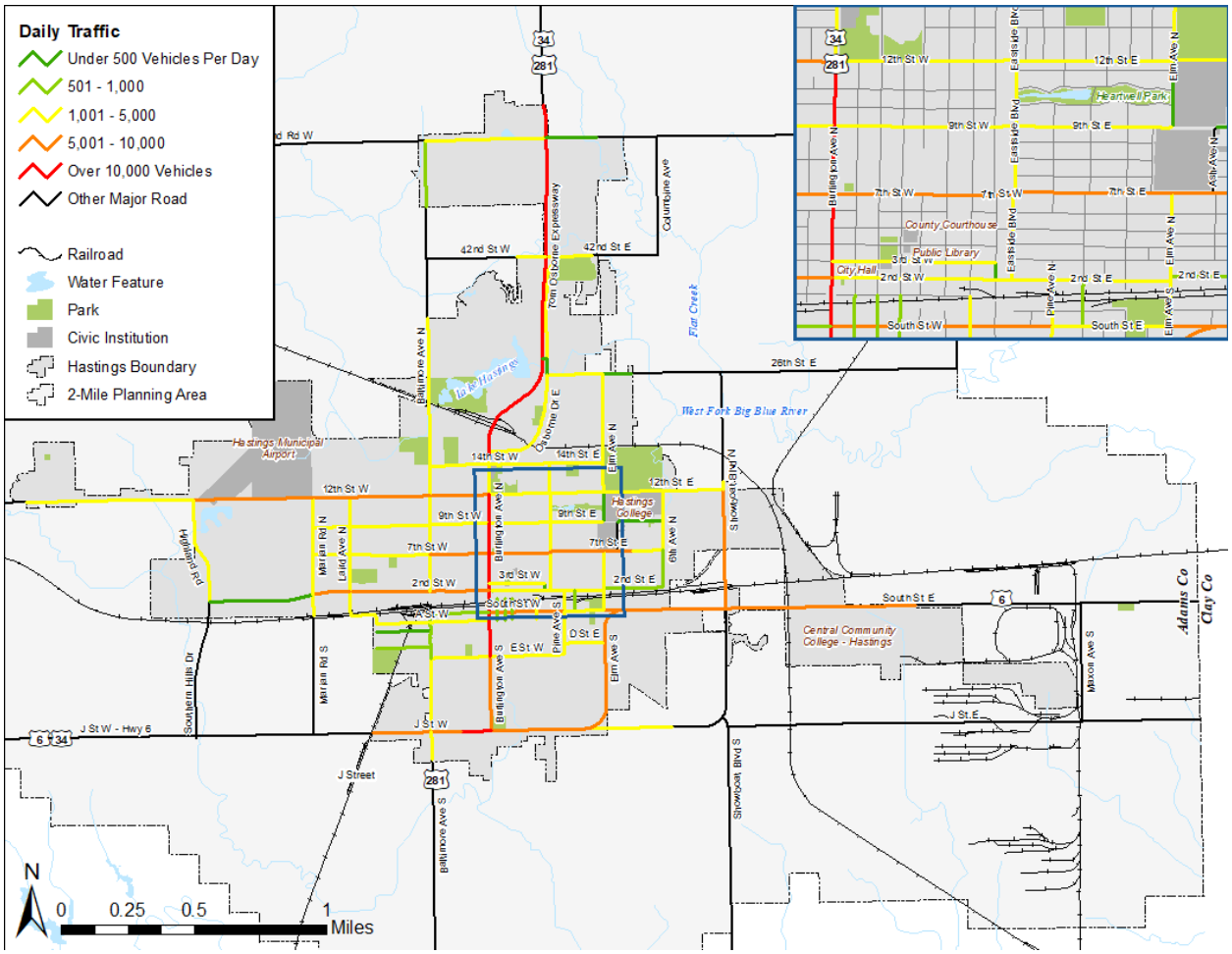
MAP 3: ROADWAY FUNCTIONAL CLASSIFICATIONS



TRAFFIC VOLUMES

Map 4 is a visual representation of traffic volumes within the City of Hastings. Roadways colored in green are indicating traffic volumes of 1,000 vehicles or less per day with red supporting more than 10,000 vehicles per day. The highest traffic volumes in the City are along US 34 (Burlington Avenue). Most other roadways in Hastings experienced fewer than 5,000 vehicles per day, as indicated in yellow.

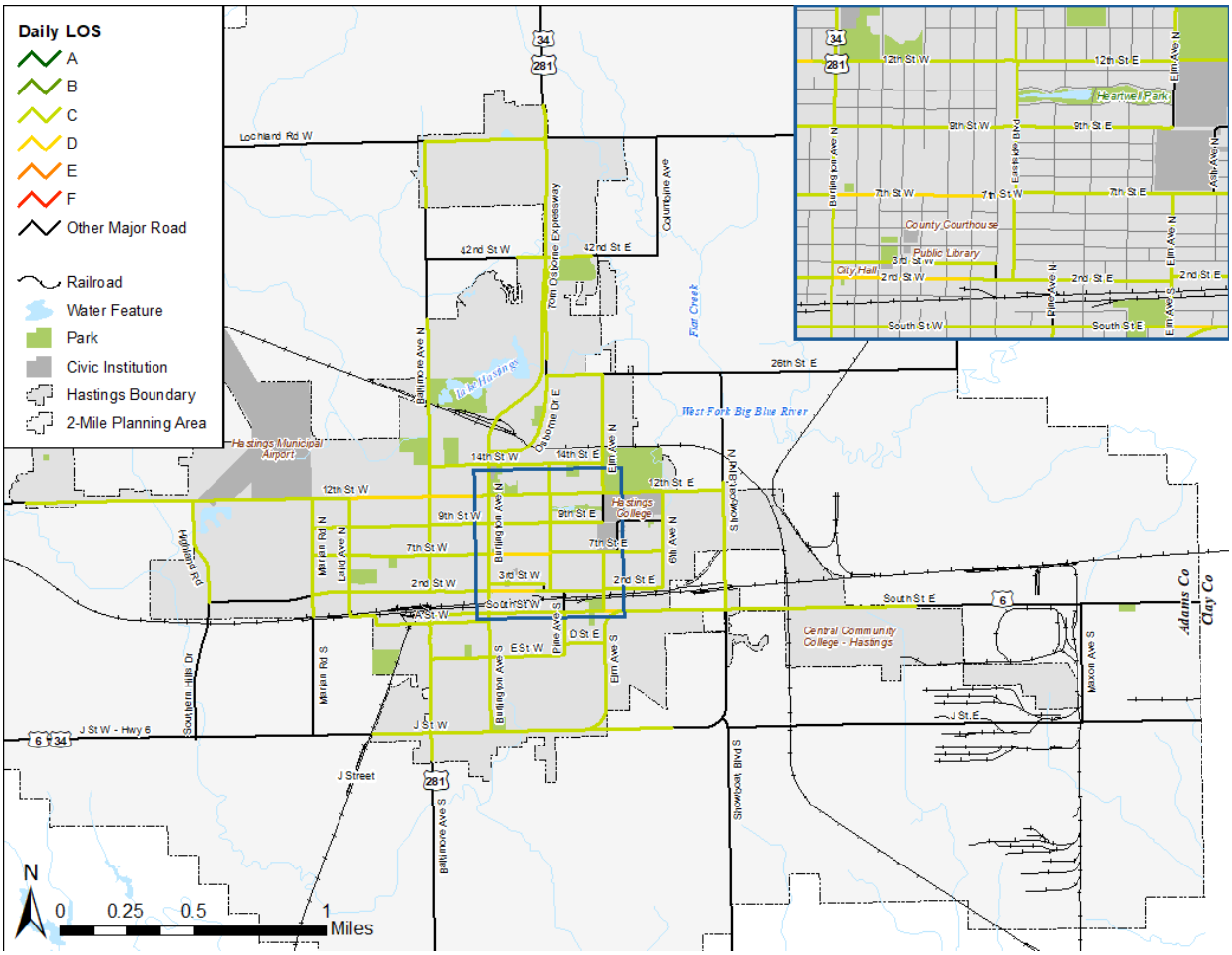
MAP 4: EXISTING ANNUAL AVERAGE DAILY TRAFFIC



TRAFFIC CONGESTION

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway. It ranges from A (very little delay) to F (long delays and congestion). Based on a planning-level LOS methodology developed by the Florida Department of Transportation (FDOT) that is used across the country, the LOS service volumes were based on the number of lanes a roadway segment had and the existing average daily traffic volume. **Map 5** illustrates the traffic congestion within the City of Hastings. As shown in the map, most roadways will operate with little to no congestion, indicated in green.

MAP 5: EXISTING TRAFFIC CONGESTION



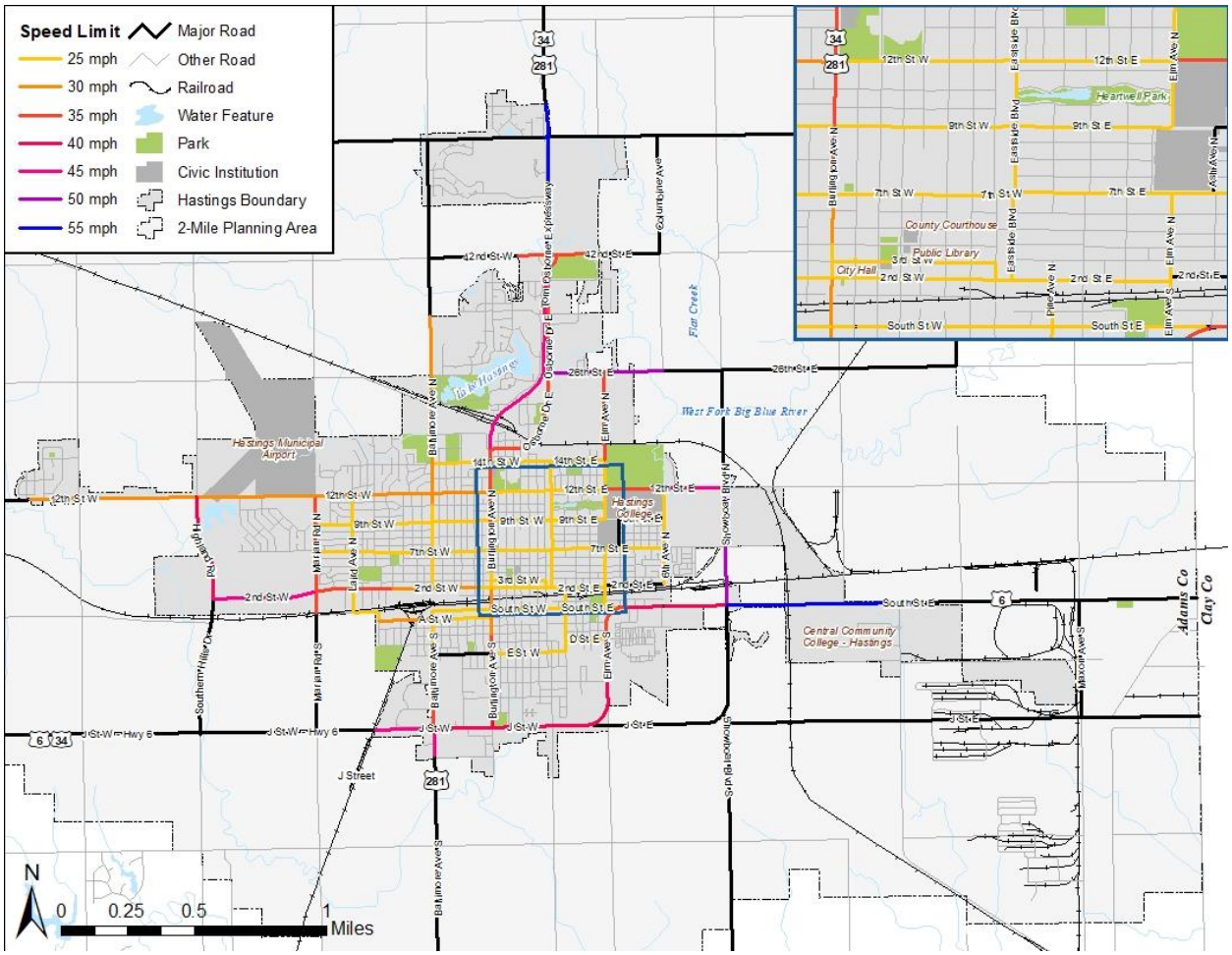
The level of service determination is based on the FDOT Quality Level of Service Handbook, 2020. This handbook is widely used and adopted by most jurisdictions to development and review roadway capacities.

TRAVEL SPEEDS

An important factor in a safe transportation network is creating an efficient network that is context sensitive. Therefore, the travel speeds for different road segments should align with the types of activities or uses present in the area. For example, a dense residential area with local streets will have a lower travel speed than a major arterial intended to connect residents between or across a community.

Map 6 shows the travel speeds for Hastings, with yellow and orange colors indicating slower speeds and colors within the pink and blue range indicating faster travel speeds. As the figure shows, most roads in the more densely developed civic, business, and residential areas are marked with 25-30 mph travel speeds, while the roads leading out of the downtown core and toward less densely populated area are marked with faster travel speeds.

MAP 6: HASTINGS TRAVEL SPEEDS

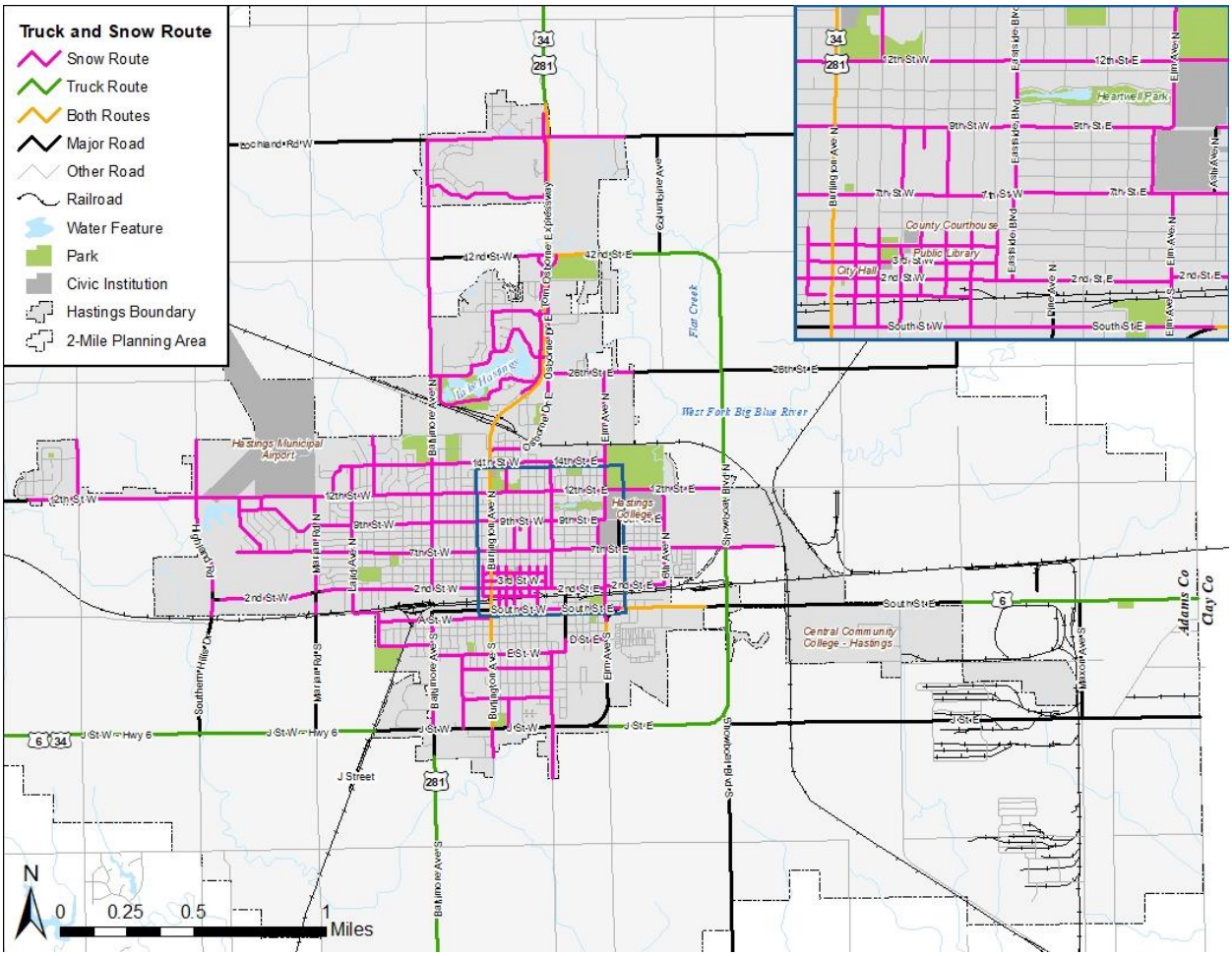


TRUCK & SNOW ROUTES

Demarcating truck and snow routes is important to a safe and efficient transportation system. Snow routes are the first to be ploughed in snowy conditions as these are determined to be the primary routes within the community and are therefore the highest priority. Truck routes are identified so that large truck traffic is moving throughout the community on roads that are equipped to handle their weight and capacity. Often, narrow streets or tight intersections can be difficult for truck drivers to navigate, so it is important to highlight routes that are easily navigable and efficient.

Map 6 shows the snow and truck routes in Hastings. Snow routes are shown in pink and truck routes are shown in gold.

MAP 6: SNOW AND TRUCK ROUTES



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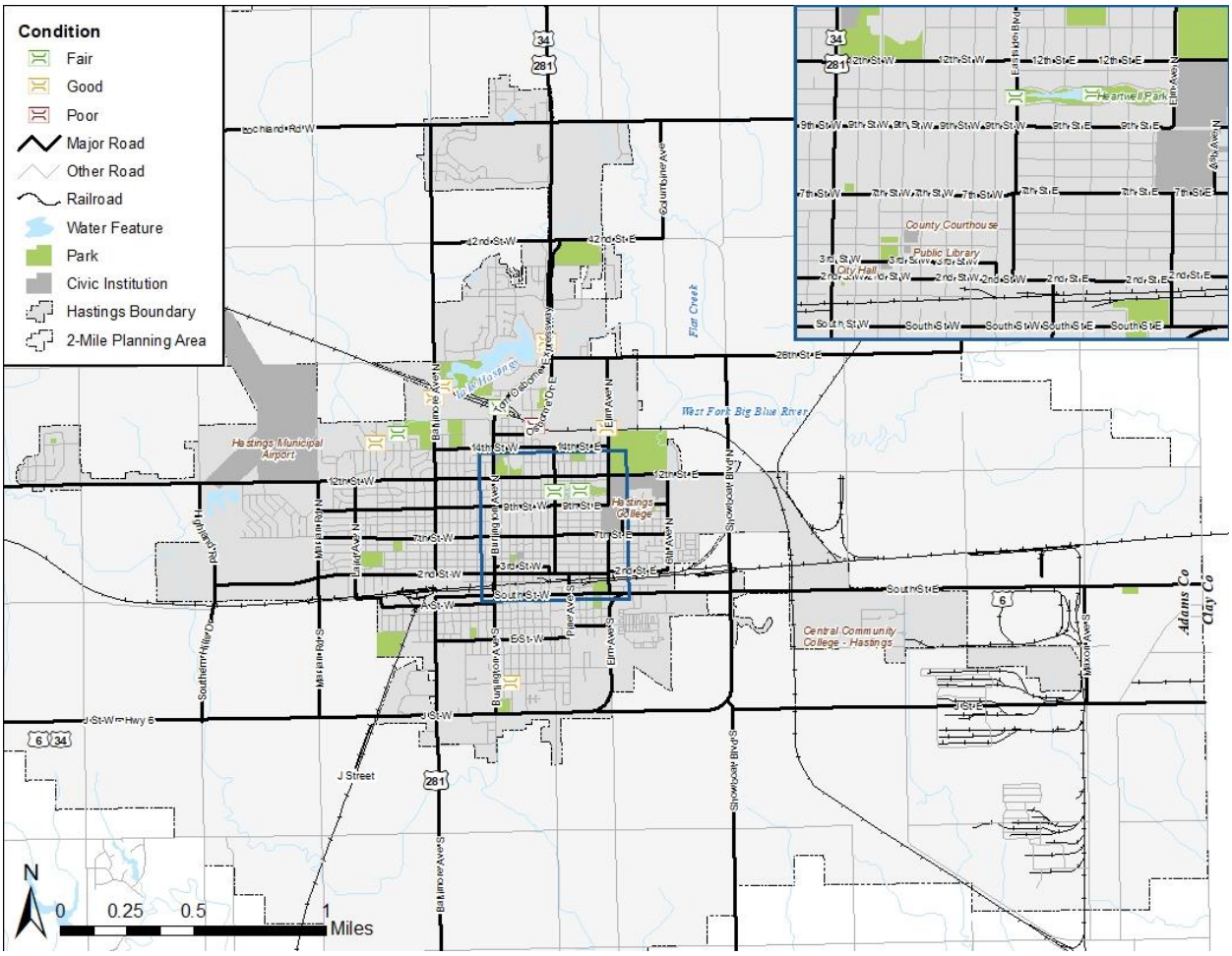
PAVEMENT AND BRIDGE CONDITIONS

The City of Hastings is responsible for operating and maintaining 12 major structures, 7 of which are culverts, 4 of which are bridges, and 1 is a slab. Three out of the four bridges are elevated over railroad tracks while the culverts are placed under roads that cross streams or rivers. Almost all major structures expect one is north of Downtown Hastings. **Map 7** illustrates the major structures located within the City of Hastings and the condition the structure is in; with green being good and dark red being poor.

MAP 7: BRIDGE CONDITIONS



Source: Bridgereport.com

KEY TAKEAWAYS

The existing transportation network that serves Hastings is diverse and designed to meet the needs of residents and visitors. Traffic volumes and congestion occur mostly in the downtown core and on major/minor arterials. The speed limits align with the purposes of the roadway and are designed to fit the context of their environment, which contributes to a safe transportation network. Snow and truck routes are appropriately demarcated to prioritize major and minor arterials for snow removal and allow trucks to more safely and efficiently navigate in Hastings.

Parking System Assessment

Convenient, safe, and accessible parking resources are a critical component of any effective transportation and mobility system. In Hastings, like many communities, much of the parking inventory is provided by private businesses for use by their customers, employees, and tenants. Within the downtown core, some the publicly-available parking is also provided by the City in the form of on-street stalls (both time-limited and unrestricted) and several public parking lots. Within City government, responsibility for the management, maintenance, and administration of the public parking system is spread across several departments including Development Services, the Police Department, and Public Works/Streets. This Plan will focus primarily on the downtown public parking system and the handful of public lots outside of the downtown. This assessment will evaluate current usage and make recommendations to address the following critical questions:

- How can the public parking system be managed effectively to best support the needs of businesses, residents, and visitors?
- Are any additional public resources needed to support future growth and re-development goals?
- Does the City have appropriate systems and methods in place to effectively manage and maintain the public parking assets over the long-term?

