City of York

Public Information
Open House Meeting

May 28, 2024

DPS-93(15) Project Access York; C.N. 43010

Holthus Convention Center
3130 S Holen Avenue, York, NE 68467

U.S. Department of Transportation
Federal Highway Administration

CITY OF YORK

Public Involvement Plan

Civil Rights Analysis
PI Plan

Notification

Legal Notice
Request for Publication
Legal Notice Affidavit
Postcard
Distribution List
Official News Release
City of York Website Page

Venue

Floor Plan
ADA Accessibility
Checklist Photos of Venue

Support Materials

Handouts
Display/Exhibit Boards
Table Maps

Attendance

Sign-In Sheets
Photos of Meeting

Public Comments

Sample Comment Sheet
Comment Matrix
Public Comments/Responses

Public Involvement Plan

To: File
From: Shannon McKinley, Environmental Scientist, HDR
Date: 27 February 2024
RE: Environmental Justice and Limited English Proficiency Analysis, CN 43010, DPS-93(15), Project Access York

Environmental Justice and Limited English Proficiency Analysis, CN 43010, DPS-93(15), Project Access York

1 Environmental Justice Regulatory Background and Overview of Methodology

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was signed on February 11, 1994, and requires that, to the extent practicable and permitted by law, low-income or minority populations must not be subject to disproportionately high and adverse human health or environmental effects as a result of a proposed project. Federal agencies must take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of low-income and minority populations. Also, representatives of any low-income or minority populations in the community that may be affected by a project must be given the opportunity to be included in the impact assessment and public involvement process.

On June 14, 2012, Federal Highway Administration (FHWA) issued Order 6640.23A, *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which established policies and procedures for the FHWA and state transportation agencies to use in complying with Executive Order 12898. The Order provided definitions for multiple terms and concepts applicable to this analysis.

> *Adverse Effects* are defined as "the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities."
>
> A *Disproportionately High and Adverse Effect to Low-Income and Minority Populations* is defined as an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population; OR

2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

Minority is defined as a person who is:

1. Black: a person having origins in any of the black racial groups of Africa;

2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;

3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;

4. American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; OR

5. Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

A Low-Income person is defined as a person whose median household income is at or below the federal poverty threshold as defined by the Census Bureau. The federal poverty threshold is used for calculating all official poverty population statistics and are updated annually by the Census Bureau.

A *Minority Population* is defined as any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

A *Low-Income* population is defined as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

In a December 16, 2011, memorandum titled *Guidance on Environmental Justice and NEPA*, the FHWA laid out a basic methodology for performing Environmental Justice analysis. Nebraska Department of Transportation (NDOT) has adopted an Environmental Justice methodology which follows the basic framework of the 2011 memorandum, but expands upon a few vague or undefined concepts. . The methodology described in the following bullets was developed by NDOT in coordination with FHWA and was used to analyze demographic information from the US Census to identify both minority and

low-income populations for the project area shown in the attached map. An abbreviated overview of NDOT Environmental Justice methodology is as follows:

1. Using localized census data and other relevant information sources, data is gathered and readily identifiable groups or clusters of minority or low-income persons in the EJ study area are listed. Small clusters or dispersed populations are not overlooked. Study area data is also compared to State data to determine the proportion of minority and low-income persons present in the study area.

2. Minority and low-income populations are identified where:

   (a) A readily identifiable group or cluster of minority or low-income persons is located in the EJ study area (for example, a low-income housing complex, or a workplace of mostly minority persons); OR

   (b) The minority or low-income population of the study area exceeds 50 percent; OR

   (c) The minority or low-income population percentage of the affected area is *meaningfully greater* than the minority population percentage in the general population or other appropriate unit of geographic analysis. The *meaningfully greater* standard is fact-dependent and requires professional judgment, but in most cases *meaningfully greater* is approximately 6 to 8 percent or above.

3. If minority and/or low-income populations are not present in the EJ study area, the analysis is concluded.

4. If minority and/or low-income populations are present in the EJ study area, potential disproportionately high and adverse effects of the proposed project are examined. If none are identified, the analysis is concluded.