STUDY AREA

The study area for data collection for this project will generally include the "Mixed-Use Downtown" core as identified in Imagine Hasting Comprehensive Development Plan. Data collection efforts may also be expanded one block to the north to include the Adams County Courthouse and Auditorium blocks, and to the south to include parking along the railroad tracks, as needed.

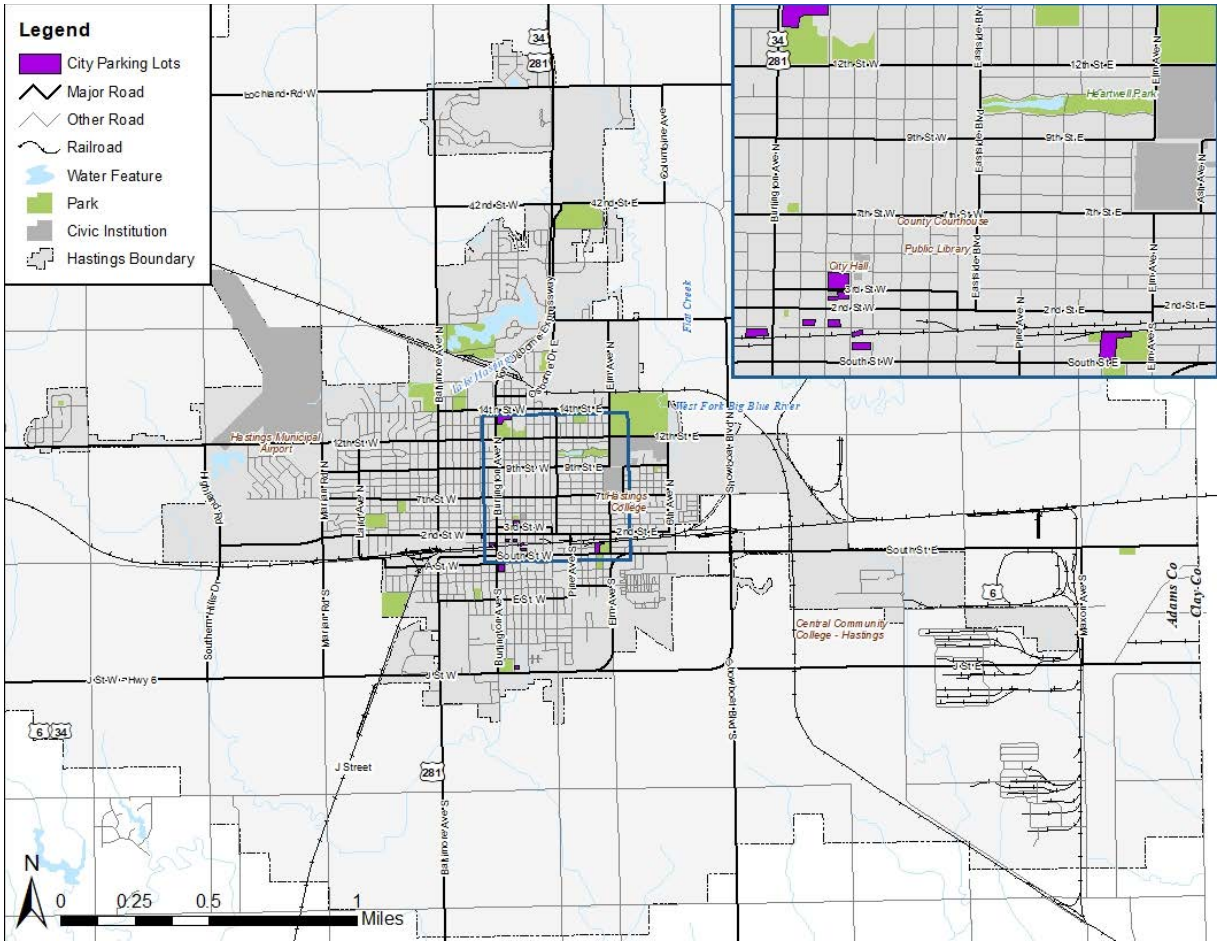
FIGURE 10: IMAGINE HASTINGS MIXED-USE DOWNTOWN CORE MAP

Source: Imagine Hastings, Comprehensive Development Plan, 2009 (Figure 2.9 Downtown Design Map)

Some of the parking policies addressed in this Plan will also apply to public parking lots that are owned and/or management by the City and located both within and outside of the downtown core. These lots include the following facilities (list provided by City staff); these locations are shown on the map below:

- Fire Station Lots (2)
- Police Station
- Parking Plaza (North of City Hall)
- City Hall
- 2ND str. & Bellevue Ave. (Clock Tower)
- 1st str. & Hastings Ave. (West side of Eagles)
- 100 blk So. Denver Ave. (Bruckman rubber)
- 800 blk West 1st str. (West of Murphy's)
- 1st str. & Lexington Ave. (West of underpass)
- 1st str. & Denver Ave. (West of Amtrak Depot)
- Duncan Field
- Museum
- Taylors Steakhouse

MAP 8: CITY PARKING LOTS



DATA COLLECTION

Due to the impact of COVID-19, baseline parking occupancy surveys have been rescheduled for later in the project. Any data collected this summer would likely be substantially impacted by the state and local "stay at home" madidates, and the general shift in public behavior. The consultant team is currently in discussions with City staff as and DDA members to reschedule data collection efforts for

later this fall or in Spring of 2021. To the extent possible, any baseline data collected will be calibrated (using advanced traffic modeling software) to estimate pre-COVID downtown supply and demand conditions.

Our future data collection effort will include the following:

- Parking inventory and occupancy data will be collected within the downtown study area (roughly 30 blocks) for all public, commercial (private but open for customers), and on-street parking resources
- Inventory details will include a survey of the number of stalls, posted restrictions, general condition, etc. for each facility. All time limited parking will be noted to confirm and update accurate maps for the downtown
- Occupancies will be collected during one typical weekday and one typical weekend during typical peak hour conditions
- Data will be summarized in graphic formats such as heat maps, tables, and charts.

KEY TAKEAWAYS

Parking inventory and occupancy key findings will be provided after data collection efforts and analysis is complete.

Transit System Assessment

There are very limited public transportation options in Hastings, especially since the loss of the Greyhound service that served the tri-cities area of Hastings, Kearney, and Grand Island. Vacant infrastructure from these services still exists in the downtown core of Hastings. The Nebraska Department of Transportation (NDOT) conducted a feasibility study to determine the best route forward in re-establishing an intercity bus service for the tri-city area. This bus service would promote equitable access and mobility between the three cities and could have environmental and economic benefits to the region. More information on the feasibility study is provided in the **Recent Planning Initiatives** section above. Other than the potential for an intercity bus service, Hastings residents and visitors have a few different transit options available to them, and those are reviewed in the following subsections.

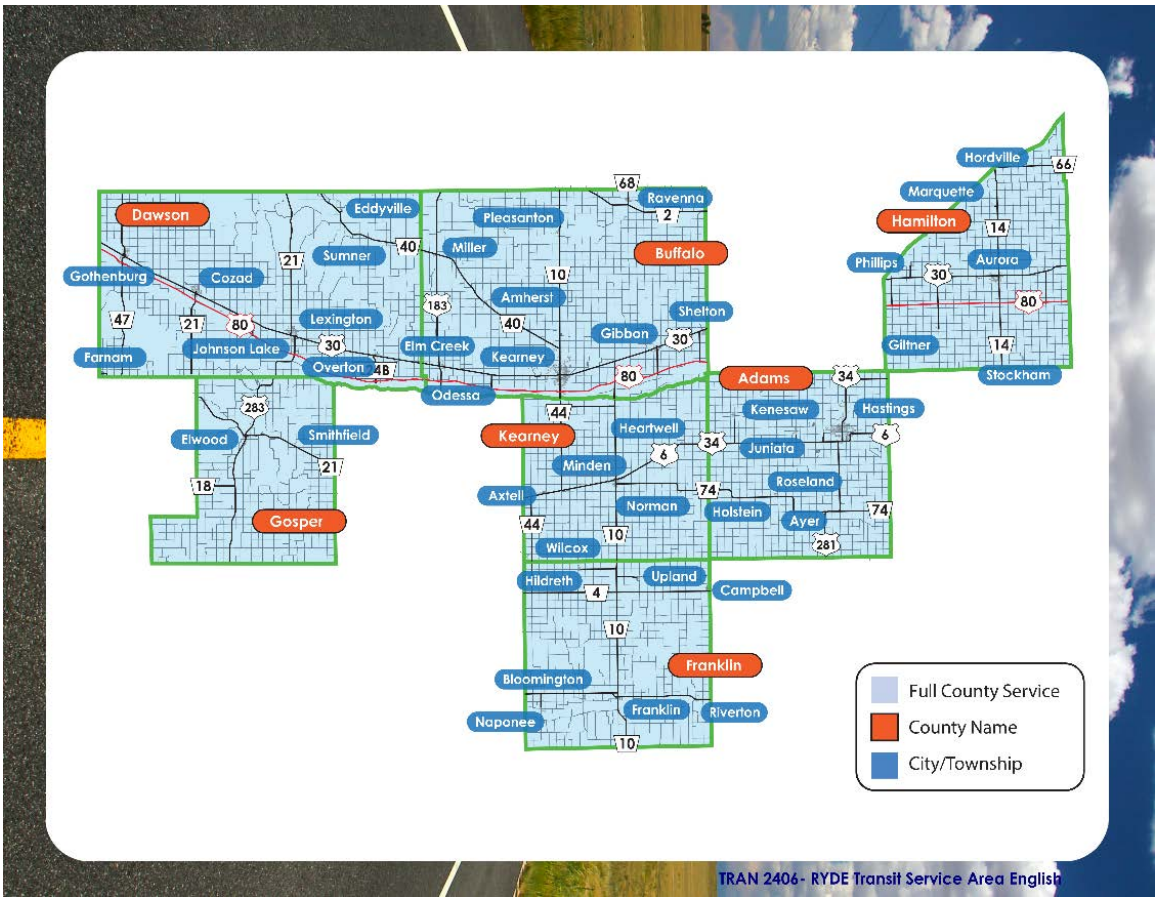
R.Y.D.E. SERVICE

R.Y.D.E Transit is provided by the non-profit organization, Community Action Partnership of Mid-Nebraska, that provides on-demand transportation service to the residents of Adams, Buffalo, Franklin, Gosper, Hamilton, and Kearney Counties. The service has a fleet of over 40 vehicles ranging from small buses to ADA accessible minivans, and provides transportation starting at $2. Rides are offered from 6am to 6pm on a demand-response schedule and will take the rider to local appointments, events, activities, and so on. Riders are asked to call and reserve a pick-up time 24 hours in advance and wait times will vary when a rider calls for a return trip depending on demand. R.Y.D.E continues to expand their service area to better serve the communities within their boundaries. Figure 11 shows the service are map published by R.Y.D.E.

HASTINGS COLLEGE

Hastings College supports two transportation options for students or staff, the Bronco Bus which shuttles around campus and downtown on Friday and Saturday from 10pm to 2am, and a Safe Ride Program that provides 24/7 escorted transportation services with Safety Officers.

FIGURE 11: R.Y.D.E. SERVICE AREA



Source: R.Y.D.E Website

PONCA EXPRESS

The Ponca Expressed is funded and operated by the Ponca Tribe of Nebraska (PTN) Transportation Department and provides transportation services for community members within a three-hour radius of the PTN facilities located in Norfolk, Niobrara, Sioux City, Lincoln, and Omaha. The service runs on an on-demand and first come/first serve schedule. There are two routes serviced by the Ponca Express, one serves the rural communities in Norfolk and Niobrara, while the metro route serves the metropolitan areas of Omaha, Lincoln, and Sioux City. Hours of operations vary for each route and region; however, most routes operate between 7am and 530pm.

AMTRAK

Amtrak is a passenger rail service that provides train transit across the United States. There is an Amtrak station in Hastings, and four others in Nebraska. The Amtrak line that travels through Nebraska reaches as far west as San Francisco and east to Chicago, connecting in Chicago and continuing east to New York City. The Amtrak is a more of an interstate, or even cross country, travel option and does not service daily or routine transportation needs within a certain locality.

KEY TAKEAWAYS

Transit opportunities in Hastings are limited and are only provided on an on-demand basis. While, transit may be limited, the city and the state are dedicated to improving connections for individuals who need to or would like to use transit services to navigate Hastings and outlying communities. Currently, the R.Y.D.E service is the

most comprehensive transit option for the area; however, the nature of the demand-response service can mean delays or long wait times. The intercity bus route assessed in the NDOT feasibility study is a step toward enhancing connectivity in the region, and in Hastings.

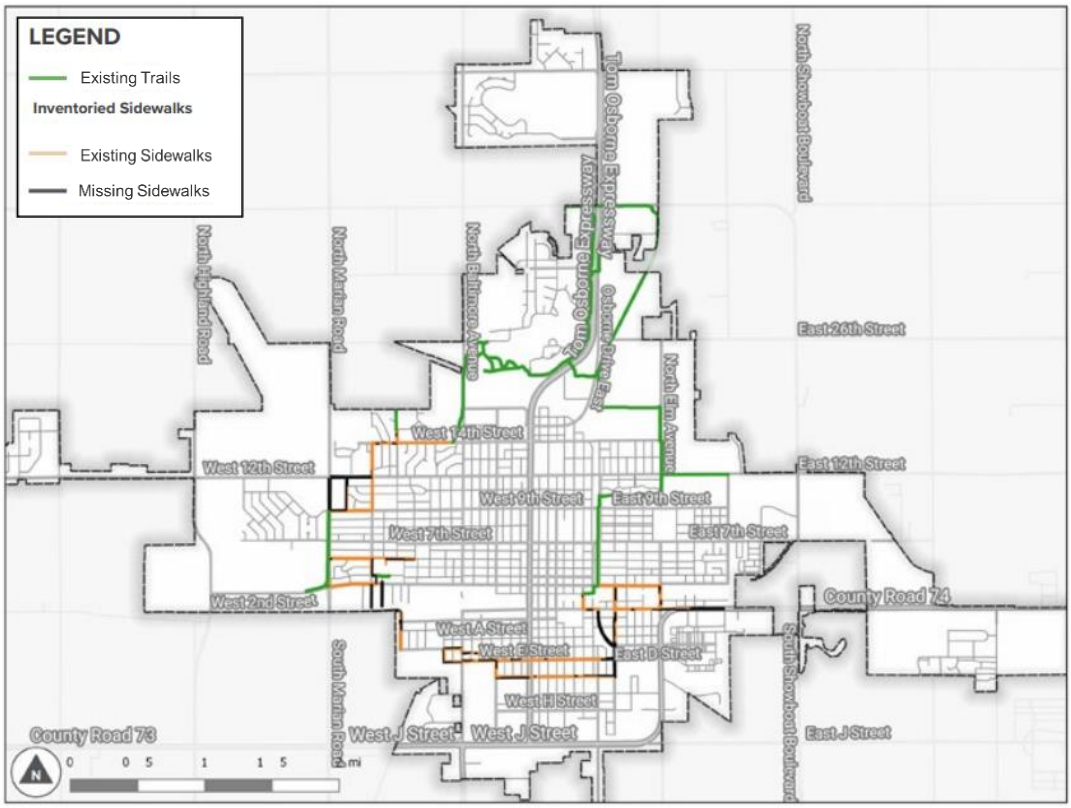
Non-Motorized Network Assessment

The City of Hastings adopted a Complete Streets policy in 2013 and has been committed to improving the non-motorized transportation network and enhancing public spaces ever since. The city has long-term goals for the intermodal network for their region with a Complete Street vision to provide a safe and efficient transportation system for all modes that creates inclusive access and mobility for all city residents and visitors. The Complete Street vision is focused on improving connectivity by enhancing pedestrian and bicycle facilities across the city and improving public spaces to generate "foot-traffic" in core business or recreational centers.

SIDEWALK COVERAGE

Sidewalk coverage in Hastings is limited, however, as discussed in the Recent Planning Initiatives section, there are plans in place to continue expanding this coverage into the future. According to the Connectivity and Walkability study produced by the City of Hastings in 2019 there are existing sidewalks intermittently throughout the city, and some existing trails as well. **Figure 12** shows the existing conditions map produced for the Connectivity and Walkability study, with existing and missing sidewalks identified in the image. More information about the future enhancements planned for sidewalks and trails in Hastings is included in the Recent Planning Initiatives section.

FIGURE 12: EXISTING INVENTORY OF SIDEWALKS AND TRAILS IN HASTINGS



Source: Hastings Connectivity and Walkability Study, 2019

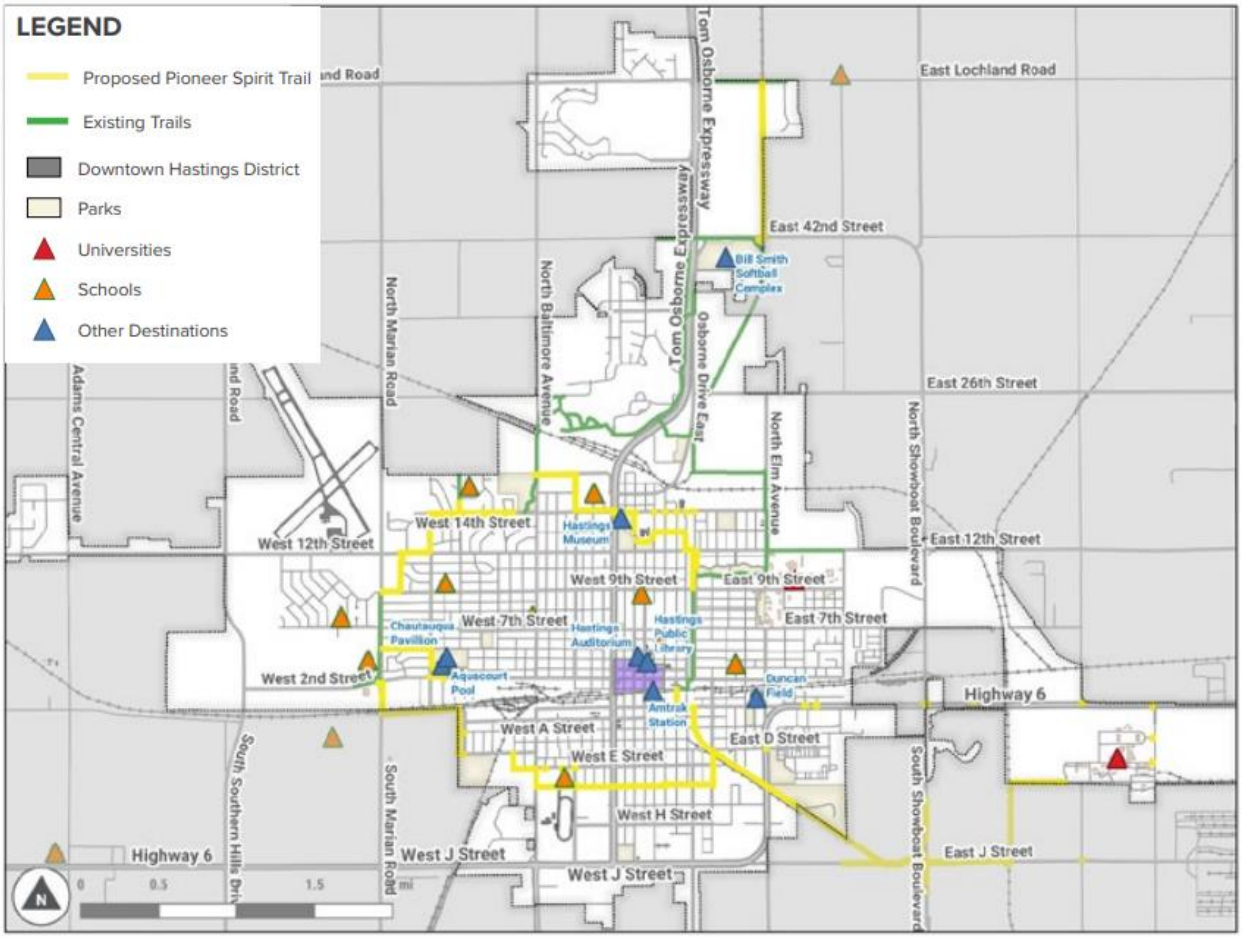
TRAILS AND BICYCLE FACILITIES

The Hastings Transportation and Parking Master Plan addresses the city's trail system, both in terms of where there are gaps and opportunities to enhance their non-motorized network. The Trail Master Plan developed as a part of this long-range planning effort, identifies proposed trail development opportunities that are supported by federal funding, when it becomes available. The City's Pioneer Spirit Trail project provides a trail network suited for pedestrian and bike use that serves as a transportation and exercise route between recreational and business destinations across the city. The following is a list of priority proposed trail development projects outline in the Master Plan:

- Southern Crosstown Connection (2.16 miles)
- West South Street Path (1.0 mile)
- Northern Crosstown Connection (2.16 miles)
- Chautauqua Park Connection (0.53 miles)
- 14th Street Link (1.93 miles)
- Prairie Ride Park Connection (0.34 miles)

Figure 13 shows the existing and proposed segments of trails for the Pioneer Spirit Trail System. As shown, the proposed trail network provides connectivity surrounding the core downtown area as well as north and south of the city.

FIGURE 13: EXISTING AND PROPOSED TRAIL SEGMENTS



Source: Source: Hastings Connectivity and Walkability Study, 2019

Costs for these projects range from slightly more than $1 million to about $150,000. The average cost of one of the priority capital projects is approximately $600,000. Beyond these proposed connections, the city intends to continue to support Complete Street improvement projects and looks to property owners and developers to accommodate and support these efforts.

Bicycle Facilities

In addition to the continued improvement of bicycle friendly trails, the city has a selection of bicycle facilities to highlight. Such as the bike share program offered through Hastings College, which has a fleet of 10 bicycles that can be used students or staff. In addition, the college offers year-long bicycle rentals for $30 per year.

KEY TAKEAWAYS

While the City of Hastings may have limited non-motorized transportation opportunities at this time, the City is committed to enhancing this network over the next ten years. There are segments of the city that support walking and biking; however, the identified areas of improvement and proposed projects will create a more connected city. The proposed improvements will not only increase non-motorized accessibility, but also improve safety for those who opt to walk or bike throughout the city.