5. If minority and/or low-income populations are present in the EJ study area, and potential disproportionately high and adverse effects of the proposed project have been identified, proposed mitigation will be considered. Commonly, the application of effective mitigation techniques can reduce or eliminate adverse effects that might otherwise fall disproportionately upon minority and low-income populations.

6. Finally, the analysis concludes with a determination that the proposed project either will or will not result in disproportionately high and adverse effects to minority and low-income populations.

Executive Order 13166*, Improving Access to Services for Persons with Limited English Proficiency,* signed August 11, 2000, requires federal agencies to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, have limited English proficiency (LEP). Each Federal agency shall examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency. Individuals who do not speak

English as their primary language and who have a limited ability to read, write, speak, or understand English are considered to have limited English proficiency. According to US Department of Transportation (DOT) Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons published in the Federal Register December 14, 2005, populations likely to include LEP persons who are served or encountered by DOT programs or projects and should be considered when planning language services include, but are not limited to, persons living in areas affected or potentially affected by transportation projects. NDOT has adopted the following methodology to identify LEP in the project area and the potential need for language assistance:

- Use US Census and other data to determine the languages spoken in and around the project location, including along a detour route. The affected area considered might be larger or smaller depending on the project size, type, and location, but the analysis considers the language data of the block groups within US Census tracts where the project is situated and if applicable where the detour route is proposed, and the surrounding contiguous US Census tracts. The "affected area" is not simply the area directly impacted by the project, or the area within the physical limits of the project. Affected areas include those indirectly affected by transportation projects (for example, as a result of detours or increased traffic congestion). LEP persons will include all persons who speak a language other than English, and also speak English "Less Than Very Well," as defined by the American Community Survey. American Community Survey data breaks out LEP by Spanish, Other Indo-European languages, Asian, and "Other" Languages.

- If a language other than English is spoken in the affected area, and English is spoken less than very well by 5 percent or greater of the population, or 1,000 persons or greater for any one specific language, any written information released to the public will be translated into the appropriate language(s). This includes, for example, NEPA scoping letters, legal notices, door-to-door handouts, project information sheets, or comment forms. If appropriate, this information will make clear to the LEP persons that an interpreter will be available, free of cost, at a public meeting. NDOT will identify sources of media frequently used by LEP populations in an affected area (such as local or ethnic newspapers, radio stations, etc.) so that meeting notices can be included in those media notifications.

- If a language other than English is spoken in the affected area by 5 percent or greater of the population, but the number of LEP persons is less than 50, written information released to the public prior to the public meeting will include a block of text, translated into the applicable language(s), stating that LEP persons have the right to receive competent oral interpretation of those written materials, free of cost.

2 Project Location and Description

This trail project is 8.5 miles long in the city of York, York County, Nebraska. The project would provide a trail or bike lane connection between the businesses north of US Interstate 80 (I-80), Beaver Creek Trail, York Ballpark Complex, York University, Minck Park, York Elementary School, York Middle School, York High School, Miller Park, and the York County Fairgrounds.

The improvements on this project consist of constructing an 8- to 10-foot-wide concrete trail and bike lanes. Additional improvements consist of rectangular rapid flashing beacon crossing lights, culvert work, removing and replacing sidewalks and pavement at drives and intersections, and ADA accessible curb ramps at the intersection of roadways. It also includes constructing a pedestrian trail bridge over US Highway 81 (US-81) near mile marker (MM) 58.40.

Grading would be required for the trail portion of this project. A majority of the trail would be placed on a new trail alignment and grading would be outside the hinge point.

This project would be constructed under traffic with lane closures controlled by approved traffic control devices and practices for trail and bike lane work along the project. Traffic would be detoured for the pedestrian bridge work over US-81.

Pedestrian detour routes would be required during construction.

Additional property rights would be required to build this project.

Access to adjacent properties would be maintained during construction but may be temporarily limited at times due to construction activities.