Transportation Safety Assessment

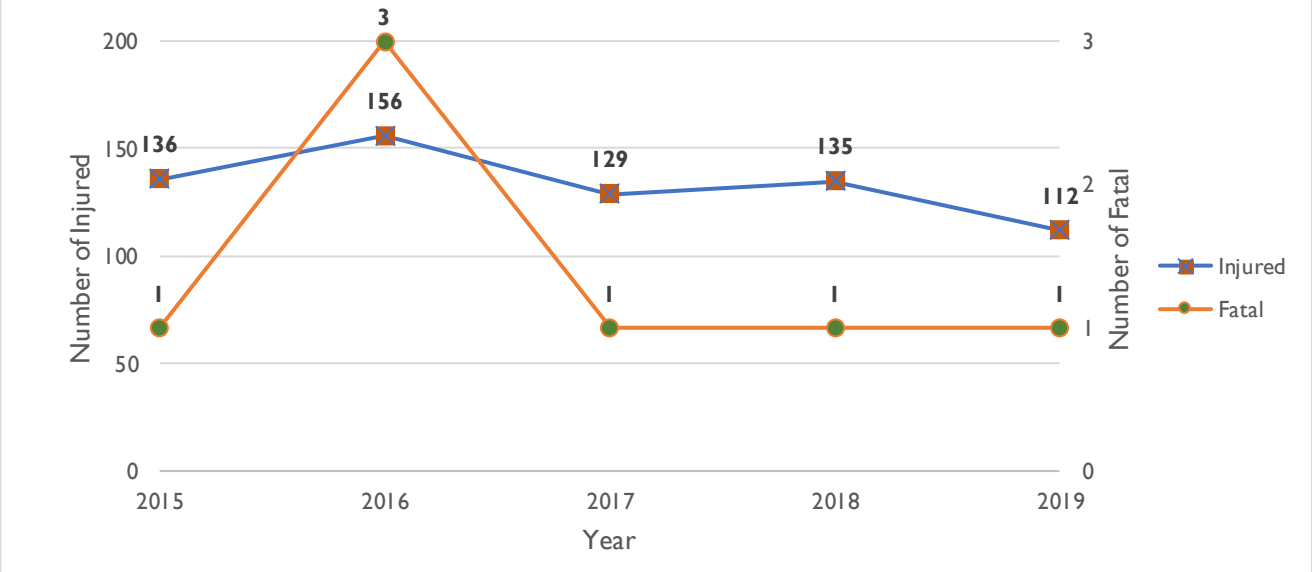
NDOT CRASH DATA

A common way to evaluate the safety of a transportation network is to assess where vehicle accidents are occurring, the severity of the accidents, and the type of accidents that occur. Patterns can emerge in traffic data that can inform planning recommendations or initiatives to improve safety.

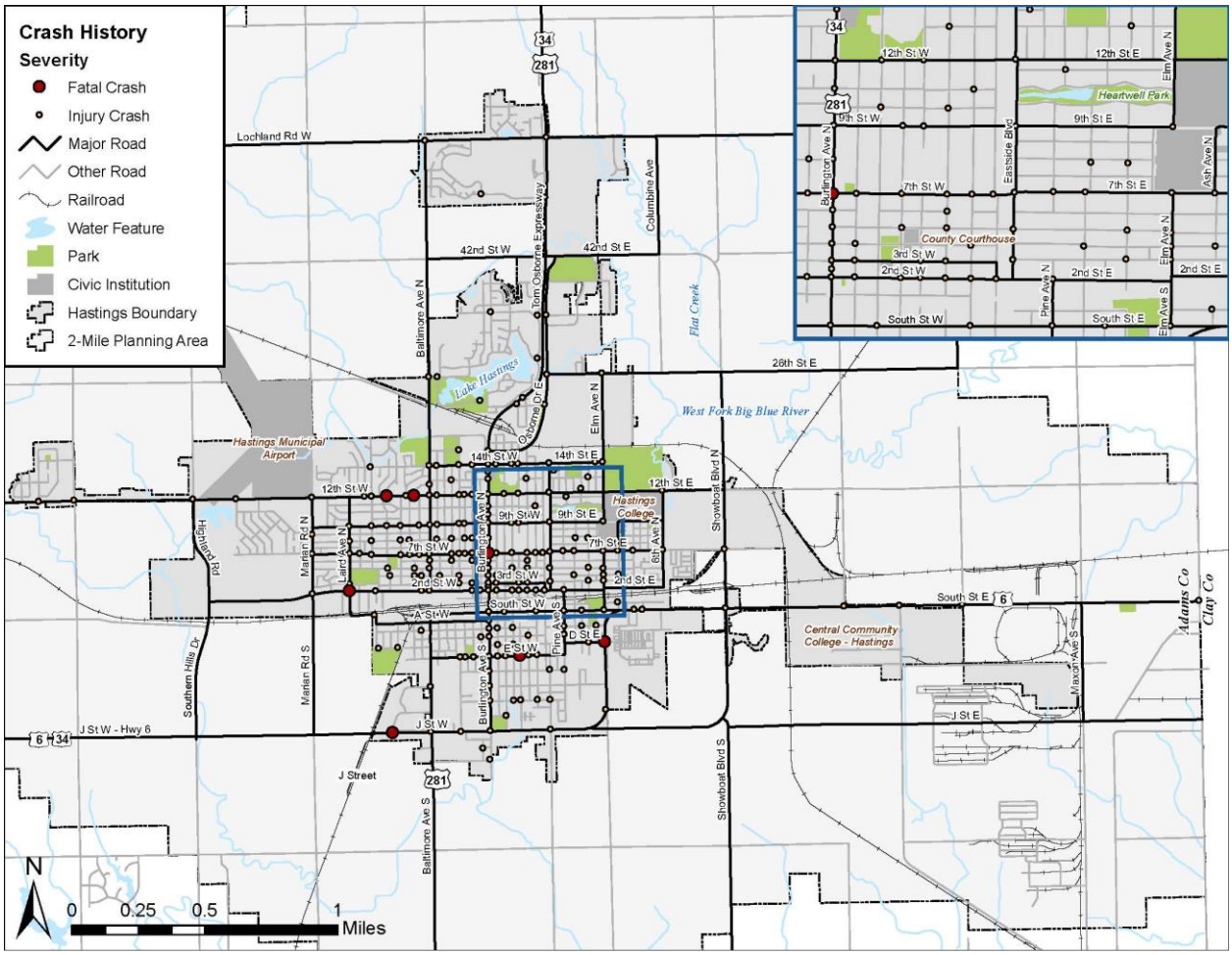
Crashes by Severity

Figure 14 shows the severity of the crash broken into the number of injured people and the number of fatalities per year in the past five years (2015-2019). The blue line graph illustrates the number of injured people and the orange line graph illustrates the number of fatalities. Over the past three years between 2016 and 2019 there was a 10.5% decrease in the number of injured people and a 31% decrease in the number of fatalities.

FIGURE 14: VEHICLE CRASHES BY SEVERITY (2015-2019)



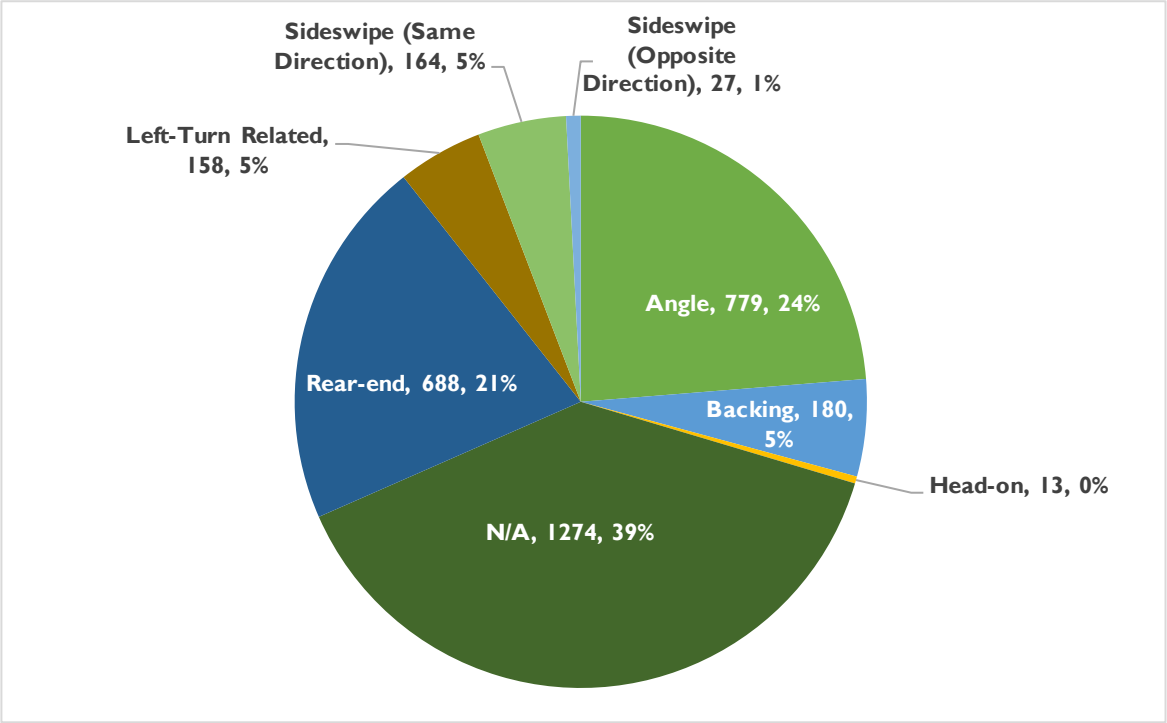
MAP 9: 5-YEAR SEVERE CRASH HISTORY



Crashes by Type

shows that most of the crashes are either undetermined (39%), an angle collision (24%), or a rear-end collision (21%). The undetermined (N/A) crashes were made up of single vehicle collisions with a stationary object such as a tree, parked car, or light pole, a collision with a bicycle, or an animal.

FIGURE 15: VEHICLE CRASHES BY TYPE (2015-2019)



KEY TAKEAWAYS

- Crash data for Hastings indicates that the intersections in the immediate area of Burlington Ave N and E 2nd St experience the highest number of traffic accidents. This is likely due to the congestion and high volumes on these roads in the downtown core.
- 2017 experienced the highest number of accidents for the crash history analyzed, with rear-end and angle accidents being the most common.
- The most severe accidents occurred in 2016.

Transportation Policy Alignment Assessment

City of Hastings Complete Streets Policy (2013)

A Complete Street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. Complete streets are designed and operated to enable safe continuous travel networks for all users, pedestrians, bicyclists, and motorists of all ages and abilities can safely move from destination to destination along and across a network of complete streets. Elements of Complete Streets include street and sidewalk lighting, pedestrian and bicycle safety, access to streets and sidewalk, street trees and landscaping, drainage, parking, and street amenities. The vision of the City of Hastings is to provide a safe and efficient motorized and non-motorized transportation system that creates access to businesses, schools, parks, and neighborhoods, promotes health and mobility, and takes into consideration all citizens and all modes of transportation.

The purpose of this policy is to provide a network of interconnected local and collector streets that supports walking and bicycling for all citizens of Hastings, Nebraska. This will be accomplished because all street projects–including design, planning, reconstruction, rehabilitation maintenance, or operations–shall be executed in a way that takes into consideration ways to accommodate and encourage travel by bicyclists and pedestrians of all ages and abilities.

Parking Management & Policies

The City accurately states in their general "Parking Guidelines" that effective parking management is important to the community. This is especially true in the downtown core where many businesses rely on the public parking supply to meet the needs of their customers and employees. Effective management of the downtown public parking system is a proven economic strategy that generally allows for greater development density, higher land values, increased foot traffic, and expanded opportunities for infill and re-development.

The overall parking management approach generally starts with policy (defined by City code) and then how effectively that policy is implemented. The following City parking policies were identified as important components to how the current system operates; several notes have been added based on our initial meetings with City staff and stakeholders:

- Off-street parking requirements for private development are defined under Article III, Section 34-308 of the Hasting Municipal Code; land uses within the Downtown Central Business District (C-2 zoning) are exempt from providing parking. Note that this is a typical best practice to allow for development within a Central Business District but does mean that more of the burden falls to City-managed parking resources to meet the needs of downtown uses.
- Parking within City lots is restricted to 72 hours, meaning that these lots are not intended for long-term vehicle storage, though this is an issue in several locations.
- There is currently no formalized process within the code for overnight or residential permit parking within City-owned facilities; likewise, requests for curb-management zones, valet parking requests, parking for oversized vehicles or food trucks, and other needs are generally not addressed in the code.
- Much of the downtown on-street parking is time limited and posted for 2-hour or 3-hour parking; Police officers are tasked with enforcing these regulations; much enforcement is currently in response to complaints, with less pro-active enforcement than prior years.
- Parking lot snow removal, repaving and some maintenance items are handled through Public/Works Streets.
- Other management responsibilities including signage, permit management, and administration generally fall to Development Services but are not clearly defined by the City ordinances.

KEY TAKEAWAYS

Several parking policy challenges from the list above were mentioned repeatedly by different stakeholder groups. These issues generally limit the effectiveness of the downtown parking system. Recommendations in the next phase of the Transportation and Parking Master Plan will likely focus on the need for a more organized and comprehensive approach to downtown parking management, and the need for long-term funding sources for downtown parking assets. These challenges and potential solutions will be discussed with the community in the coming months.

Public and Stakeholder Engagement

PROJECT ADVISORY COMMITTEE

The Project Advisory Committee (PAC) exists to ensure the project direction, methods, and outcomes are consistent with the expectations and understanding of the community. As such the committee is comprised of individuals from various areas of Hastings, spatially and background.

FOCUS GROUP INTERVIEWS

The project team set up four meetings with the four voting wards of the city. These meetings were focused on gathering detail and differences between the wards to help understand the transportation challenges. The one-

hour meetings were conducted at the auditorium, as they occurred during the COVID-19 pandemic and needed to provide social distancing. Attendees were asked to provide feedback on the state of the city, what they thought was going well, what needed improvement, and what they valued as citizens. These comments were collected across all the wards, in addition to a larger open house style meeting that was made available to anyone who could not attend their individual ward meeting. The summary on the next page is the key outcomes from this outreach.

HASTINGS TRANSPORTATION AND PARKING MASTER PLAN

FOCUS GROUP OUTREACH

The city hosted five focus group interviews, one for each of the four voting wards plus a city-wide meeting. These meetings gave 37 participants the opportunity to discuss transportation topics and aspirations with the project team. Below is a summary of themes heard in those conversations.

What's Important?

SAFETY

Safety— from crashes to crime—is a core value for Hastings residents.

CHARACTER

Small town character and cleanliness add to the charm of Hastings.

COMMUNITY

Hastings has friendly neighbors who volunteer their time and work together.

What Do We Like?

TRAILS

The growing trail system is great for families and community health!

MAINTENANCE

Upkeep and repairs are done in a timely fashion.

PLACES

From the colleges to water parks, Hastings has interesting places that add to its appeal.

What Could Use Improvement?

TRAFFIC FLOW

Traffic signals and limited cross-town routes cause congestion, particularly around schools.

RAILROAD QUIET ZONES

Train horns regularly impact resident's quality of life and as well as disturb downtown visitors.

MODAL OPTIONS

Desire for more hiking and biking trails, sidewalk continuity, and public transit.

ONLINE COMMUNITY ENGAGEMENT

Following the focus group interviews, the first round of full public and stakeholder engagement process was largely focused on allowing residents to:

- Decide what should be prioritized in this Transportation Master Plan;
- Weight trade-offs in how to use the County's limited transportation funding; and
- Map strengths, weaknesses, and opportunity areas in the County's transportation system.

Due to the Covid-19 pandemic and associated guidance for the public to stay at home as much as possible, this round of engagement was conducted completely virtually. A robust and interactive survey using the MetroQuest platform was developed to obtain similar input to a public open house. A total of 359 respondents completed the survey.

The MetroQuest survey is divided into five pages; a detail of each page and the results are provided below:

SURVEY PAGE 1. WELCOME

FIGURE 16. METROQUEST WELCOME PAGE

Purpose. Provides an overview of the survey and the TMP planning process.

SURVEY PAGE 2. GOALS

FIGURE 17. METROQUEST GOALS PAGE

Purpose. Allows residents to prioritize the draft project goals. Respondents were able to click on each goal to see each goal statement and then rank their top five goals by dragging them above the dashed line. The goals were described as follows:

Resiliency
Design transportation facilities and networks so they are secure and resilient to impacts from man-made or natural disasters.

Integration
Integrate transportation and land use decisions to create and preserve neighborhoods that promote vibrant community character and encourage active living.

Safety

Transportation facilities that provide safe travel options for all residents and visitors.

Efficiency
Optimize the use of existing infrastructure as well as strategic seeking of funding options to make effective investments in the transportation network.

Connectivity
Design transportation facilities and networks so they are secure and resilient to impacts from man-made or natural disasters.

Growth
Promote growth in the economy, development, and tourism by providing a transportation system that accommodates current and future demand for the movement of residents, visitors, and goods.

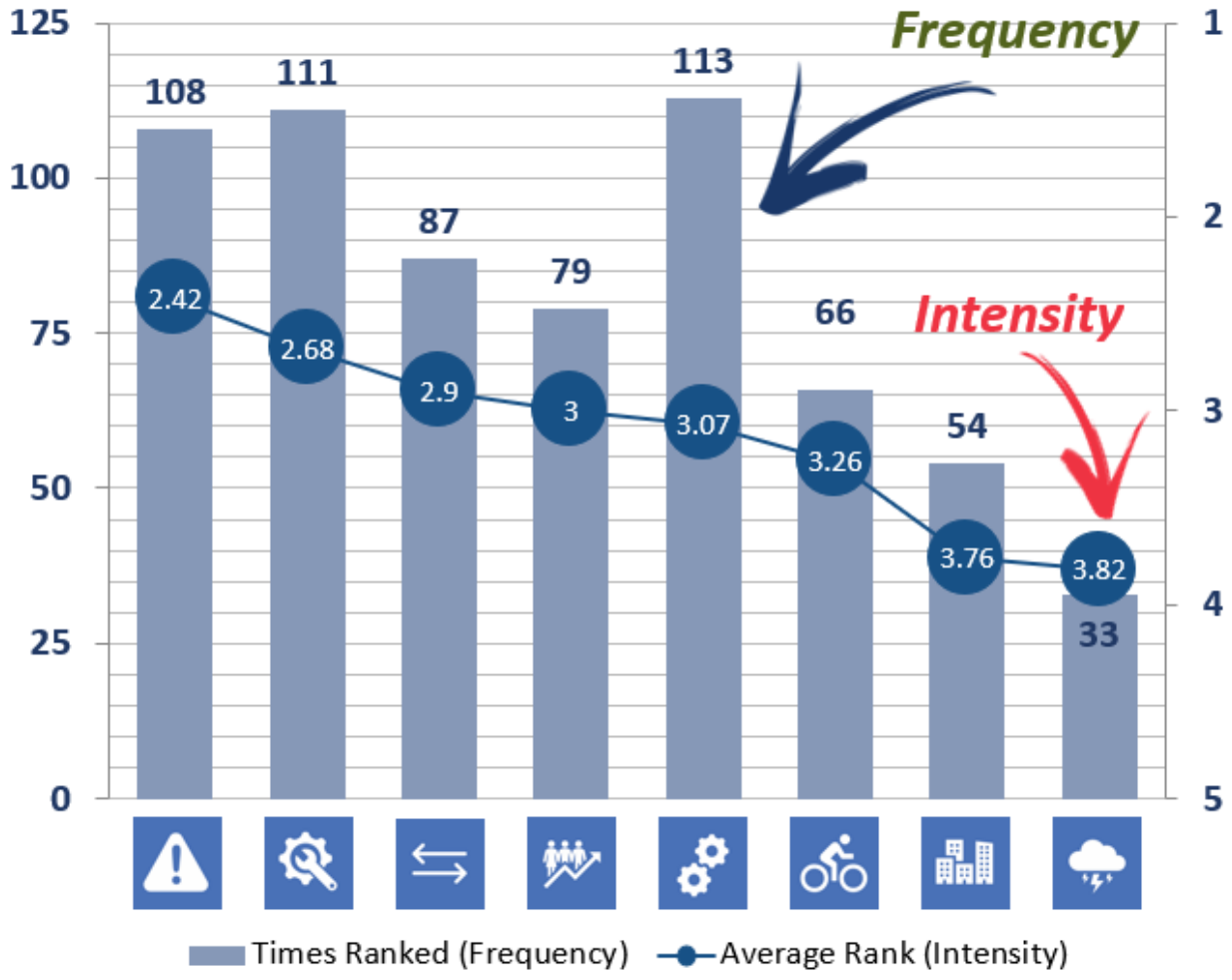
Choices
Provide travel choices that are accessible to all travelers, promote local mobility, and reduce the impacts of transportation on the environment and neighborhoods.

Maintenance

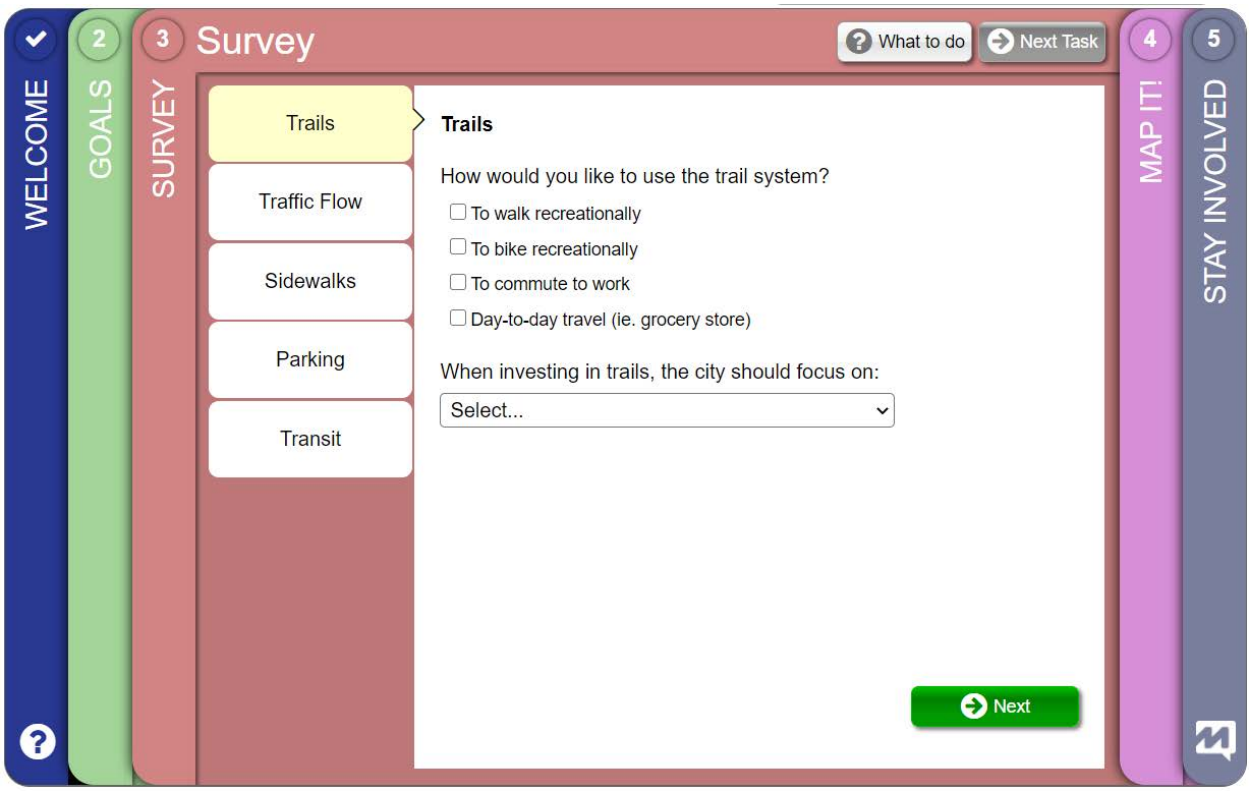
Extend the life of the transportation system and promote fiscal responsibility by emphasizing maintenance over system expansion.