3 Examination of Study Area Population: Census Data and Other Observations

The data on minority persons have been collected from the 2020 Census Redistricting Data, Table P2. The data on low-income and LEP persons have been compiled from 2018-2022 American Community Survey 5-year estimates, Table B17021 and Table B16004, respectively.

The Environmental Justice and LEP data for this project is as follows:

Geographic area name	Total	Black/ African American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Pacific Islander	Hispanic/ Latino	Total Minority	Project / Detour
Block Group 2, Census Tract 9696, York County, Nebraska	1,204	0.0%	0.2%	0.0%	0.0%	2.5%	2.7%	Detour Only
Block Group 1, Census Tract 9697, York County, Nebraska	1,363	2.2%	0.1%	0.2%	0.0%	3.6%	6.2%	Both
Block Group 2, Census Tract 9697, York County, Nebraska	946	0.5%	0.1%	0.7%	0.0%	4.0%	5.4%	Both
Block Group 3, Census Tract 9697, York County, Nebraska	740	0.8%	0.1%	0.3%	0.1%	9.6%	10.9%	Both
Block Group 4, Census Tract 9697, York County, Nebraska	1,237	3.3%	0.6%	1.2%	0.1%	9.0%	14.2%	Both
Block Group 1, Census Tract 9698, York County, Nebraska	1,013	1.4%	0.9%	1.3%	0.0%	9.4%	12.9%	Project Only
Block Group 2, Census Tract 9698, York County, Nebraska	1,837	3.3%	2.1%	1.3%	0.0%	11.1%	17.7%	Both
Block Group 3, Census Tract 9698, York County, Nebraska	1,767	0.4%	0.1%	0.6%	0.0%	9.3%	10.4%	Both
Block Group 1, Census Tract 9699, York County, Nebraska	1,359	0.0%	0.4%	0.1%	0.0%	2.1%	2.6%	Detour Only
York city, Nebraska	8,066	1.3%	0.4%	0.9%	0.0%	7.6%	10.3%	
York County, Nebraska	14,125	1.2%	0.5%	0.6%	0.0%	5.9%	8.3%	
Nebraska	1,961,504	4.8%	0.8%	2.7%	0.1%	12.0%	20.3%	

Data on minority persons collected from 2020 Redistricting Data, Table P2.

Geographic area name	Total	Income in the past 12 months below poverty level	Project / Detour
Block Group 2; Census Tract 9696; York County; Nebraska	1,236	2.2%	Detour Only
Block Group 1; Census Tract 9697; York County; Nebraska	1,194	7.0%	Both
Block Group 2; Census Tract 9697; York County; Nebraska	700	21.1%	Both
Block Group 3; Census Tract 9697; York County; Nebraska	723	14.0%	Both
Block Group 4; Census Tract 9697; York County; Nebraska	1,156	2.0%	Both
Block Group 1; Census Tract 9698; York County; Nebraska	871	28.1%	Project Only
Block Group 2; Census Tract 9698; York County; Nebraska	1,459	7.6%	Both
Block Group 3; Census Tract 9698; York County; Nebraska	1,962	8.9%	Both
Block Group 1; Census Tract 9699; York County; Nebraska	1,495	5.1%	Detour Only
Lushton village, Nebraska	23	0.0%	
York city, Nebraska	7,645	11.4%	
York County, Nebraska	13,337	9.3%	
Nebraska	1,908,613	10.4%	

Data on low-income persons collected from American Community Survey 2018-2022 5-Year Estimates, Table B17021