Results. Safety received the highest average score and was among the highest in frequency; Maintenance was the second in both frequency and intensity of responses. Many respondents thought that Efficiency was important, but the gap between frequency and intensity shows that when it was ranked, it wasn't ranked particularly highly. There's a significant gap between frequency the top three ranked goals and the remainder of the goals. It is also clear that Integration and Resiliency are not major priorities in Hastings.

FIGURE 18. METROQUEST GOALS RANKING RESULTS



SURVEY PAGE 3. SURVEY

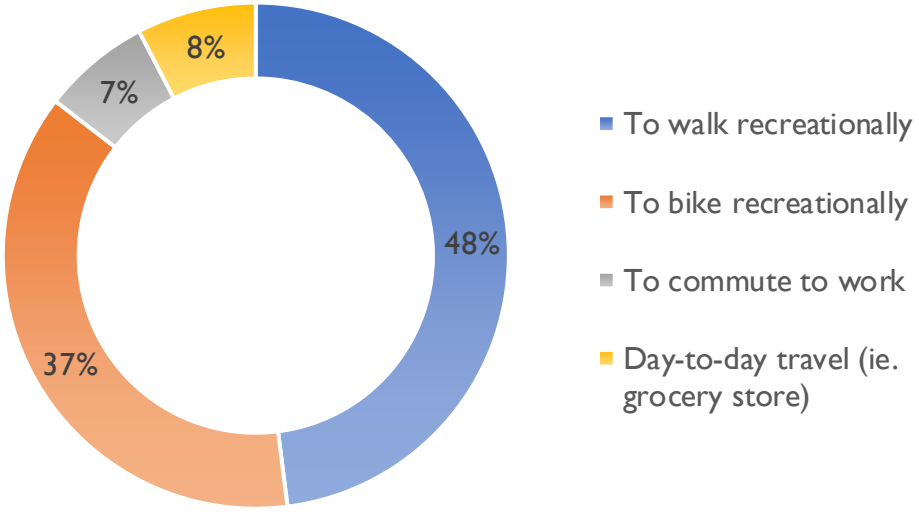


Purpose. Allows respondents to respond to a variety of questions on five different topics. These questions help understand the participant's viewpoint for the transportation system. The topics included trails, traffic flow, sidewalks, parking, and transit.

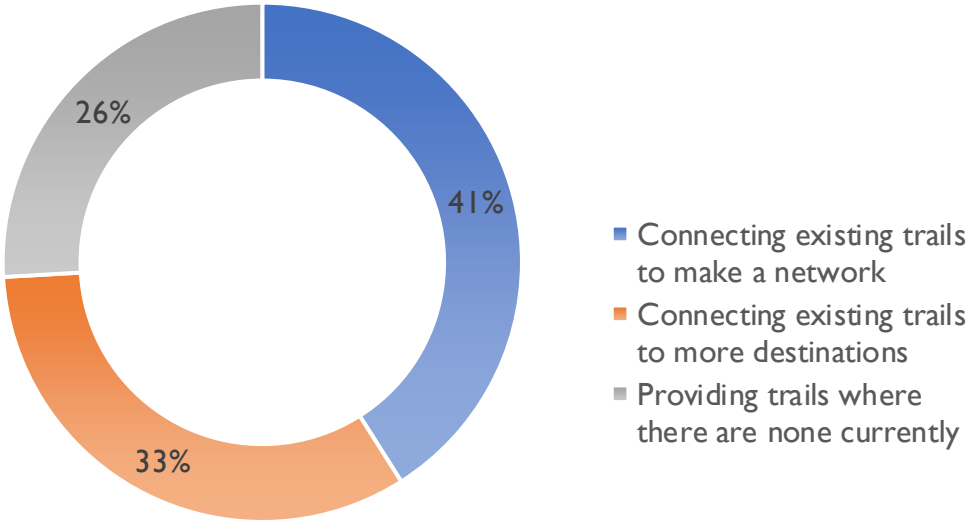
Results. Shown for each element of the transportation system on the following pages.

Trails

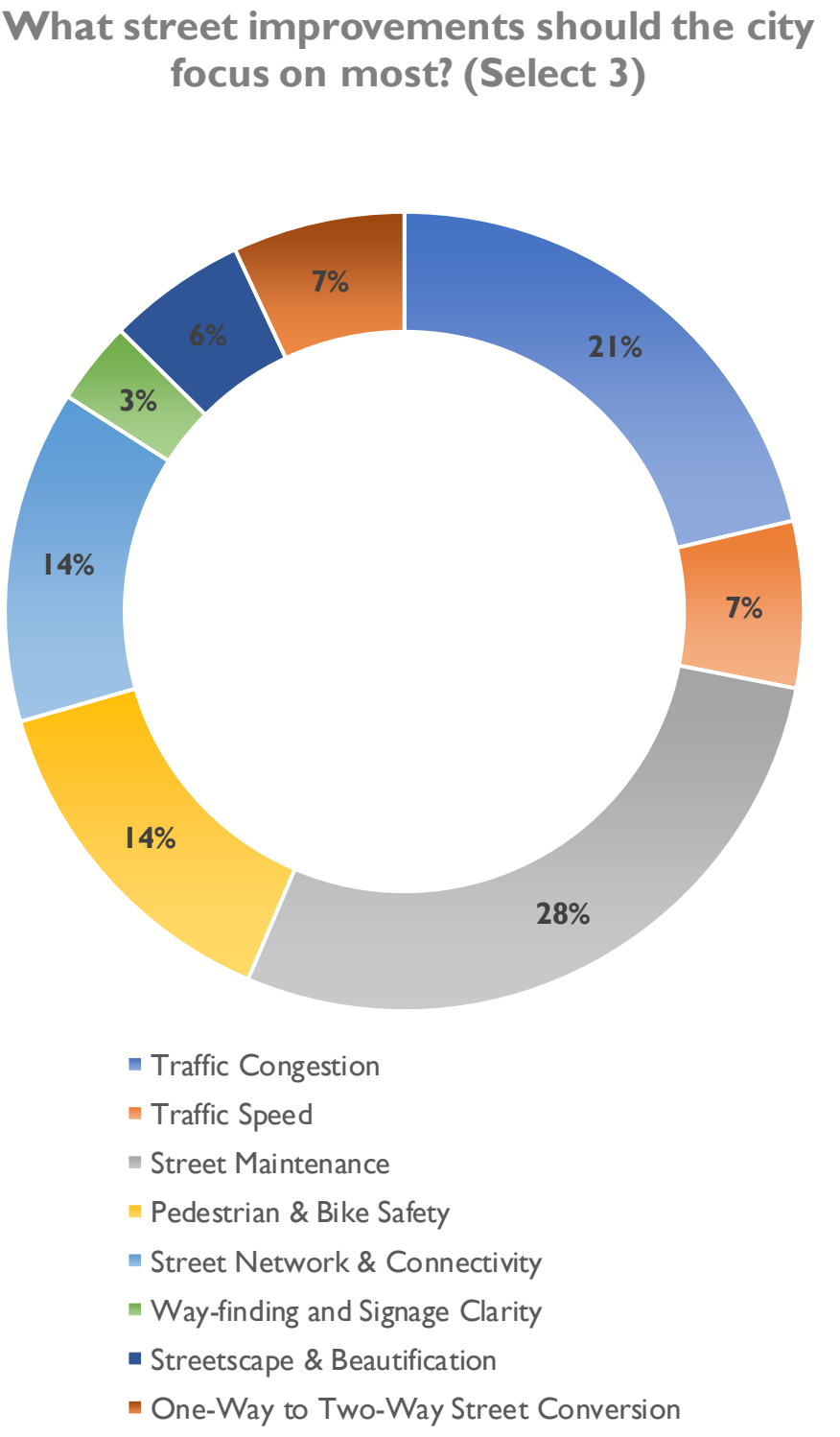
How would you like to use the trail system?



When investing in trails, the city should focus on:

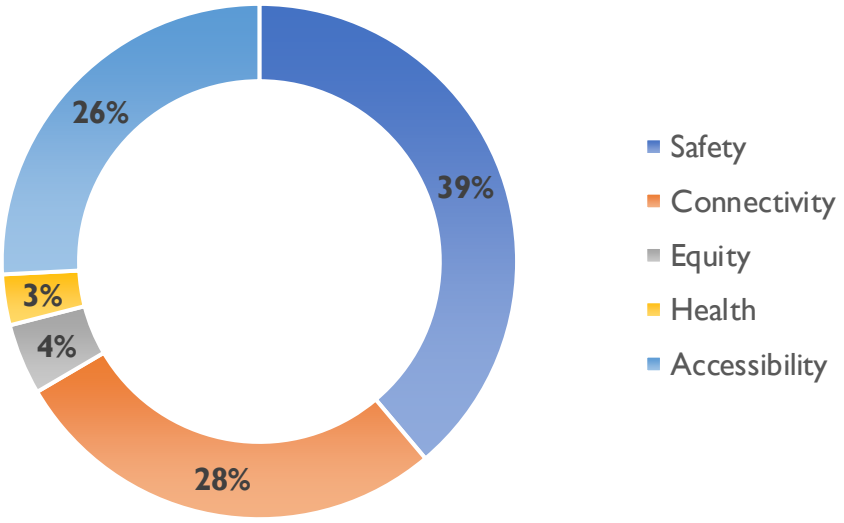


Traffic Flow

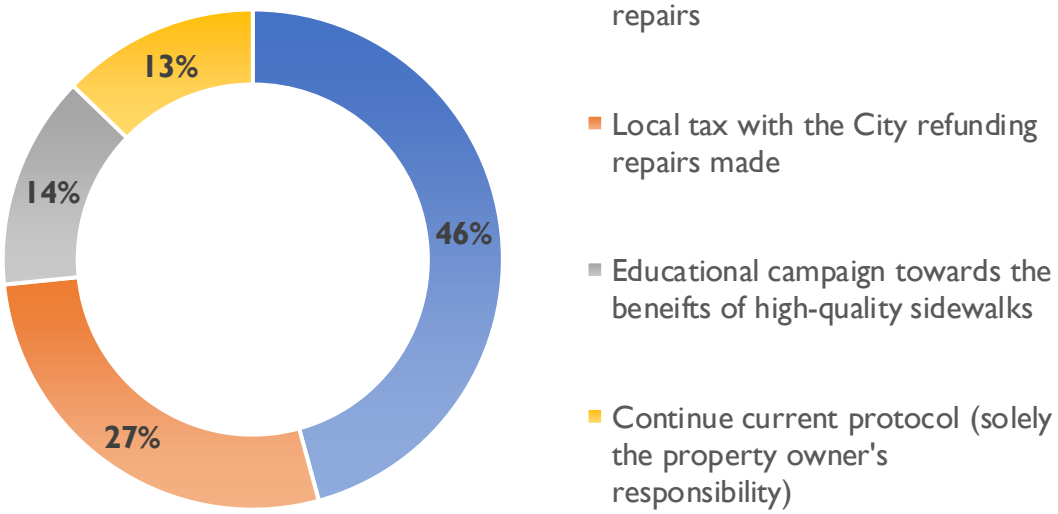


Sidewalks

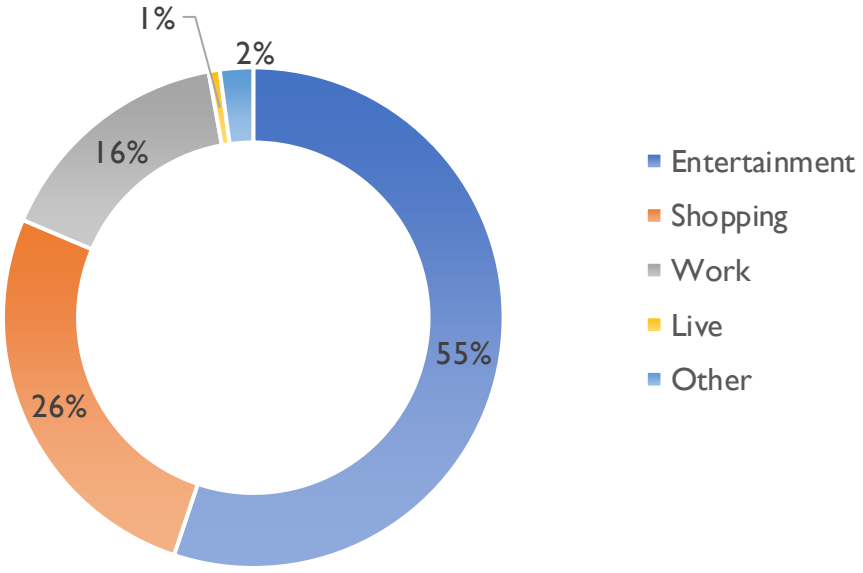
What should the City prioritize most in the sidewalk network? (Select 2)



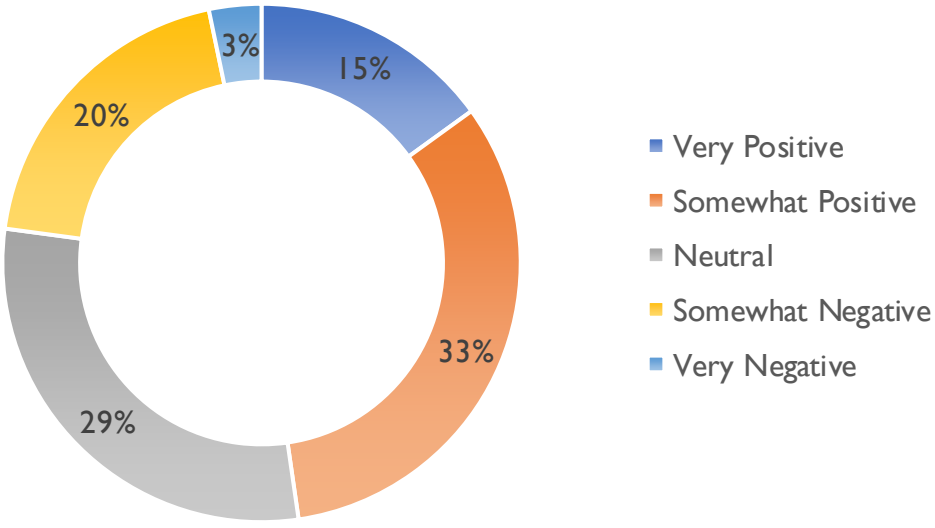
What ways should the City explore to assist/encourage sidewalk repairs?



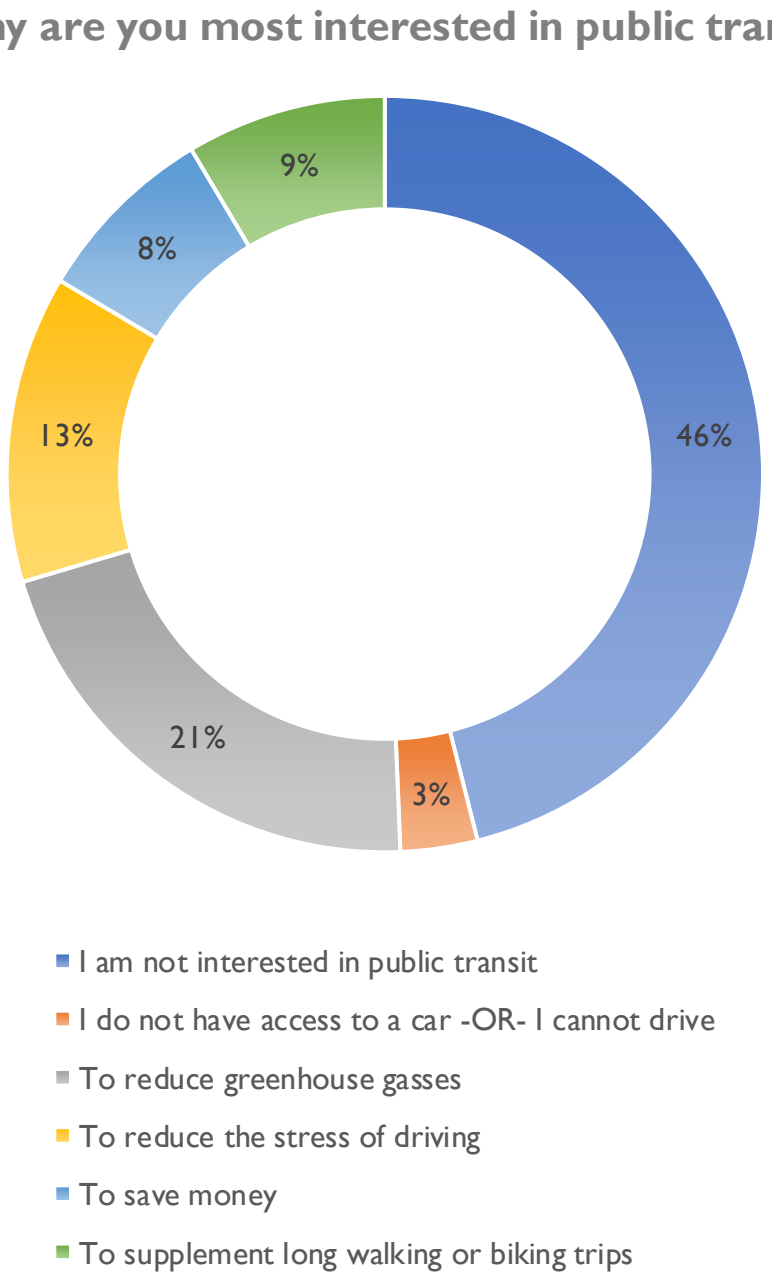
Why do you visit downtown Hastings? (select all that apply)



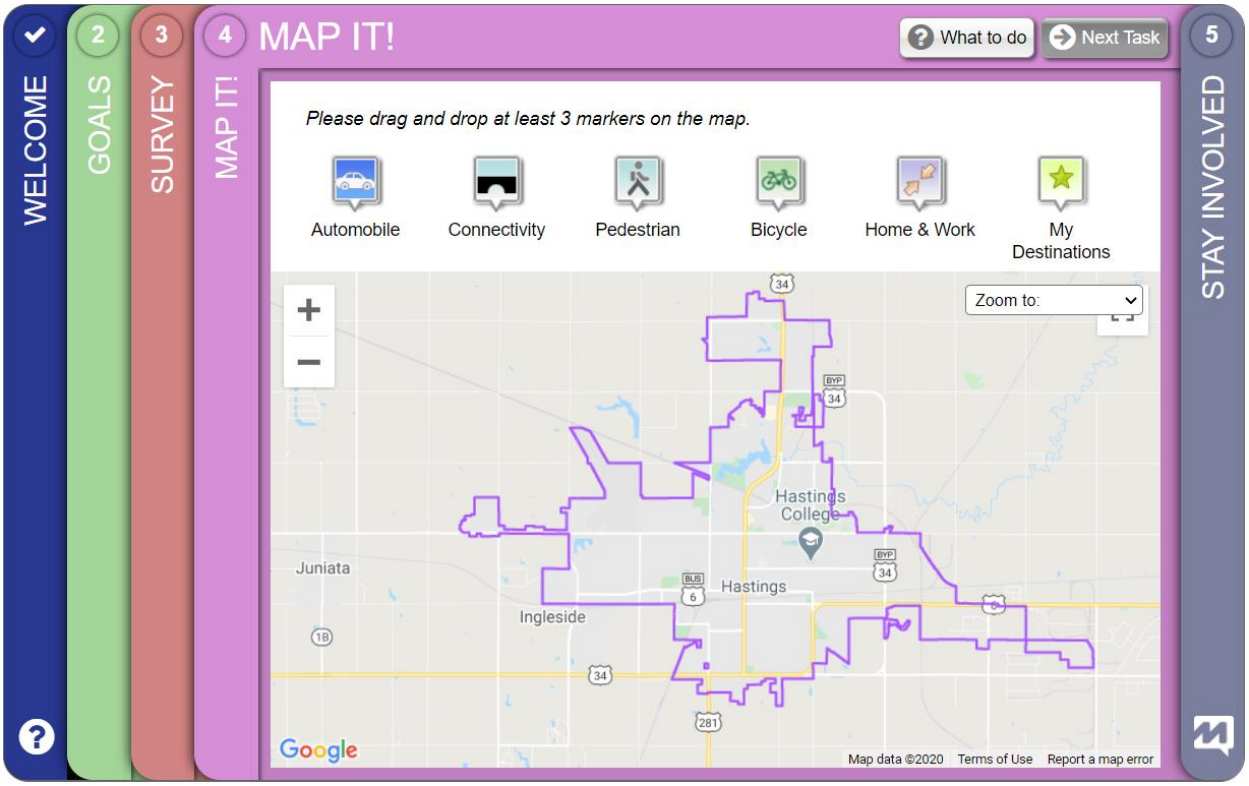
How would you describe your experience accessing downtown parking?