Geographic area name	Population age 5 and above	% of population age 5 and above that speak only English	Languages other than English spoken by 1,000 persons or more than 5% of the total population age 5 and above*	Project / Detour
Block Group 2; Census Tract 9696; York County; Nebraska	1,104	94.6%	None	Detour Only
Block Group 1; Census Tract 9697; York County; Nebraska	1,144	98.6%	None	Both
Block Group 2; Census Tract 9697; York County; Nebraska	802	96.5%	None	Both
Block Group 3; Census Tract 9697; York County; Nebraska	693	100.0%	None	Both
Block Group 4; Census Tract 9697; York County; Nebraska	1,353	91.9%	None	Both
Block Group 1; Census Tract 9698; York County; Nebraska	797	98.7%	None	Project Only
Block Group 2; Census Tract 9698; York County; Nebraska	1,790	90.8%	None	Both
Block Group 3; Census Tract 9698; York County; Nebraska	1,869	97.2%	None	Both
Block Group 1; Census Tract 9699; York County; Nebraska	1,385	99.6%	None	Detour Only
Affected Area**	10,937	95.9%	Spanish - 0.7% (78) Indo-European - 0.0% (5) Asian - 0.2% (24) Other - 0.2% (19)	

All data from American Community Survey 2018-2022 5-Year Estimates, Table B16004.

The project (including vehicle and pedestrian detours) is located within nine Block Groups in York County, Nebraska. Portions of the study area are also located in the city of York (see attached maps).

The 2020 data for all block groups within the study area indicate percentages of minority persons that are not meaningfully greater than the corresponding percentages for Nebraska. These block groups therefore do not contain minority populations for the purpose of this analysis.

The 2018-2022 data for Block Group 2, Census Tract 9697 and Block Group 1, Census Tract 9698 indicate percentages of low-income persons that are meaningfully greater than the corresponding percentages for Nebraska. These block groups therefore contain low-income populations for the purpose of this analysis.

Data for the study area, considering the total population affected by the project, indicates there are no LEP populations that meet or exceed the NDOT LEP outreach triggers of 5 percent or 1,000 persons.

A review of the study area using Google Earth Street View was conducted to identify businesses and agencies likely to predominately serve a minority and/or low-income population, and/or provide essential services. The study area consists of commercial, industrial, and residential areas. Multiple businesses and agencies providing essential services including supermarkets, grocery stores, hospitals, mobile home parks, non-profits, churches, banks, state and county department offices, universities, recreational areas, schools, libraries, optometrist, dentist, and family resource centers were identified within the study area.

No other businesses, workplaces, or organizations likely to serve a minority and/or low-income populations, and/or provide essential services to a minority and/or low-income population were identified in the vicinity of the project location.

4 Potential Disproportionately High and Adverse Effects to Minority and/or Low-Income Populations

The following project information is relevant:

- This project will be constructed under traffic with lane closures controlled by approved traffic control devices and practices for trail and bike lane work along the project.
- US-81 traffic will be detoured as the prefabricated pedestrian bridge is set in place over US-81. The proposed route will be from US-81 to US Highway 34 (US-34) to County Road H to I-80 back to US-81. No improvements are anticipated on the detour route. The out-of-direction travel is approximately 18.5 miles. The work will be performed within one night to minimize traffic disruptions while the operation is taking place.
- The project will not affect permanent traffic patterns.
- The temporary night closure and detour of US-81 for the work to place the prefabricated pedestrian bridge may temporarily impact businesses for one night. However, the night work is not anticipated to rise to the level of a disproportionately high and adverse effect to low-income populations because of the short time period of the work.
- Pedestrian detours will be required. Sidewalk construction prior to use is anticipated in areas without pre-existing sidewalk to improve the detour routes. Potential pedestrian detour routes include:
    - The north side of E 19th Street to the west side of Linden Avenue to the north side of 18th Street, to the east side of East Avenue to the north side of 14th Street to the east side of Blackburn Avenue. The out-of-direction travel is approximately 0.89 mile. The duration of the detour is anticipated to be 45 calendar days.
    - The south side of Duke Drive from Blackburn Avenue to Deleware Avenue. The out-of-direction travel is approximately 0.02 mile. The duration of the detour is anticipated to be 28 calendar days.
    - The west side of Pennsylvania Avenue from 14th Street to 15th Street. The out-of-direction travel is approximately 0.02 mile. The duration of the detour is anticipated to be 14 calendar days.
    - The south side of 14th Street from Wisconsin Avenue to Washington Avenue. The out-of-direction travel is approximately 0.02 mile. The duration of the detour is anticipated to be 14 calendar days.
- The York County Fair is held yearly in August,. Work along Nebraska Avenue near the Fairgrounds will be completed prior to, or after the fair as to not impact the local event on a temporary basis.

- Vehicular access to twelve residential properties is anticipated to be temporarily closed for 5 to 10 working days for driveway reconstruction to meet ADA cross slopes. Each of these properties is located on a street that allows street parking and residents would still be able to walk up to their properties during construction. Consequently, only temporary and minor access restrictions would occur. Four out of the twelve residential properties to have temporary vehicle access restrictions are within a block group containing a low-income population (Block Group 2, Census Tract 9697, York County, Nebraska). The remaining residential properties are in areas without environmental justice populations. The extent of impacts are minor, and would only occur for a short period of time.
- Impacts to emergency services are not anticipated. Special accommodation will be coordinated with Fire and Ambulance during the night closure of US-81.
- Acquisition of right-of-way (ROW) from an estimated 85 tracts is anticipated for this project. The estimated amount of ROW acquired is not expected to be greater than 2 acre/mile. The type of property proposed to be acquired is farmland, pasture, residential, and business. The largest impacts would be to properties along the abandoned railroad ROW. The following describes the largest anticipated ROW impacts to agricultural, business, and residential properties:
    - The largest ROW impact to an agricultural property would be to Parcel ID 930151429 in which approximately 70 percent of the property would be acquired. The property is an agricultural piece of land that is not being farmed or farmable due to its size and location. The property is not within a block group containing an environmental justice population.
    - The largest ROW impact to a business property would be to the Wendy's located at 4011 S Lincoln Avenue in which approximately 32 percent of the property would be acquired to construct the pedestrian bridge and ramp. The majority of impacts would be to the gravel lot located on the east side of the property. The owners have expressed support for the acquisition. The property is not within a block group containing an environmental justice population.
    - The largest ROW impact to a residential property would be to Parcel ID 930184610 in which approximately 24 percent of the property would be acquired. The property is an acreage. The project would be near the western edge of the property along the abandoned railroad. The property is not within a block group containing an environmental justice population.
- Relocation assistance is not anticipated on this project.
- A public information meeting and a targeted mailer are anticipated for the project.