Transit


Why are you most interested in public transit?
9%
8%
13%
46%
21%
3%
I am not interested in public transit
I do not have access to a car -OR- I cannot drive
To reduce greenhouse gasses
To reduce the stress of driving
To save money
To supplement long walking or biking trips

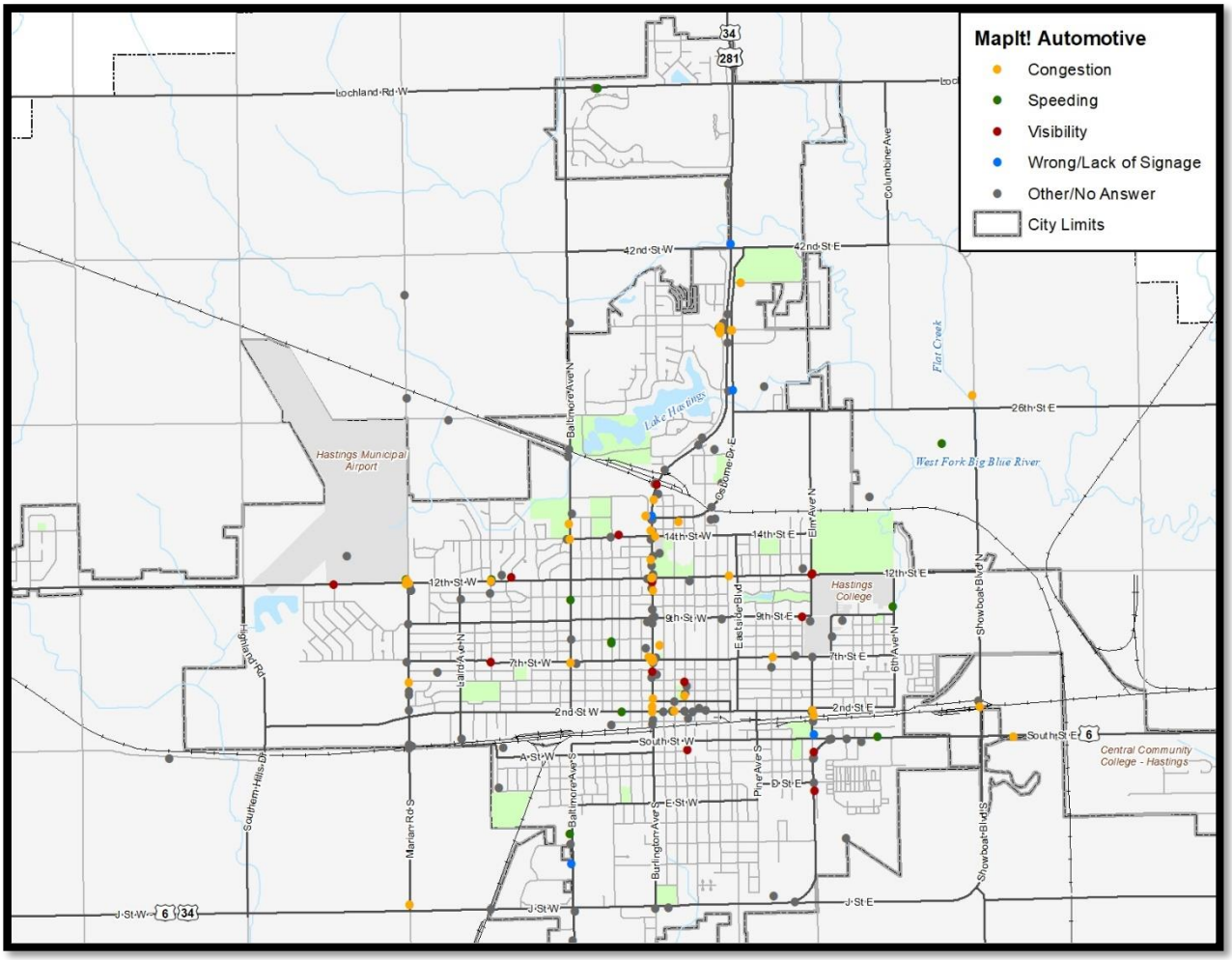
SURVEY PAGE 4. MAP IT!



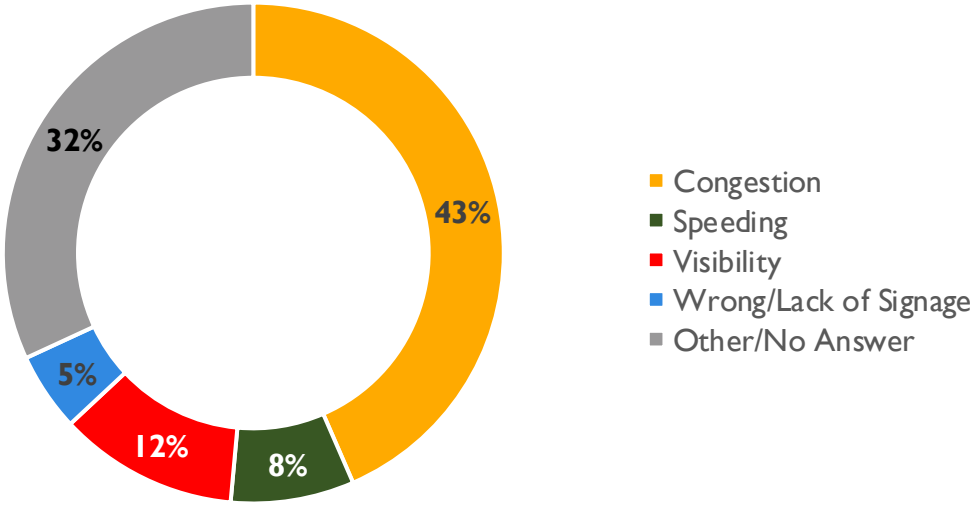
Purpose. Allows respondents to place markers on a map where they would like to show strengths, weaknesses, opportunity areas, along with the respondent's home and work locations if they chose to provide that. The respondent was then able to type in a description of the issue they were indicating.

Results. A total of 514 markers were dropped in this page for all marker types, of which 402 were automobile, connectivity, pedestrian, or bicycle markers. This resulted in 1,797 different data points and over 400 written comments.

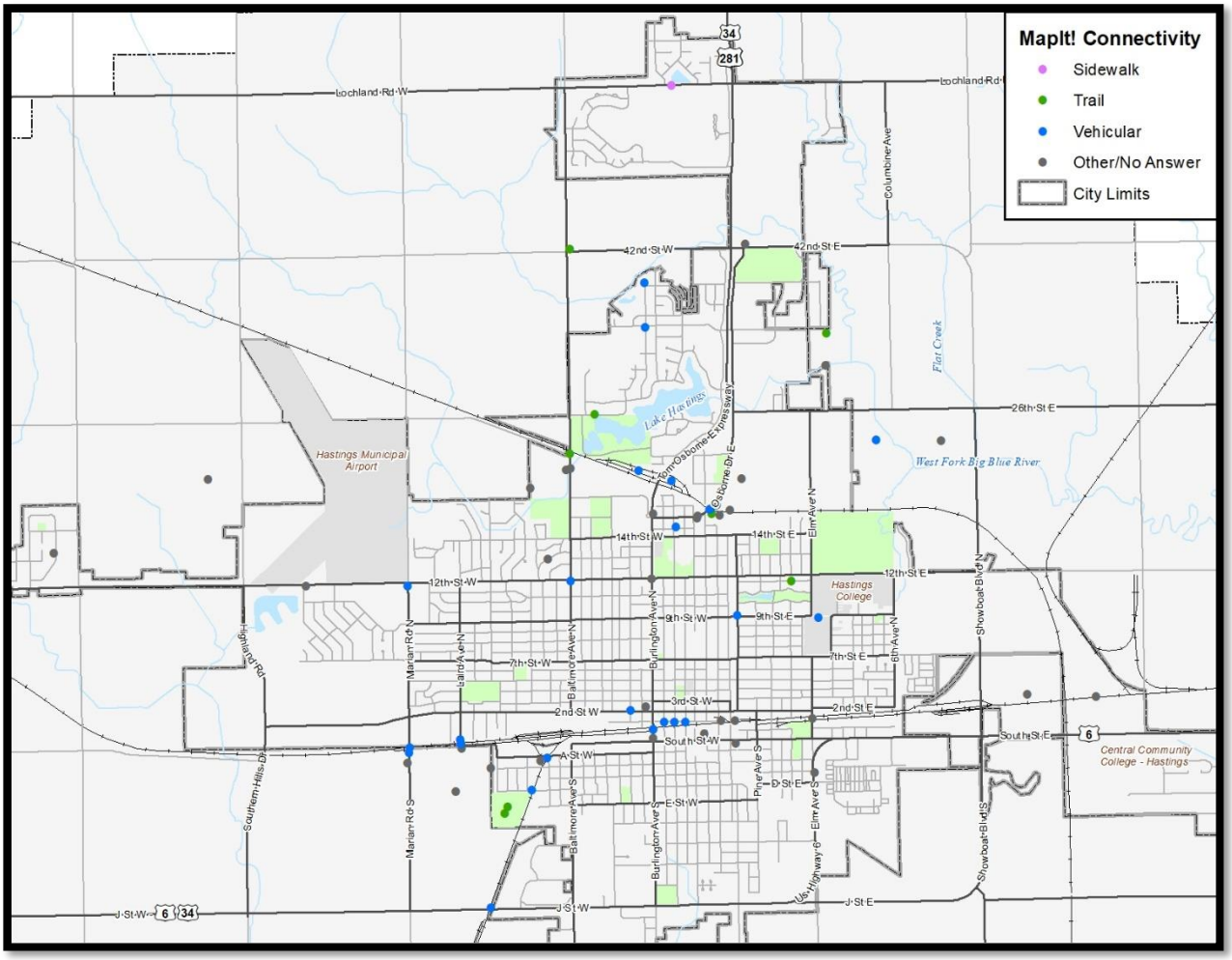
Automobile



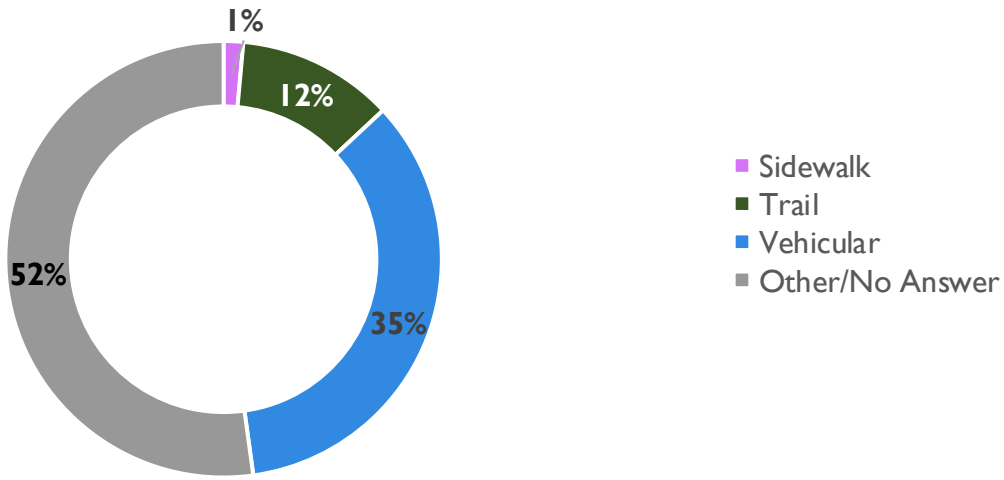
There were 236 automobile markers provided. Congestion was the largest contributor to the markers, with a clustering along Burlington Ave. from downtown to the overpass.



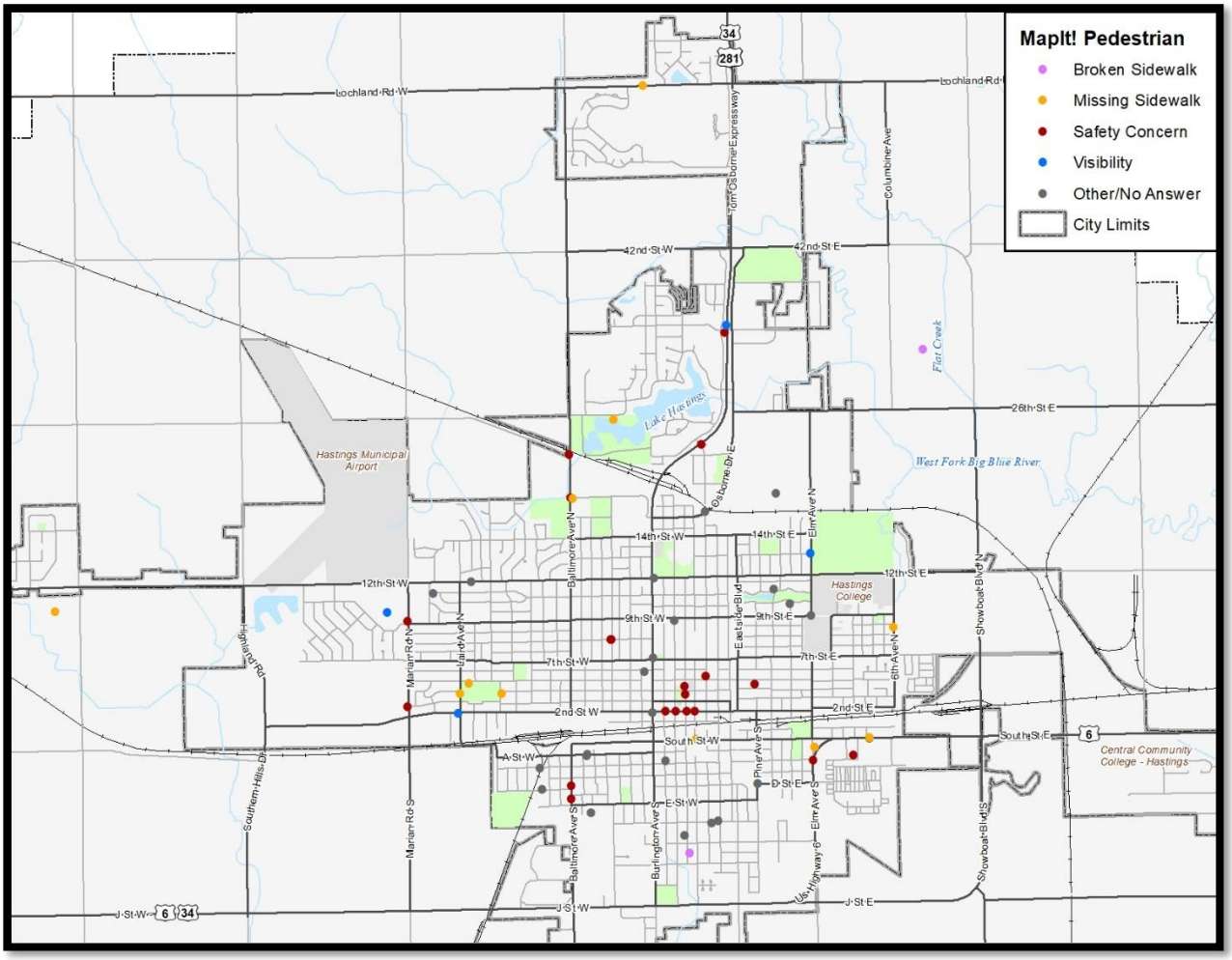
Connectivity



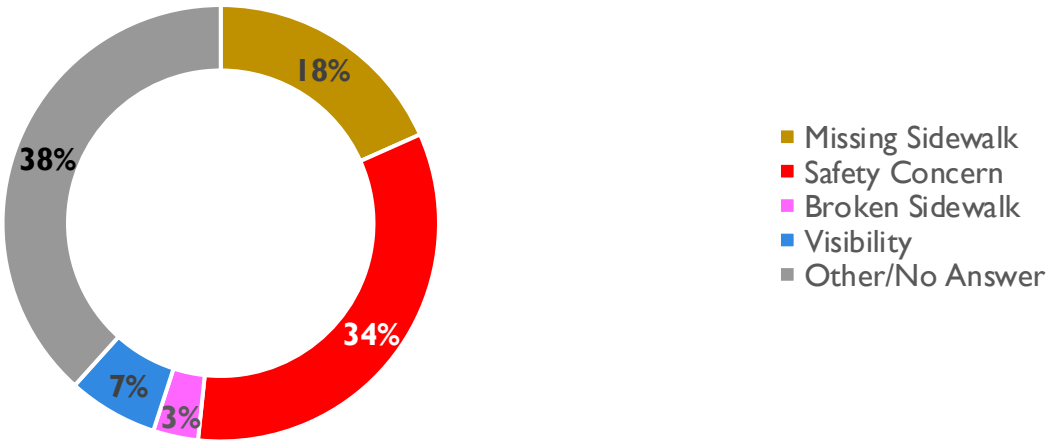
There were 69 connectivity markers. Many markers were accomodated by written comments with a clustering near downtown and the Osborne Dr. overpass.



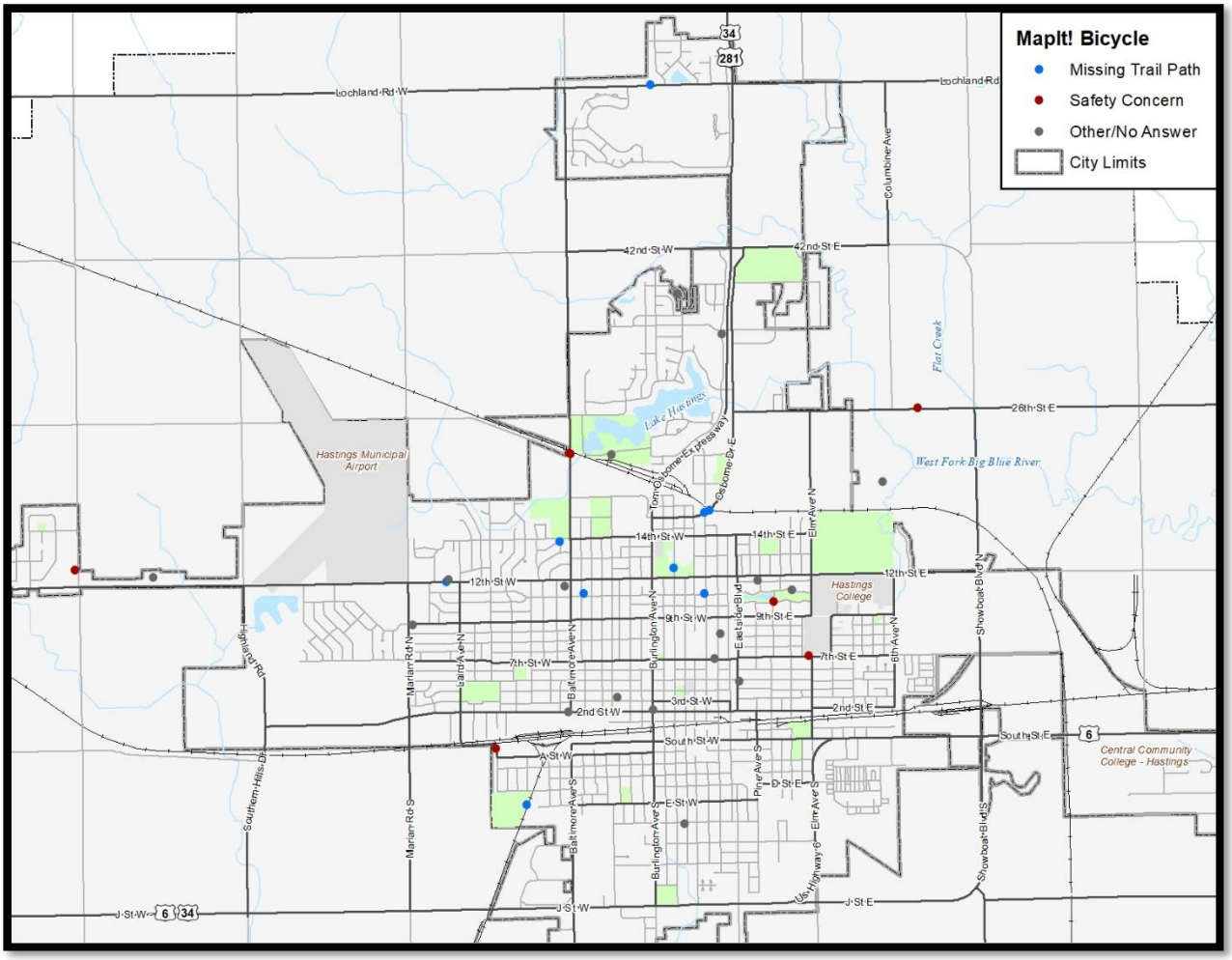
Pedestrian



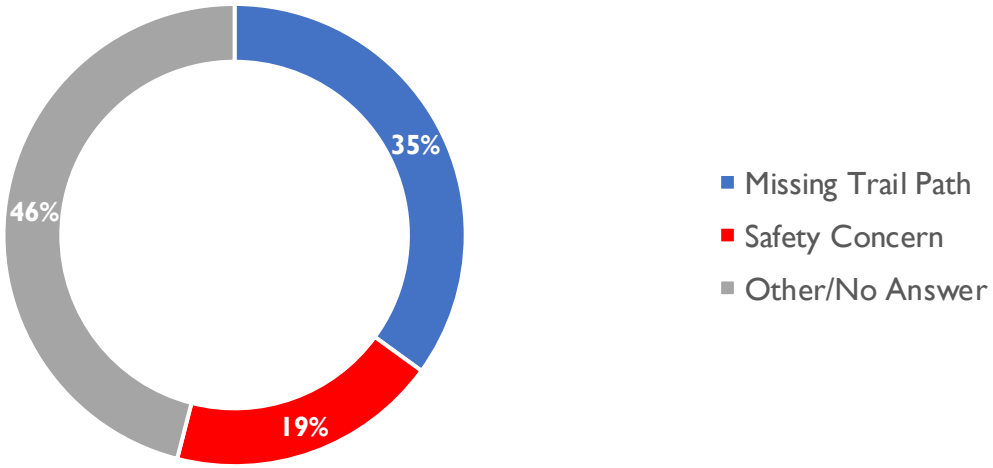
There were 60 pedestrian markers. Downtown received several safety concern comments and ward 1, south of downtown, had several marker comments.