5 Conclusions

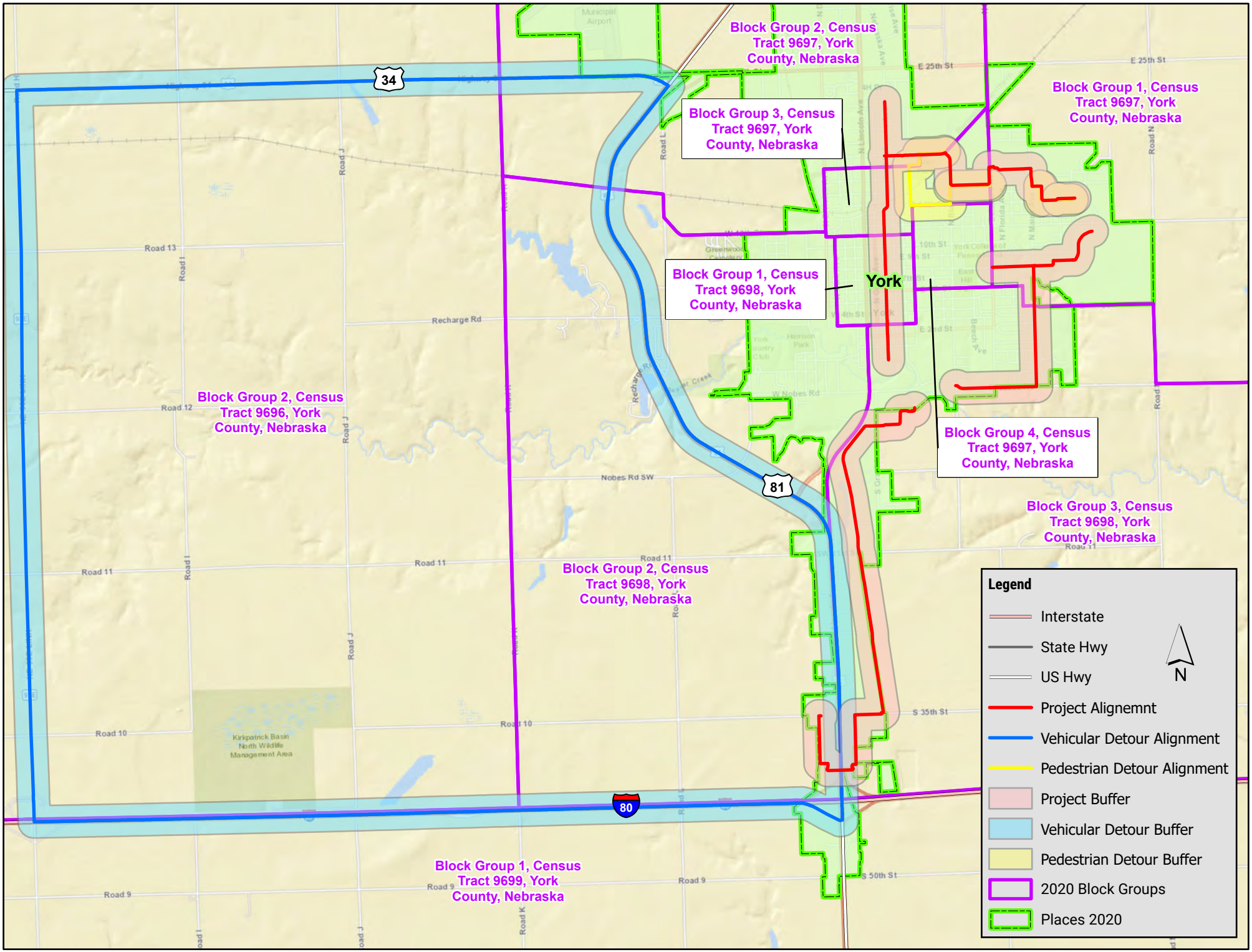
Although no minority populations were identified, low-income populations were identified in two of the block groups in which this project is located. However, there are no anticipated disproportionately high and adverse human health or environmental effects to minority and low-income populations, as defined in FHWA Order 6640.23A, for the reasons presented in the previous section of this document.

No translations or specialized LEP outreach are required for this project because, in the areas examined, only some of the block groups indicate the presence of an LEP population and the languages other than English vary. The populations of languages other than English considered in aggregate are small compared to the total population in the block groups within the project area and along the detours. The affected project and study area populations do not reach the NDOT LEP outreach triggers of 5% or 1,000 persons for any specific language.