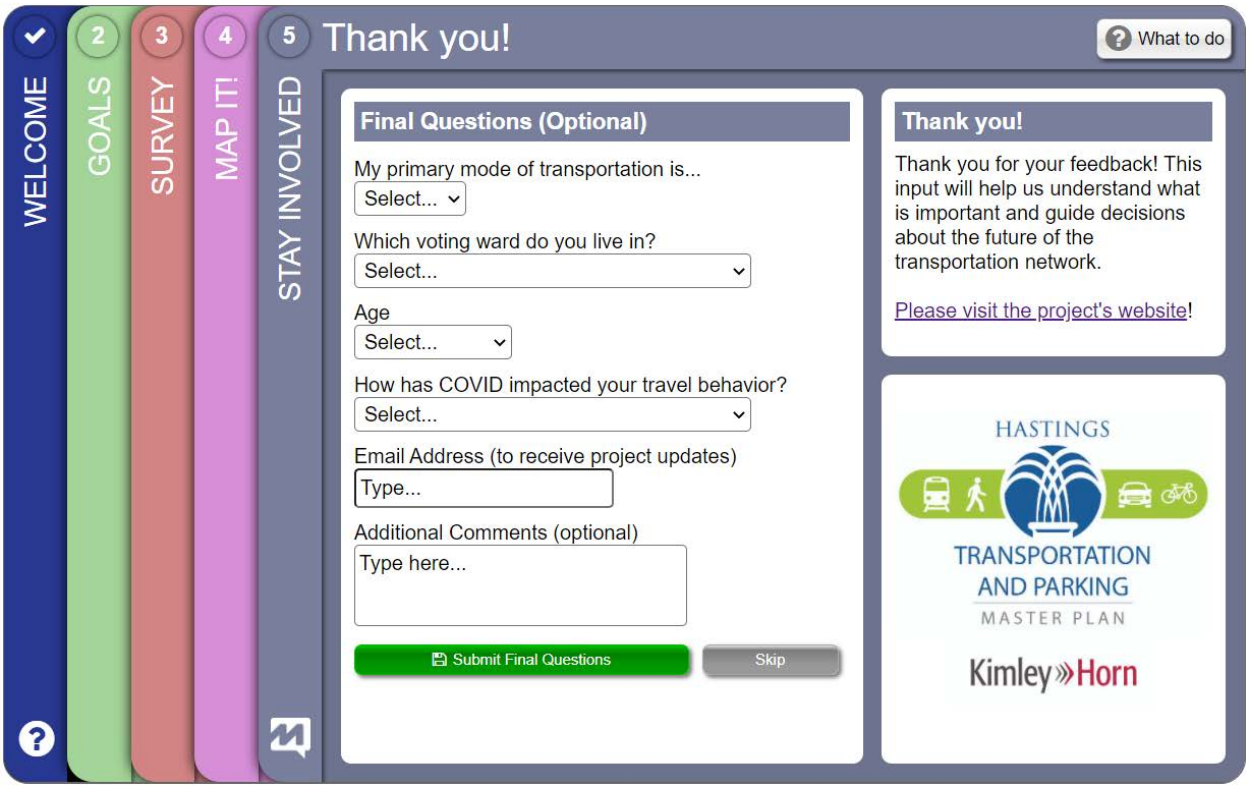
Bicycle



There were 37 bicycle markers with many highlighting missing trail paths or desired connections for trails.



SURVEY PAGE 5. STAY INVOLVED



Purpose. Asks respondents for additional demographic data, as well as a question specific to the impacts of COVID on their travel behavior. This page also allows respondents to sign up for project updates and add any additional comments they feel were not covered in the survey.

KEY TAKEAWAYS

- The Goals prioritization analysis indicates that roadway safety, maintenance, and connectivity are the highest priorities for residents, with efficiency being a factor for the highest number of people. The resiliency of the transportation system and transportation/land use integration are the lowest priorities of the eight goals.
- The survey page showed respondents would like to use the trail system recreationally and would like to expand and connect the current system.
- Over 70% of participants were in favor of the city exploring a taxing mechanism for repairing sidewalks.
- The mapping exercise showed a lot of interest and concern around Burlington Ave and Downtown.

Opportunities and Constraints

Evaluating the existing conditions of the transportation network in Hastings is an important step in the planning process. Existing conditions can highlight areas where the transportation network is currently meeting the needs of the Hastings communities, areas where there are opportunities, and areas where the transportation network may experience constraints.

HASTINGS TRANSPORTATION OPPORTUNITIES

Transportation opportunities are existing or anticipated strengths of the transportation system or city demographics which will contribute to the future development and maintenance of the city's multimodal network. Hastings transportation opportunities include:

- The city has undertaken several mobility and transportation related plans recently, which help to paint a more accurate picture of the city's transportation system.
- Survey participants priorities of maintenance and safety match well with the city's focus on roadway resurfacing and railroad quiet zones.
- There are several projects on the One- and Six-Year Plan that cover key issues brought up in the Map It! comments/markers.
- Crash frequency has been declining in Hastings over the past several years

HASTINGS TRANSPORTATION CONSTRAINTS

Transportation constraints are existing or anticipated weaknesses or threats of the transportation system or city demographics which will make future investments in the transportation system more difficult. Hastings' transportation constraints include:

- The city's comprehensive plan, Imagine Hastings, is aging and its goals and direction must be internally vetted before being assumed to accurately reflect the community's desires and priorities.
- Imagine Hastings has numerous city goals, many which are difficult to monitor or keep track of progress.
- The railroads cutting through Hastings pose a significant obstacle to efficient connectivity across town.
- More recent development in the city has had less of a focus on connectivity than the historic parts of town.

HASTINGS

TRANSPORTATION AND PARKING

MASTER PLAN

Appendix C

Downtown Parking Assessment and Recommendations

Kimley»Horn

MEMORANDUM

To: Lisa R. Parnell-Rowe, Director of Development Services

From: Jeremiah J. Simpson

Kimley-Horn and Associates, Inc.

Date: June 23, 2021

Subject: TPMP Addendum - Downtown Parking Assessment and Recommendations

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Purpose

The purpose of this memorandum is to assess the City of Hastings' ("City's") downtown public parking system and provide recommendations related to parking infrastructure, parking management, curb lane policies, and enforcement. This document has been prepared as an addendum to the *Hastings Transportation and Parking Master Plan* (TPMP). Our recommendations are informed by the following data collection efforts:

- RFI and meetings with City staff for the initial TPMP Mobility Audit (July 2020)
- Parking Management Charette with stakeholders (February 2021)
- Site visit and downtown parking system inventory/occupancy surveys (May 2021)

Introduction

One of the foundational elements of an effective parking management plan is to quantify the parking supply that is available for public use and determine how these stalls are being utilized. Occupancy surveys are usually collected during typical busy conditions (e.g., weekday daytimes, evenings, and weekends). This baseline survey of parking supply and demand helps to answer the questions of whether there is enough public parking downtown, what management strategies are most appropriate, and how much future growth and development can be supported before additional supplies are needed.

Currently, the City operates eight (8) public surface lots within, and near to, the downtown area along with on-street parking. A ninth lot (Lot 3) is managed by the Community Redevelopment Authority ("CRA") and is also available for public parking. In addition, there are several dozen privately-owned off-street parking lots associated with businesses that are generally available for customers and visitors.

All parking in the downtown is free. Block-face restrictions are ad hoc and include unrestricted, no parking, 15-minute, 2 hour and 4 hour limited parking, and ADA stalls. There are a small number of

additional restrictions, such as temporary COVID-19 testing, delivery driver only, and 1-hour time limited stalls (the latter located near the library and the Adams County building). Much of the downtown is configured for one-way traffic with angles parking on both sides of the street.

The downtown study area covers roughly 93 acres and consists of 27 blocks. It is generally bound by W. 4th St on the North, Eastside Blvd on the East, the railroad tracks on the South, and N. Bellevue Ave on the West.

Data Collection Methodology (Drone-Based Surveys)

Due to the impact of COVID-19, the project steering committee approved a plan to delay parking system baseline data collection to Spring 2021 and to collect downtown parking inventory and occupancy counts using drove-based high-resolution aerial photography. This option provided several advantages, including:

- The survey methodology provides an accurate record of existing public parking inventory for the three days of Thursday May 20th, Friday May 21st, and Saturday May 22nd, 2021.
- For each of the days image capture was completed three times per day-at 9:00 AM, 12:00 PM, and 6:00 PM. These three times are representative of parking demand for typical morning, mid-day and evening on weekdays and weekends.
- Kimley-Horn's cloud-based data storage and analysis tools (accessed through SiteScan ArcGIS) can be used to verify parking and other surface transportation and infrastructure conditions at any time in the future.
- The drone option provides for a repeatable methodology that may be deployed at a future date, as appropriate, to update surveys of weekday, weekend, and special event conditions.

Downtown Study Area Map and Areal Images

The following pages provide a sample of the drone-based imagery that was collected for the baseline parking inventory / occupancy surveys. Figures showing the data collection and the methodology associated are listed below:

- Figure 1. Downtown Study Area
- Figure 2. Drone Flight Pattern
- Figure 3. Sample Aerial Images
- Figure 4. Downtown Public Parking Facilities Map
- Figure 5. Parking Restrictions Map

Kimley»Horn

Figure 1. Downtown Study Area

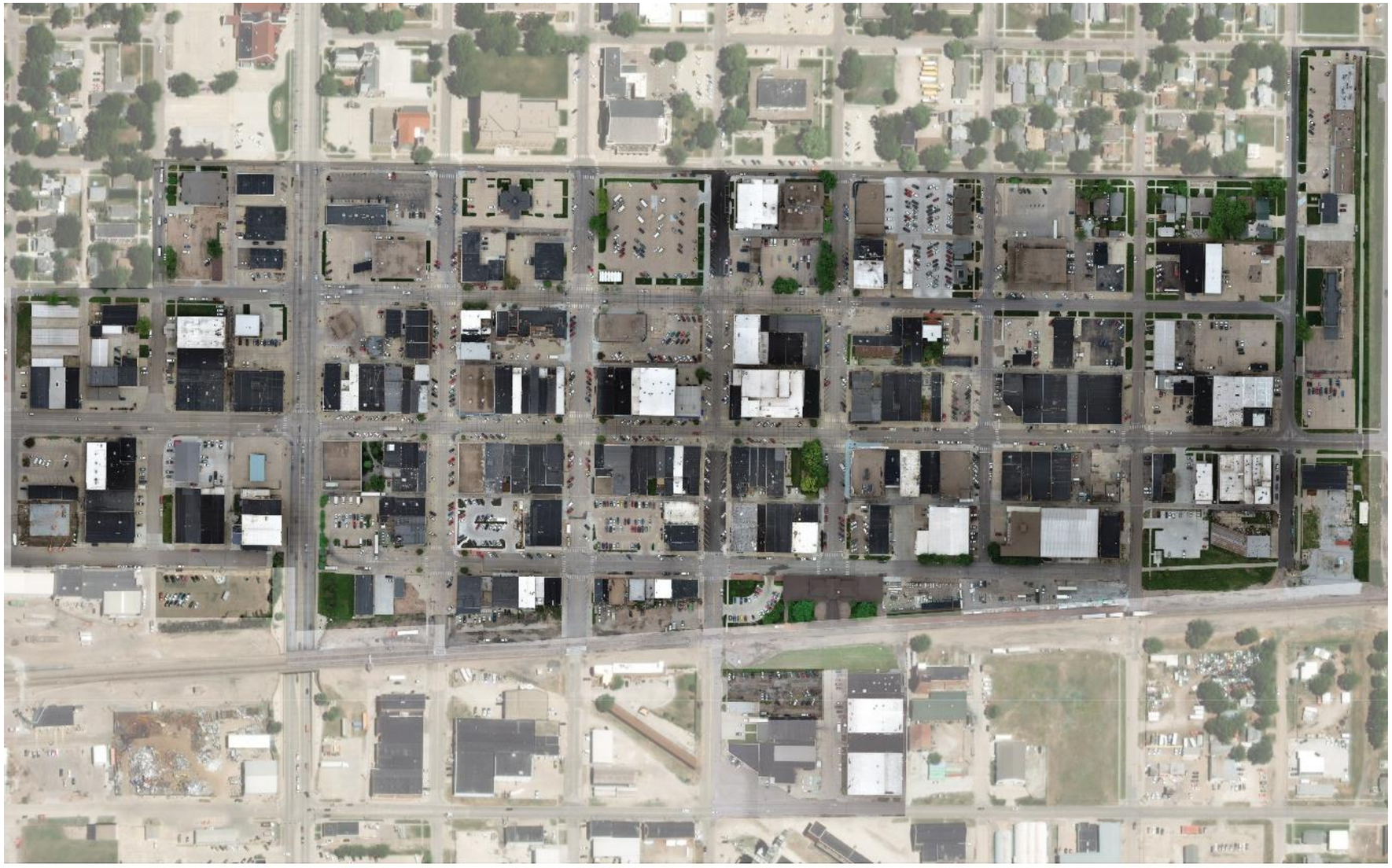

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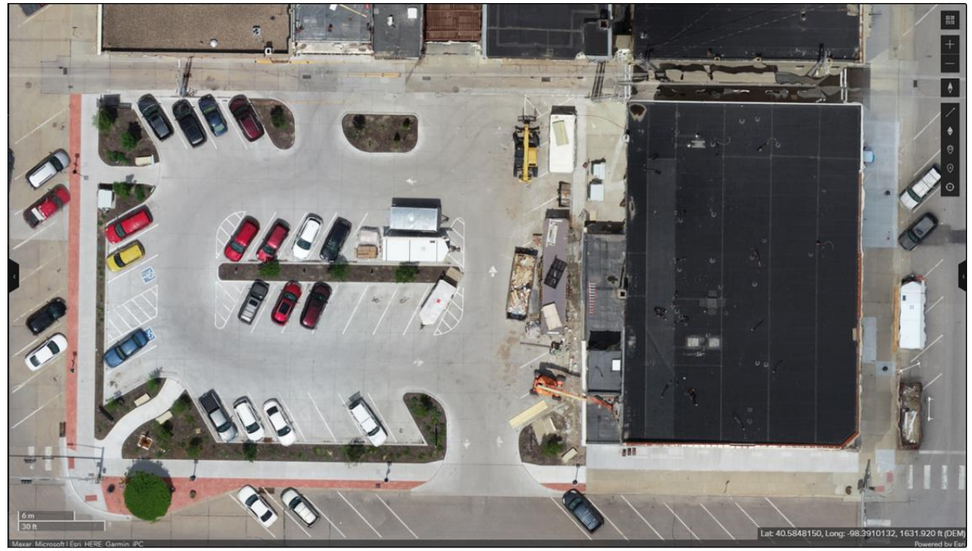
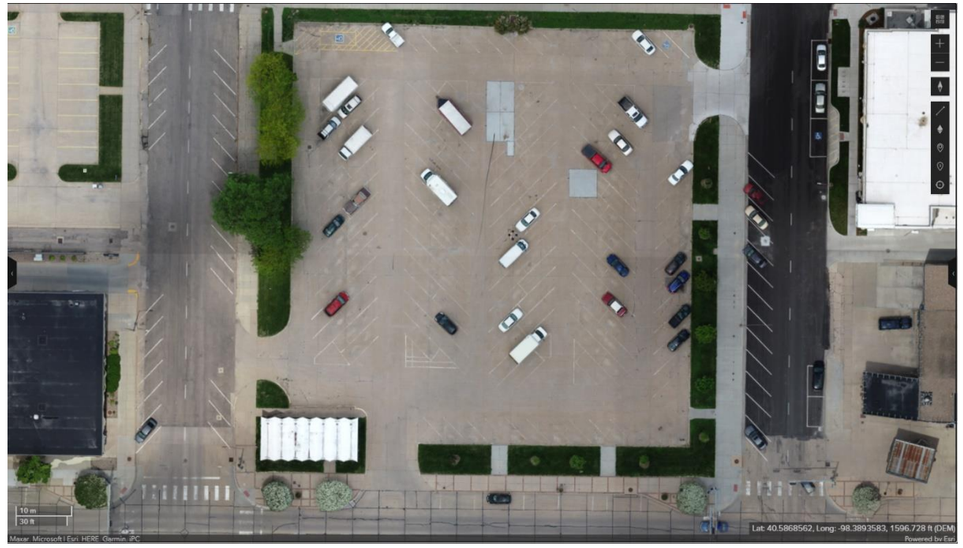
Figure 2. Drone Flight Pattern

Figure 3. Sample Aerial Images (2D, Cloud Mapping, and Timeline)





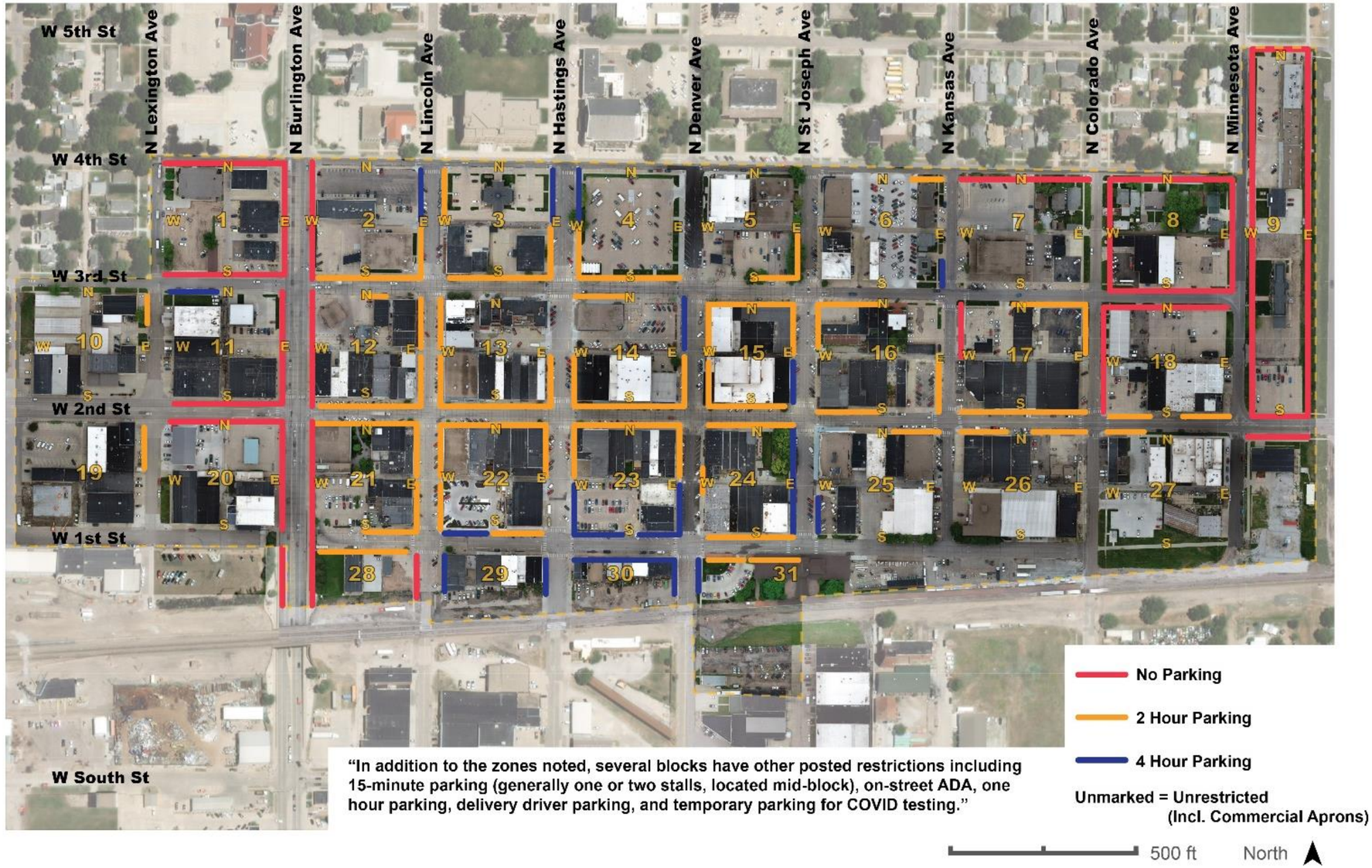
*Tools available for parking analysis using drone images and Kimley-Horn's hosting platform (SiteScan. ArcGIS)

Kimley»Horn

Figure 4. Downtown Public Parking Facilities Map

Kimley»Horn

Figure 5. Parking Restrictions Map



"In addition to the zones noted, several blocks have other posted restrictions including 15-minute parking (generally one or two stalls, located mid-block), on-street ADA, one hour parking, delivery driver parking, and temporary parking for COVID testing."

Inventory Analysis

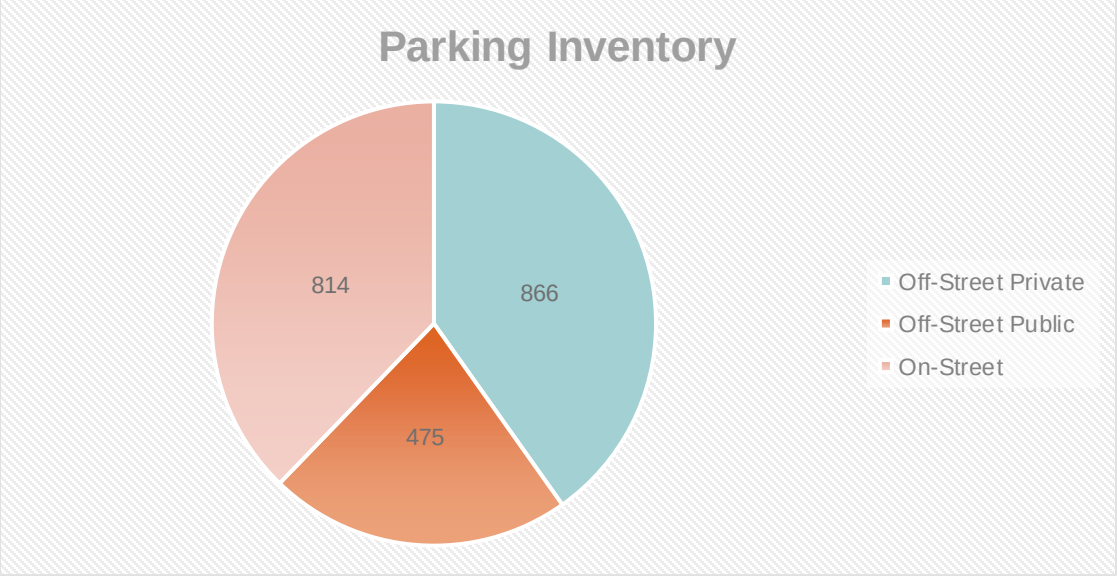
The study area's inventory was broken down by Private Off-Street, Public Off-Street, and On-Street parking supply. For the purposes of this analysis, private parking includes all non- public lots, even if those lots are generally unrestricted and available for visitors and customers.

The study area has an approximate parking inventory of 2,155 spaces. Off-street private spaces account for 40% of total inventory whereas off-street public spaces make up approximately 22%. On-street parking provides 38% of the spaces in the study area. Off-street private parking includes several non-stripped dirt lots and/or lots with deteriorated surfaces that are used for parking.

Across all inventory categories the inventories should be considered "approximate." Unstriped block faces, unimproved lots, and lots with deteriorated striping are all included based on their inventory estimates. We assume roughly 350 SF per stall for dirt lots or 22 linear feet of curb for unmarked block faces, thought actual usage may vary.