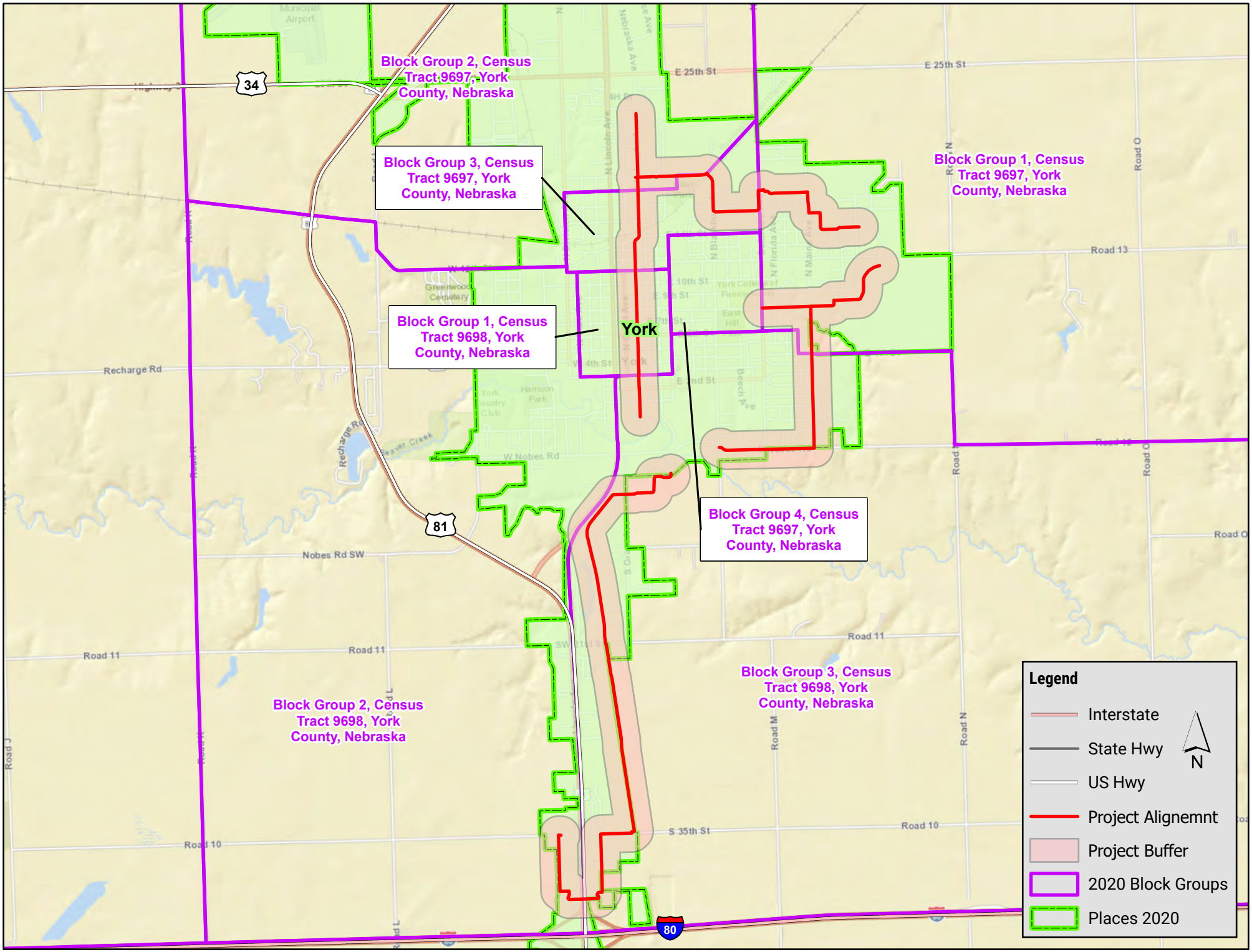
6 Mitigation Measures

Based on the type of project, anticipated construction activities, and consideration of businesses, workplaces, and organizations likely to serve a minority and/or low-income populations, no specific mitigation measures for environmental justice populations are proposed for this project.