Downtown parking systems are also relatively dynamic and subject to frequent changes. It is typical for surface lots to be reconfigured and restriped on occasion. Also, redevelopment, addition of ADA stalls, and other changes are often made to add and remove parking supplies.

Figure 6. Approximate Parking Inventory



There are nine total off-street public parking lots within the study area including Lot 3 which is managed by the CRA. The facility inventories are shown in Table 1.

Table 1. Downtown Public Off-Street Inventory

Public Off Street Parking Facility	Inventory
Parking Plaza	143
City Hall	35
Clock Tower	37
Lot 2	38
Lot 3	30
Lot 4	55
Amtrak Depot	25
W. of Underpass	59
Bruckman Rubber	53 (approx.)

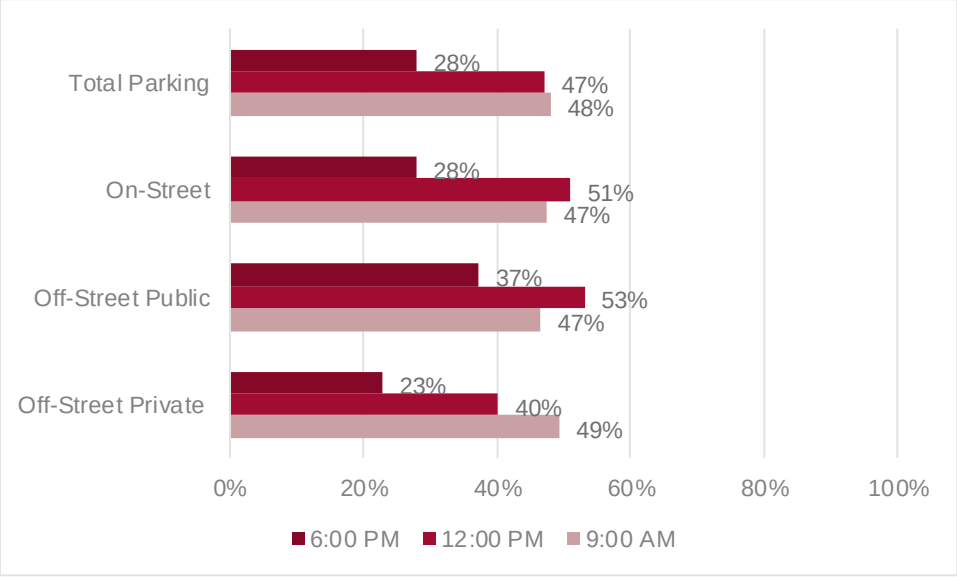
Parking Occupancy Analysis

Parking occupancies for the study area are analyzed in this section. Results from the nine survey samples have been compiled in the summary on the next few pages. The study dates, Thursday (5/20/21), Friday (5/21/21), and Saturday (5/22/21) were analyzed for typical occupancy.

Parking Occupancy by Day and Type

Utilization of private off-street, public off-street, and on-street inventory for the collected times are shown in Table 2, Table 3, and Table 4. The data collected on Thursday, May 20th, showed a peak utilization at 9:00 AM, where off-street public facilities was the most utilized at 53% occupancy.

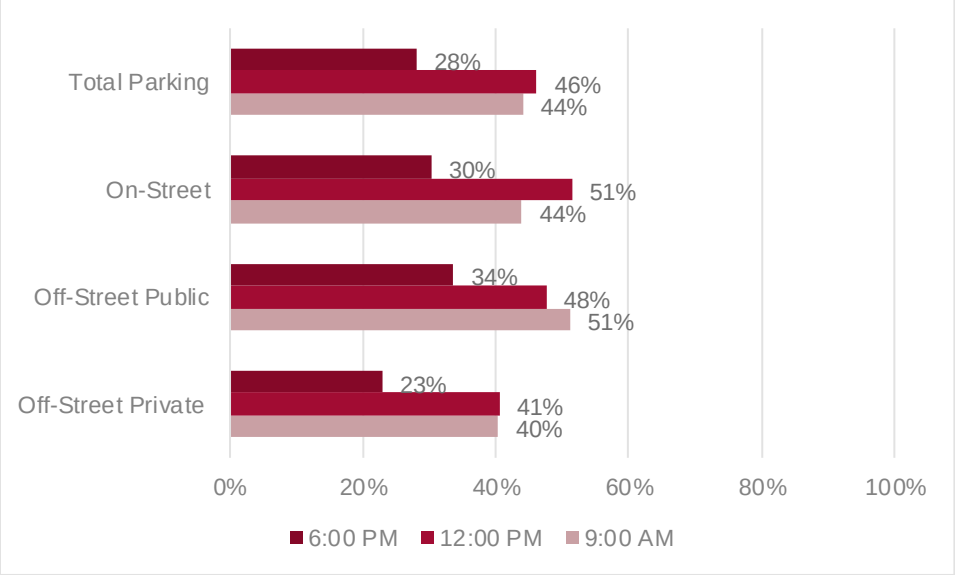
Table 2. Thursday Occupancy by Parking Type



On Thursday, 5/20/21, the off-street public parking facilities accounted for the highest occupancy of the parking types, with a peak occupancy of 53% at 12:00 PM. Off-street private facilities reach a 40% utilization at 9:00 AM and on-street parking a peak of appocimatly 51% at 12:00 PM. The occupancy collections on Thursday showed peak utilization at 9:00 AM and 12:00 PM collections, at approximately 48% utilized, while 6:00 PM was 20% less utilized.

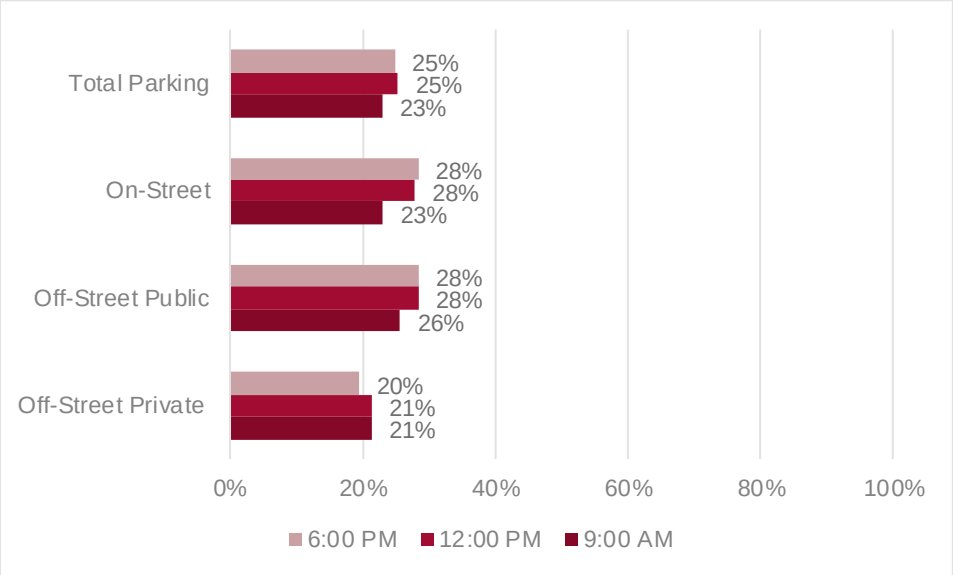
The occupancy data collection Friday, May 21, 2021, showed the total parking system peak to occur at 12:00 PM. The on-street parking reached peak occupancy at 12:00, at 51%. Off-street putlic facilities reached peak occupancy at 9:00 AM while private off-street lots had similar occupancies at 9:00 AM and 12:00 PM, reaching approximately 40% occupancy.

Table 3. Friday Parking Occupancy by Parking Type



Occupancy collected on Saturday, May 22,2021, had a peak occupancy of approximately 25%, significantly less than observed for weekday peak hour occupancy. Occupancy for the study area is similar between the collection times, with 12:00 PM being only approximately 1% more utilizated than the 9:00 AM occupancy. On-street parking had similar occupancies at 12:00 PM and 6:00 PM, utilized at approximately 28%. Off-Street Public lots also had split peak occupancy between noon and 6:00 PM, at 28%. Off-Street private facilities are more utilized in the morning and 12:00 PM collections, utilized at 21%.

Table 4. Saturday Parking Occupancy by Parking Type



Overall, for all collection times, parking facility type occupancy did not exceed 53%. Parking is better utilized in the day for both weekday and weekend occupancies, where private off-street occupancy often decreases in the evening due to many businesses being closed.

During the weekday collections, peak parking occupancies for all parking types occurred at 9:00 AM and 12:00 PM whereas the weekend collection has peak occupancy occurring at noon or 6:00 PM. Public off-street parking has the highest occupancy overall, with a peak occupancy of 53%.

Based on the occupancies of the study area, the parking system is underutilized, and can accommodate more users, with at least 1,000 spaces available during data collection.

Public Off-Street Facility Occupancy

Occupancy for the public off-street parking lots were analyzed for the collection days below. Thursday had the highest public off-street occupancy, at approximately 53%. The public off-street parking occupancy collected on Thursday, May 20th, 2021, is shown in Table 5 below.

Table 5. Thursday Public Off-Street Occupancy

Parking Facility	INV	Thursday Occupancy (5/20/21)					
		9:00 AM Count	9:00 AM OCC	12:00 PM Count	12:00 PM OCC	6:00 PM Count	6:00 PM OCC
Parking Plaza	143	46	32%	51	36%	16	11%
City Hall	35	28	80%	27	77%	7	20%
Clock Tower	37	8	22%	6	16%	5	14%

Lot 2	38	22	58%	21	55%	24	63%
Lot 3	30	22	73%	22	73%	23	77%
Lot 4	55	42	76%	43	78%	37	67%
Amtrak Depot	25	21	84%	23	92%	19	76%
W. of Underpass	59	32	54%	32	54%	32	54%
Bruckman Rubber	53	27	51%	27	51%	14	26%
	475	**248**	**52%**	**252**	**53%**	**177**	**37%**

Public off-street parking occupancy had a peak of 53% at 12:00 PM. The parking occupancies for all public parking lots are higher during the day and drop at 6:00 PM. Amtrak Depot Lot has occupancies at 12:00 PM and 9:00 AM over effective capacity. The Bruckman Rubber lot is in close proximity to the Amtrak Depot Lot and has significantly lower occupancies. City Hall Lot, Lot 3, and Lot 4 also experience high occupancy throughout the day.

The public off-street parking occupancy for Friday, May 21st, 2021, is shown in Table 6 below.

Table 6. Friday Public Off-Street Occupancy

		Friday Occupancy (5/21/21)					
Parking Type	**INV**	**9:00 AM Count**	**9:00 AM OCC**	**12:00 PM Count**	**12:00 PM OCC**	**6:00 PM Count**	**6:00 PM OCC**
Parking Plaza	143	48	34%	37	26%	15	10%
City Hall	35	27	77%	22	63%	4	11%
Clock Tower	37	16	43%	11	30%	3	8%
Lot 2	38	19	50%	23	61%	34	89%
Lot 3	30	22	73%	23	77%	13	43%
Lot 4	55	39	71%	33	60%	30	55%
Amtrak Depot	25	20	80%	23	92%	18	72%
W. of Underpass	59	32	54%	32	54%	32	54%
Bruckman Rubber	53	20	38%	22	42%	11	21%
	475	**243**	**51%**	**226**	**48%**	**160**	**34%**

The peak occupancy occurs at 9:00 AM, with a peak of 52.84%. Occupancy reduces as the day goes on. Like Thursday, Amtrack Depot Lot has occupancy that exceeds effective capacity at 9:00 AM and 12:00 PM. The Bruckman Rubber lot is in close proximity to the Amtrak Depot Lot and has

significantly lower occupancies, with peak occupancy reaching 48% at 12:00 PM. City Hall, Lot 3, and Lot 4 all experience high occupancies during the day that drop off in the evening.

Occupancy collections done on Saturday, May 22nd, 2021, are shown in Table 7 below.

Table 7. Saturday Public Off-Street Occupancy

Parking Facility	INV	Saturday Occupancy (5/22/21)					
		9:00 AM Count	9:00 AM OCC	12:00 PM Count	12:00 PM OCC	6:00 PM Count	6:00 PM OCC
Parking Plaza	143	24	17%	27	19%	15	10%
City Hall	35	5	14%	6	17%	5	14%
Clock Tower	37	6	16%	5	14%	4	11%
Lot 2	38	6	16%	12	32%	26	68%
Lot 3	30	10	33%	18	60%	17	57%
Lot 4	55	21	38%	15	27%	15	27%
Amtrak Depot	25	11	44%	13	52%	14	56%
W. of Underpass	59	29	49%	29	49%	29	49%
Bruckman Rubber	53	10	19%	10	19%	10	19%
	475	**122**	**26%**	**135**	**28%**	**135**	**28%**

Peak occupancy occurred at both noon and 6:00 PM, at 28%. Amtrack Depot and W of Underpass experience higher occupancies throughout the day, ranging from 44% to 56%. The Bruckman Rubber lot is in close proximity to the Amtrak Depot Lot and has significantly lower occupancies, only reaching a peak occupancy of 19% through the collection day. Lots 2 and 3 reach higher occupancies during the afternoon and evening. All lots were at least 15% effective capacity.

Overall, the public off-street facilities show high occupancies in the day on weekdays and higher occupancies in the afternoon and evening on the weekend. City Hall, Lots 3, and Lot 4 are likely utilized for employee parking throughout the week and have notable occupancies during working hours. Amtrack Depot is heavily occupied during the week. Bruckman Rubber Lot has significantly low occupancies and is in close proximity to the Amtrack Depot Lot.

KEY PARKING OCCUPANCY TAKEWAYS

The parking system within the study are is generally underutilized and can accommodate a significant number of additional vehicle users. Parking occupancies are higher during the week than the weekend, especially during the workday. Public off-street parking has the highest occupancy by parking type, with City Hall, Amtrack, Lot 3, and Lot 4 the most heavily during certain counts. Note that roughly 90% is considered the effective capacity for a given facility of block.

Due to the availability of on-street parking and other alternatives, we conclude the downtown visitor parking is likely sufficient. For Amtrak parking and for some downtown employees, the City might want to continue to promote the Bruckman Rubber Lot as a long-term and employee parking alternative. Other options to address employee parking needs are discussed under the Parking System Recommendations.

Parking System Recommendations

The following recommendations are based on feedback received from the project Steering Committee, City staff, downtown stakeholder group, and Kimley-Horn's site visit and observations. These recommendations are roughly prioritized based on the estimated timetable to complete, the need for capital funding, and our opinion of the immediate versus long-term benefits.

1. *Approve budgets for parking* system *repairs*, *maintenance*, and improvements

The condition of public parking assets is important to address as part of the City's regular maintenance cycle. The condition of parking assets sets the standard for the first and last customer experience in the downtown. More importantly, delayed infrastructure maintenance can lead to issues with snow removal, more costly repairs down the road, and eventual unsafe conditions for pedestrians and motorists, which may be a liability issue in extreme cases.

As a general industry guideline (see National Parking Association publications) it is recommended that parking system owners typically set aside around 2% of the base construction cost each year to address major maintenance needs. For a typical surface parking lot, this would be approximately $120 - $170 per space per year in budgeted reserves. Major maintenance projects, including resurfacing, restriping, and concrete repair, are needed at periodic intervals (every 5 to 8 years) as the asset ages.

Several major projects were identified during our site visit. Priorities may include:

- **Parking Plaza**: The Parking Plaza is a concrete slab lot that is showing considerable cracking to the point where the entire lot may need replacement. This cracking is likely caused by differential vertical displacement, meaning that the sub-grade material has low structural integrity and will need to be addressed to fully repair the lot. Unless it is slated for near-term development, we recommend replacing the Parking Plaza lot.

- **Bruckman Rubber Lot:** As a public parking asset, the City might be at risk for pedestrian safety issues, accidents, etc. with the uneven and aging surface. This lot should be re-surfaced and the pedestrian connection to the downtown should be evaluated for improvements.

- **ADA compliance:** Several public surface lots and streets have designated ADA stalls that do not meet the minimum criteria established by the Depart of Justice (DOJ) as part of the 2010 Americans with Disabilities Act Accessibility Guidelines (AADAG). These should be evaluated and corrected. (see: https://www.access-board.gov/ada/guides/chapter-5-parking/)

- **Public parking lot signage:** The CRA has already established a brand and nomenclature and upgraded signage for Lots 2, 3, and 4. The City may want to partner with the CRA and expand this signage to other public parking assets. Additionally, City ordinances related to the parking, such as the 72-hour maximum stay, should be clearly posted within all City lots.

2. Implement a more consistent approach to downtown on-street parking restrictions

The current pattern of on-street parking restrictions can be found in Figure 5 (see page 7) and could be described as ad hoc. This is evident on some block faces that have a mix of unrestricted, 2-hour, and 4-hour posted restrictions, with additional 15-minute restrictions located mid-block on some block faces.

One of the major issues with ad hoc restrictions is that it becomes difficult for visitors to predict where and how long they should park. The system is also difficult for parking enforcement officers to consistently monitor and enforce times limits.

Based on the low utilization of 15-minute parking stalls, and the challenge with managing this supply (especially in the case where business uses may change over time), we recommend sticking with a consistent restriction, either two-hour or three-hour, for the majority of the downtown. Current curb-management best practices recommend that the same restriction be applied to at least 10 contiguous block faces within an area leaving no gaps for enforcement. If on-street ADA and loading spaces are required, we recommend moving to a more uniform approach where these stalls are in a predictable pattern on each block face.


For this recommendation, we recommend the following as possible implementation priorities:

- Establish a downtown parking management district
- Establish uniform 2-hour or 3-hour parking throughout the core of the downtown
- Eliminate 15-minute parking
- Implement a zone-based on-street parking permit program
- Work with the CRA to re-introduce a consistent parking enforcement methodology based on the parking ambassador model
- Evaluate sign placement and messaging consistent with updated MUTCD standards

3. Clarify city government oversight and parking ordinances

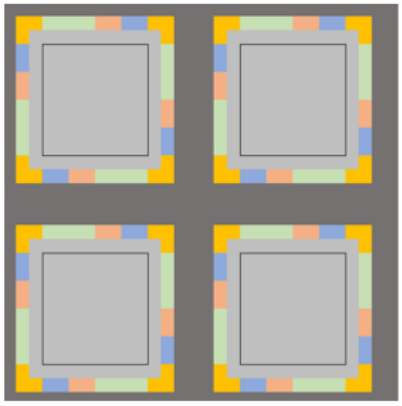
As discussed in the TPMP Mobility Audit, the following issues were identified by City staff and stakeholders:

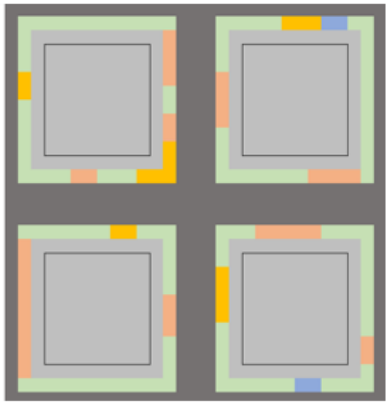
- There is currently no formalized process within the municipal code for overnight or residential permit parking within City-owned facilities
- Likewise, requests for curb-management zones, valet parking requests, parking for oversized vehicles or food trucks, and other needs are generally not addressed in the code. (These are typically handled as either temporary permit requests or longer-term curb management and signage applications).
- Parking lot snow removal, repaving and some maintenance items are handled through Public/Works Streets though other management responsibilities including signage, permit management, and administration generally fall to Police Services but are not clearly defined by the City ordinances.

To address these issues, we recommend establishing a formal parking management department and job descriptions. For the time being, these roles might be handled as part-time FTE positions under Police Services. City ordinances should be updated to address the administrative process for applying for parking permits of all types for use of City-owned assets for private, commercial, and overnight parking.

We recommend charging a nominal fee for any temporary permit requests for administrative costs. We do not recommend addressing curb management requests on a one-off basis but recommend establishing a consistent block face template for application of valet and pick-up drop off zones, where these are appropriate.

Curb functions can be located at the same place on every block face for a consistent user experience ...





... or assigned in a series of standalone decisions (as through permitting requests).

For longer-term solutions (such as providing residential parking in a City asset), the City might consider imposing a cost more in line with the full replacement value of that parking stall, less the discounted rate the City is interested in providing as the public participation component of the project.

Based on national averages, the full replacement value of parking can be significant. The following should be considered as a point of reference*:

- Surface lot replacement cost (per month) = median $160
- Above-grade parking garage replacement cost (per month) = median $240

**These values consider hard construction costs only (based on national averages published by RS Means) along with typical operation and maintenance costs. Land costs and design and soft costs for new public parking assets are excluded from the valuation.*

4. **Expand opportunities for employee parking resources and greater pedestrian connectivity**

The final recommendation is a longer-term suggestion aimed are providing new downtown employee opportunities and expanding access to existing public parking resources on the west side of the downtown. Consider improving pedestrian connections across Burlington Ave. A pedestrian bride has been discussed by the City which might tie in to other improvements.

Closing

Parking system recommendations discussed in this analysis should be discussed with downtown stakeholders including the CRA and adjusted based on funding priorities and feasibility.

Additional information on existing parking system usage is provided in the following Appendices.

Appendices

Table 1. Thursday (5/20/21) Occupancy

Parking Type	Inventory	Thursday Occupancy (5/20/21)					
		9:00 AM Count	9:00 AM Occupancy	12:00 PM Count	12:00 PM Occupancy	6:00 PM Count	6:00 PM Occupancy
Off-Street Private	866	395	45.61%	348	40.18%	198	22.86%
Off-Street Public	422	221	52.37%	225	53.32%	163	38.63%
On-Street	814	386	47.42%	415	50.98%	227	27.89%
	2102	**1002**	**47.67%**	**988**	**47.00%**	**588**	**27.97%**

Table 2. Friday (5/21/21) Occupancy

Parking Type	Inventory	Friday Occupancy (5/21/21)					
		9:00 AM Count	9:00 AM Occupancy	12:00 PM Count	12:00 PM Occupancy	6:00 PM Count	6:00 PM Occupancy
Off-Street Private	866	350	40.42%	351	40.53%	199	22.98%
Off-Street Public	422	223	52.84%	204	48.34%	149	35.31%
On-Street	814	358	43.98%	419	51.47%	247	30.34%
	2102	**931**	**44.29%**	**974**	**46.34%**	**595**	**28.31%**

Table 3. Saturday (5/22/21) Occupancy

Parking Type	Inventory	Saturday Occupancy (5/22/21)					
		9:00 AM Count	9:00 AM Occupancy	12:00 PM Count	12:00 PM Occupancy	6:00 PM Count	6:00 PM Occupancy
Off-Street Private	866	185	21.36%	185	21.36%	169	19.52%
Off-Street Public	422	112	26.54%	125	29.62%	125	29.62%
On-Street	814	188	23.10%	227	27.89%	231	28.38%
	2102	**485**	**23.07%**	**537**	**25.55%**	**525**	**24.98%**

Kimley»Horn

Table 4. Occupancy by Block Face

Block Number	Block Face ID	Estimated Inventory	20-May						21-May						22-May						Percent Avg Total	Percent Avg Weekday	Percent Avg Weekend
			9:00:00 AM Count	9:00:00 AM Occ	12:00:00 PM Count	12:00:00 PM Occ	6:00:00 PM Count	6:00:00 PM Occ	9:00:00 AM Count	9:00:00 AM Occ	12:00:00 PM Count	12:00:00 PM Occ	6:00:00 PM Count	6:00:00 PM Occ	9:00:00 AM Count	9:00:00 AM Occ	12:00:00 PM Count	12:00:00 PM Occ	6:00:00 PM Count	6:00:00 PM Occ			
BLOCK 1	W	9	3	33%	1	11%	5	56%	3	33%	4	44%	2	22%	2	22%	1	11%	3	33%	30%	33%	22%
	N	np	0	N/A	0	N/A	0	N/A	0	N/A	2	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	E	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	S	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	Private Off-Street	32	15	47%	5	16%	3	9%	16	50%	10	31%	4	13%	7	22%	6	19%	2	6%	24%	28%	16%
	Dirt Lot	55	8	15%	8	15%	3	5%	4	7%	5	9%	0	0%	4	7%	1	2%	0	0%	7%	8%	3%
BLOCK 2	W	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	N	7	0	0%	1	14%	0	0%	1	14%	1	14%	0	0%	0	0%	0	0%	0	0%	5%	7%	0%
	E	12	7	58%	3	25%	0	0%	6	50%	7	58%	1	8%	0	0%	1	8%	0	0%	23%	33%	3%
	S	4	1	25%	0	0%	0	0%	0	0%	1	25%	0	0%	0	0%	0	0%	0	0%	6%	8%	0%
	Private Off-Street	75	21	28%	17	23%	13	17%	14	19%	15	20%	12	16%	10	13%	9	12%	12	16%	18%	20%	14%
BLOCK 3	W	14	7	50%	5	36%	0	0%	2	14%	2	14%	0	0%	0	0%	0	0%	0	0%	13%	19%	0%
	N	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	50%	0	0%	0	0%	6%	0%	17%
	E	10	2	20%	3	30%	2	20%	5	50%	2	20%	2	20%	3	30%	1	10%	1	10%	23%	27%	17%
	S	5	5	100%	4	80%	0	0%	2	40%	2	40%	1	20%	0	0%	0	0%	0	0%	31%	47%	0%
	Private Off-Street	48	8	17%	11	23%	0	0%	9	19%	10	21%	0	0%	0	0%	0	0%	0	0%	9%	13%	0%
BLOCK 4	W	12	4	33%	6	50%	0	0%	7	58%	5	42%	0	0%	0	0%	0	0%	0	0%	20%	31%	0%
	N	11	3	27%	2	18%	0	0%	0	0%	1	9%	0	0%	0	0%	0	0%	0	0%	6%	9%	0%
	E	13	5	38%	7	54%	3	23%	5	38%	4	31%	0	0%	2	15%	4	31%	0	0%	26%	31%	15%
	S	5	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	20%	0	0%	4%	3%	7%
	Parking Plaza	143	46	32%	51	36%	16	11%	48	34%	37	26%	15	10%	24	17%	27	19%	15	10%	22%	25%	15%
BLOCK 5	W	4	1	25%	3	75%	1	25%	1	25%	1	25%	0	0%	0	0%	3	75%	1	25%	31%	29%	33%
	N	7	3	43%	2	29%	0	0%	3	43%	3	43%	0	0%	0	0%	1	14%	0	0%	19%	26%	5%
	E	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0%	0%	0%
	S	3	1	33%	2	67%	0	0%	1	33%	0	0%	1	33%	0	0%	1	33%	0	0%	22%	28%	11%
	Private Off-Street	50	20	40%	17	34%	4	8%	14	28%	14	28%	5	10%	6	12%	6	12%	5	10%	20%	25%	11%
BLOCK 6	W	14	8	57%	3	21%	0	0%	1	7%	2	14%	0	0%	0	0%	0	0%	0	0%	11%	17%	0%
	N	3	0	0%	1	33%	0	0%	0	0%	1	33%	0	0%	0	0%	1	33%	0	0%	11%	11%	11%
	E	7	6	86%	3	43%	2	29%	6	86%	5	71%	2	29%	3	43%	3	43%	2	29%	51%	57%	38%
	S	np	0	N/A	0	N/A	0	N/A	1	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	Private Off-Street	129	81	63%	57	44%	14	11%	73	57%	61	47%	14	11%	15	12%	15	12%	13	10%	30%	39%	11%
BLOCK 7	W	10	2	20%	3	30%	0	0%	0	0%	1	10%	0	0%	1	10%	0	0%	0	0%	8%	10%	3%
	N	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	E	9	2	22%	2	22%	1	11%	2	22%	2	22%	1	11%	1	11%	1	11%	3	33%	19%	19%	19%
	S	21	6	29%	3	14%	0	0%	2	10%	4	19%	0	0%	4	19%	1	5%	0	0%	11%	12%	8%
	Private Off-Street	37	16	43%	22	59%	4	11%	22	59%	22	59%	17	46%	19	51%	18	49%	16	43%	47%	46%	48%
BLOCK 8	W	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	N	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	E	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	S	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A
	Private Off-Street	64	10	16%	6	9%	5	8%	11	17%	9	14%	4	6%	4	6%	4	6%	3	5%	10%	12%	6%

BLOCK 9	W	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	N	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	E	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	S	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	Private Off-Street	45	27	60%	26	58%	15	33%	32	71%	36	80%	15	33%	16	36%	20	44%	12	27%	49%	56%	36%	
BLOCK 10	W	np	0	N/A	6	N/A	3	N/A	6	N/A	5	N/A	3	N/A	3	N/A	3	N/A	3	N/A	N/A	N/A	N/A	Unstriped commercial apron used for car storgae (roughly 9
	N	3	1	33%	0	0%	0	0%	2	67%	1	33%	1	33%	1	33%	1	33%	1	33%	30%	28%	33%	
	E	8	4	50%	3	38%	0	0%	7	88%	7	88%	0	0%	1	13%	1	13%	1	13%	33%	44%	13%	
	S	5	1	20%	0	0%	0	0%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	4%	7%	0%	
	Private Off-Street	17	15	88%	9	53%	5	29%	7	41%	10	59%	0	0%	3	18%	2	12%	2	12%	35%	45%	14%	
BLOCK 11	W	11	8	73%	9	82%	4	36%	11	100%	9	82%	5	45%	4	36%	2	18%	2	18%	55%	70%	24%	
	N	12	4	33%	2	17%	0	0%	4	33%	1	8%	0	0%	2	17%	0	0%	0	0%	12%	15%	6%	
	E	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	2	N/A	0	N/A	0	N/A	2	N/A	N/A	N/A	N/A	
	S	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	Private Off-Street	38	22	58%	8	21%	1	3%	14	37%	8	21%	2	5%	3	8%	3	8%	1	3%	18%	24%	6%	
BLOCK 12	W	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	N	4	1	25%	0	0%	0	0%	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%	6%	8%	0%	
	E	15	11	73%	13	87%	9	60%	11	73%	12	80%	7	47%	5	33%	9	60%	9	60%	64%	70%	51%	
	S	11	10	91%	12	109%	2	18%	7	64%	9	82%	1	9%	5	45%	1	9%	0	0%	47%	62%	18%	
	Private Off-Street	19	10	53%	10	53%	9	47%	12	63%	11	58%	4	21%	6	32%	3	16%	2	11%	39%	49%	19%	
BLOCK 13	W	16	13	81%	15	94%	4	25%	8	50%	12	75%	3	19%	6	38%	6	38%	3	19%	49%	57%	31%	
	N	4	0	0%	2	50%	3	75%	0	0%	2	50%	3	75%	0	0%	1	25%	2	50%	36%	42%	25%	
	E	9	8	89%	6	67%	3	33%	8	89%	9	100%	1	11%	3	33%	4	44%	5	56%	58%	65%	44%	
	S	10	5	50%	4	40%	4	40%	9	90%	10	100%	2	20%	4	40%	5	50%	1	10%	49%	57%	33%	
	Private Off-Street	13	5	38%	11	85%	7	54%	6	46%	6	46%	7	54%	6	46%	5	38%	4	31%	49%	54%	38%	
BLOCK 14	W	10	6	60%	6	60%	1	10%	8	80%	5	50%	2	20%	4	40%	4	40%	1	10%	41%	47%	30%	
	N	4	0	0%	2	50%	0	0%	0	0%	1	25%	0	0%	0	0%	0	0%	0	0%	8%	13%	0%	
	E	15	11	73%	9	60%	2	13%	8	53%	9	60%	4	27%	10	67%	9	60%	6	40%	50%	48%	56%	
	S	11	9	82%	5	45%	1	9%	5	45%	7	64%	3	27%	9	82%	11	100%	0	0%	51%	45%	61%	
	City Hall	35	28	80%	27	77%	7	20%	27	77%	22	63%	4	11%	5	14%	6	17%	5	14%	42%	55%	15%	
	Private Off-Street	5	1	20%	3	60%	1	20%	1	20%	2	40%	0	0%	1	20%	1	20%	1	20%	24%	27%	20%	
BLOCK 15	W	13	7	54%	9	69%	2	15%	4	31%	7	54%	4	31%	4	31%	5	38%	5	38%	40%	42%	36%	
	N	6	1	17%	1	17%	0	0%	1	17%	3	50%	1	17%	0	0%	0	0%	3	50%	19%	19%	17%	
	E	16	6	38%	10	63%	3	19%	7	44%	10	63%	10	63%	3	19%	6	38%	7	44%	43%	48%	33%	
	S	7	5	71%	7	100%	8	114%	6	86%	7	100%	7	100%	2	29%	5	71%	7	100%	86%	95%	67%	
BLOCK 16	W	13	6	46%	13	100%	5	38%	6	46%	12	92%	8	62%	0	0%	10	77%	9	69%	59%	64%	49%	
	N	10	1	10%	4	40%	2	20%	1	10%	3	30%	3	30%	0	0%	4	40%	2	20%	22%	23%	20%	
	E	8	3	38%	3	38%	2	25%	5	63%	7	88%	2	25%	0	0%	0	0%	0	0%	31%	46%	0%	
	S	8	6	75%	6	75%	5	63%	4	50%	4	50%	6	75%	4	50%	1	13%	3	38%	54%	65%	33%	
	Private Off-Street	45	21	47%	31	69%	22	49%	18	40%	25	56%	30	67%	12	27%	15	33%	20	44%	48%	54%	35%	
BLOCK 17	W	9	9	100%	9	100%	1	11%	8	89%	7	78%	1	11%	0	0%	0	0%	0	0%	43%	65%	0%	
	N	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0%	0%	0%	
	E	9	3	33%	3	33%	1	11%	4	44%	3	33%	0	0%	0	0%	0	0%	0	0%	17%	26%	0%	
	S	7	4	57%	3	43%	1	14%	4	57%	3	43%	1	14%	3	43%	0	0%	0	0%	30%	38%	14%	
	Private Off-Street	35	24	69%	28	80%	25	71%	28	80%	28	80%	27	77%	28	80%	28	80%	23	66%	76%	76%	75%	

Table 4. Continued

BLOCK 18	**W**	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	N	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	E	4	4	100%	4	100%	3	75%	4	100%	3	75%	3	75%	3	75%	3	75%	3	75%	83%	88%	75%	
	S	11	2	18%	6	55%	3	27%	7	64%	3	27%	1	9%	3	27%	2	18%	5	45%	32%	33%	30%	
	Private Off-Street	28	22	79%	25	89%	24	86%	22	79%	21	75%	23	82%	21	75%	23	82%	19	68%	79%	82%	75%	
BLOCK 19	**W**	1	1	100%	0	0%	0	0%	0	0%	1	100%	0	0%	1	100%	0	0%	0	0%	33%	33%	33%	
	N	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0%	0%	0%	
	E	14	11	79%	13	93%	3	21%	11	79%	10	71%	6	43%	3	21%	2	14%	16	114%	60%	64%	50%	Unstriped commercial apron used for car storgae (roughly 9
	S	8	1	13%	1	13%	0	0%	0	0%	1	13%	0	0%	0	0%	1	13%	0	0%	6%	6%	4%	
	Clock Tower	37	8	22%	6	16%	5	14%	16	43%	11	30%	3	8%	6	16%	5	14%	4	11%	19%	22%	14%	
BLOCK 20	**W**	10	2	20%	5	50%	8	80%	7	70%	10	100%	7	70%	8	80%	7	70%	4	40%	64%	65%	63%	
	N	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	E	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	S	9	1	11%	1	11%	0	0%	3	33%	2	22%	2	22%	2	22%	0	0%	4	44%	19%	17%	22%	
	Private Off-Street	24	17	71%	15	63%	6	25%	11	46%	12	50%	8	33%	6	25%	5	21%	6	25%	40%	48%	24%	
BLOCK 21	**W**	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	N	10	6	60%	10	100%	1	10%	5	50%	7	70%	0	0%	2	20%	2	20%	5	50%	42%	48%	30%	
	E	14	4	29%	12	86%	10	71%	3	21%	10	71%	11	79%	4	29%	5	36%	11	79%	56%	60%	48%	
	S	10	1	10%	6	60%	6	60%	1	10%	7	70%	8	80%	2	20%	5	50%	5	50%	46%	48%	40%	
	Lot 2	38	22	58%	21	55%	24	63%	19	50%	23	61%	**34**	89%	6	16%	12	32%	26	68%	55%	63%	39%	
	Private Off-Street	N/A	N/A	N/A	NA	N/A	NA	N/A	1	N/A	NA	N/A	NA	N/A	NA	N/A	NA	N/A	NA	N/A	N/A	N/A	N/A	
BLOCK 22	**W**	16	12	75%	12	75%	10	63%	4	25%	16	100%	12	75%	3	19%	7	44%	7	44%	58%	69%	35%	
	N	11	5	45%	4	36%	3	27%	2	18%	11	100%	3	27%	1	9%	7	64%	1	9%	37%	42%	27%	
	E	14	7	50%	7	50%	0	0%	9	64%	5	36%	3	21%	3	21%	3	21%	3	21%	32%	37%	21%	
	S	10	7	70%	6	60%	8	80%	5	50%	8	80%	10	100%	4	40%	3	30%	7	70%	64%	73%	47%	
	Lot 3	30	22	73%	22	73%	23	77%	22	73%	23	77%	13	43%	10	33%	18	60%	17	57%	63%	69%	50%	
	Private Off-Street	N/A	N/A	N/A	NA	N/A	NA	N/A	NA	N/A	NA	N/A	NA	N/A	NA	N/A	NA	N/A	NA	N/A	N/A	N/A	N/A	
BLOCK 23	**W**	10	6	60%	8	80%	1	10%	10	100%	4	40%	2	20%	3	30%	6	60%	2	20%	47%	52%	37%	
	N	10	10	100%	9	90%	3	30%	10	100%	9	90%	6	60%	11	110%	10	100%	4	40%	80%	78%	83%	
	E	15	8	53%	10	67%	12	80%	9	60%	14	93%	10	67%	9	60%	8	53%	4	27%	62%	70%	47%	
	S	12	3	25%	6	50%	8	67%	1	8%	3	25%	6	50%	5	42%	3	25%	8	67%	40%	38%	44%	
	Lot 4	55	42	76%	43	78%	37	67%	39	71%	33	60%	30	55%	21	38%	15	27%	15	27%	56%	68%	31%	
	Private Off-Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
BLOCK 24	**W**	11	6	55%	5	45%	8	73%	4	36%	7	64%	9	82%	2	18%	7	64%	7	64%	56%	59%	48%	
	N	7	4	57%	5	71%	5	71%	2	29%	5	71%	6	86%	3	43%	6	86%	5	71%	65%	64%	67%	
	E	8	8	100%	5	63%	6	75%	6	75%	4	50%	6	75%	1	13%	7	88%	7	88%	69%	73%	63%	
	S	6	4	67%	3	50%	5	83%	1	17%	1	17%	4	67%	2	33%	1	17%	5	83%	48%	50%	44%	
	Private Off-Street	6	3	50%	2	33%	2	33%	4	67%	4	67%	2	33%	3	50%	3	50%	2	33%	46%	47%	44%	
BLOCK 25	**W**	12	7	58%	4	33%	11	92%	5	42%	8	67%	11	92%	0	0%	4	33%	9	75%	55%	64%	36%	
	N	10	4	40%	6	60%	8	80%	7	70%	7	70%	7	70%	1	10%	2	20%	3	30%	50%	65%	20%	
	E	17	15	88%	14	82%	0	0%	14	82%	15	88%	0	0%	0	0%	0	0%	0	0%	38%	57%	0%	Unstriped commercial apron used for car storgae (roughly 10
	S	6	3	50%	3	50%	0	0%	2	33%	3	50%	0	0%	0	0%	0	0%	0	0%	20%	31%	0%	
	Private Off-Street	14	11	79%	9	64%	2	14%	13	93%	11	79%	5	36%	0	0%	0	0%	3	21%	43%	61%	7%	

Table 4. Continued

BLOCK 26	**W**	4	2	50%	2	50%	1	25%	9	225%	8	200%	0	0%	1	25%	0	0%	0	0%	64%	92%	8%	
	N	13	8	62%	11	85%	2	15%	11	85%	2	15%	2	15%	6	46%	1	8%	2	15%	38%	46%	23%	
	E	5	0	0%	0	0%	0	0%	1	20%	1	20%	1	20%	2	40%	1	20%	1	20%	16%	10%	27%	Unstriped commercial apron used for car storgae (roughly 6
	S	6	2	33%	1	17%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	6%	8%	0%	
	Private Off-Street	12	8	67%	12	100%	5	42%	8	67%	11	92%	5	42%	9	75%	6	50%	6	50%	65%	68%	58%	
BLOCK 27	**W**	5	4	80%	4	80%	3	60%	5	100%	4	80%	2	40%	2	40%	2	40%	2	40%	62%	73%	40%	Unstriped commercial apron used for car storgae (roughly 10
	N	7	2	29%	4	57%	2	29%	2	29%	2	29%	1	14%	2	29%	1	14%	2	29%	29%	31%	24%	
	E	4	4	100%	4	100%	0	0%	3	75%	3	75%	3	75%	5	125%	5	125%	3	75%	83%	71%	108%	
	S	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	Private Off-Street	47	15	32%	11	23%	16	34%	9	19%	17	36%	13	28%	12	26%	14	30%	16	34%	29%	29%	30%	
BLOCK 28	**W**	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	N	6	2	33%	1	17%	3	50%	1	17%	3	50%	4	67%	1	17%	4	67%	4	67%	43%	39%	50%	
	E	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	Dirt Lot	np	0	N/A	2	N/A	0	N/A	0	N/A	1	N/A	2	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
BLOCK 29	**W**	6	3	50%	1	17%	3	50%	2	33%	5	83%	2	33%	0	0%	3	50%	5	83%	44%	44%	44%	
	N	8	1	13%	2	25%	5	63%	3	38%	4	50%	5	63%	2	25%	0	0%	2	25%	33%	42%	17%	
	E	3	0	0%	1	33%	0	0%	0	0%	1	33%	0	0%	0	0%	0	0%	1	33%	11%	11%	11%	
	Private Off-Street	12	12	100%	8	67%	5	42%	8	67%	8	67%	8	67%	7	58%	7	58%	7	58%	65%	68%	58%	
BLOCK 30	**W**	6	0	0%	1	17%	2	33%	0	0%	4	67%	2	33%	0	0%	1	17%	1	17%	20%	25%	11%	
	N	10	4	40%	5	50%	4	40%	0	0%	0	0%	4	40%	3	30%	3	30%	4	40%	30%	28%	33%	
	E	3	0	0%	0	0%	0	0%	1	33%	0	0%	0	0%	0	0%	0	0%	0	0%	4%	6%	0%	
	Dirt Lot	50	12	24%	10	20%	13	26%	13	26%	14	28%	13	26%	15	30%	10	20%	17	34%	26%	25%	28%	
BLOCK 31	**W**	4	1	25%	1	25%	1	25%	0	0%	0	0%	0	0%	1	25%	1	25%	1	25%	17%	13%	25%	
	N	7	1	14%	2	29%	2	29%	1	14%	0	0%	3	43%	0	0%	0	0%	1	14%	16%	21%	5%	
	E	np	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	N/A	N/A	N/A	
	Amtrak Depot	25	21	84.00%	23	92%	19	76%	20	80%	23	92%	18	72%	11	44%	13	52%	14	56%	72%	83%	51%	
	Brukcman Rubber	53	27	51%	27	51%	14	26%	20	38%	22	42%	11	21%	10	19%	10	19%	10	19%	32%	38%	19%	
	W. of Underpass	59	32	54%	32	54%	32	54%	32	54%	32	54%	32	54%	29	49%	29	49%	29	49%	53%	54%	49%	

Note: W. of Underpass was not on flight path. Weekday data from 1st hand count. Weekend data from Google Earth taken 8/27/17

Table 5. Occupancy Summary

Parking Type	Estimated Inventory	20-May						21-May						22-May					
		5/20 9:00 AM Count	5/20 9:00 AM Occ	5/20 12:00 PM Count	5/20 12:00 PM Occ	5/20 6:00 PM Count	5/20 6:00 PM Occ	5/21 9:00 AM Count	5/21 9:00 AM Occ	5/21 12:00 PM Count	5/21 12:00 PM Occ	5/21 6:00 PM Count	5/21 6:00 PM Occ	5/22 9:00 AM Count	5/22 9:00 AM Occ	5/22 12:00 PM Count	5/22 12:00 PM Occ	5/22 6:00 PM Count	5/22 6:00 PM Occ
Public Street Parking	814	386	47%	415	51%	227	28%	358	44%	419	51%	247	30%	188	23%	227	28%	231	28%
Public Off Street Parking	422	221	52%	225	53%	163	39%	223	53%	204	48%	149	35%	112	27%	125	30%	125	30%
Private Off Street Parking (Includes Dirt Lots)	866	395	46%	348	40%	198	23%	350	40%	351	41%	199	23%	185	21%	185	21%	169	20%
Public Total	1236	386	31%	415	34%	227	18%	358	29%	419	34%	247	20%	188	15%	227	18%	231	19%
Total	2102	1002	48%	988	47%	588	28%	931	44%	974	46%	595	28%	485	23%	537	26%	525	25%