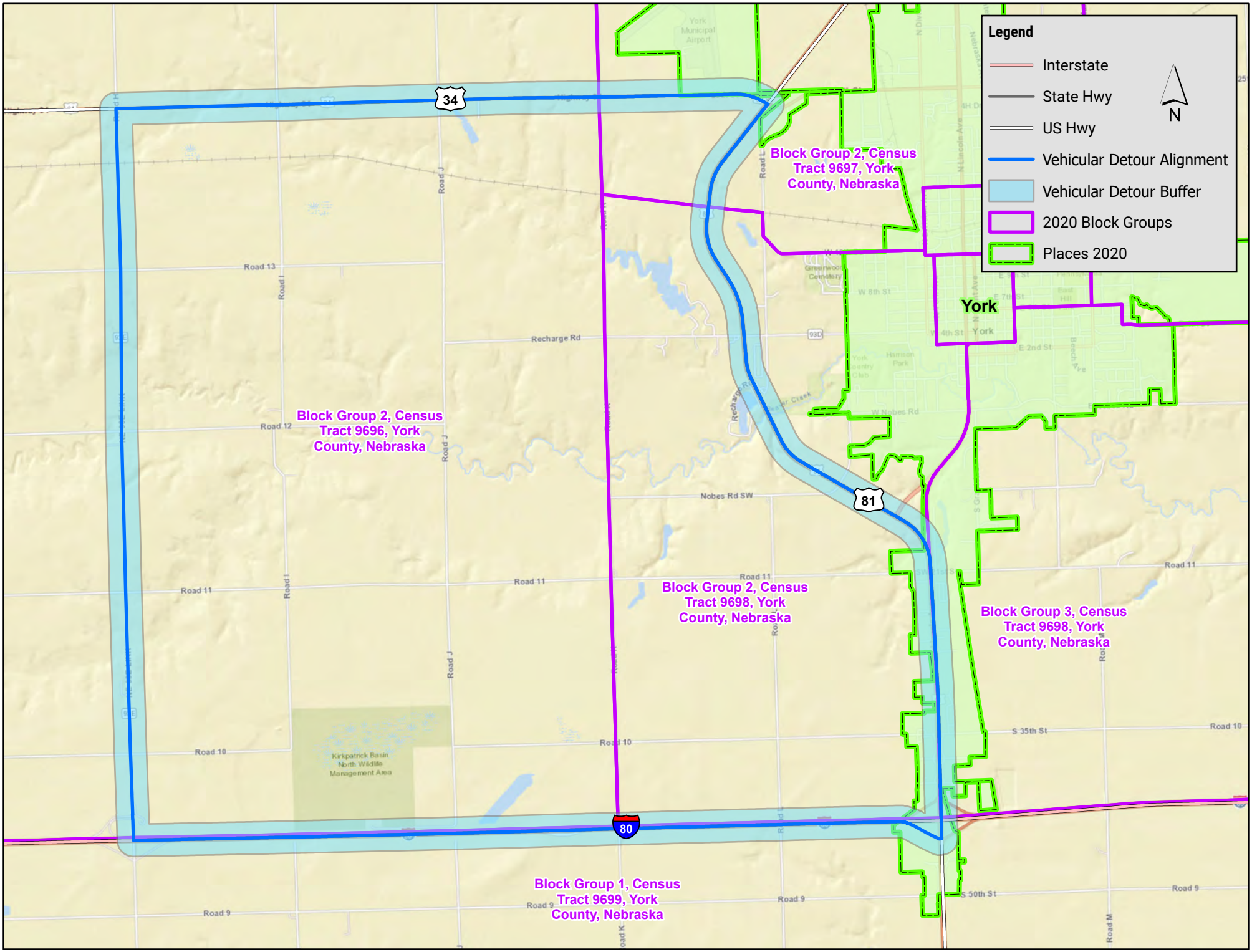
CN 43010


Block Group 2, Census Tract 9697, York County, Nebraska
Block Group 1, Census Tract 9697, York County, Nebraska
Block Group 3, Census Tract 9697, York County, Nebraska
Block Group 1, Census Tract 9698, York County, Nebraska
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Block Group 2, Census Tract 9696, York County, Nebraska
Block Group 4, Census Tract 9697, York County, Nebraska
Block Group 3, Census Tract 9698, York County, Nebraska
Block Group 2, Census Tract 9698, York County, Nebraska
Block Group 1, Census Tract 9699, York County, Nebraska
34
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80
Road 13
Road 12
Road 11
Road 10
Road 9
Recharge Rd
Nobes Rd SW
E 25th St
S 35th St
S 50th St
Kirkpatrick Basin North Wildlife Management Area
Legend
Interstate
State Hwy
US Hwy
Project Alignemnt
Vehicular Detour Alignment
Pedestrian Detour Alignment
Project Buffer
Vehicular Detour Buffer
Pedestrian Detour Buffer
2020 Block Groups
Places 2020
N

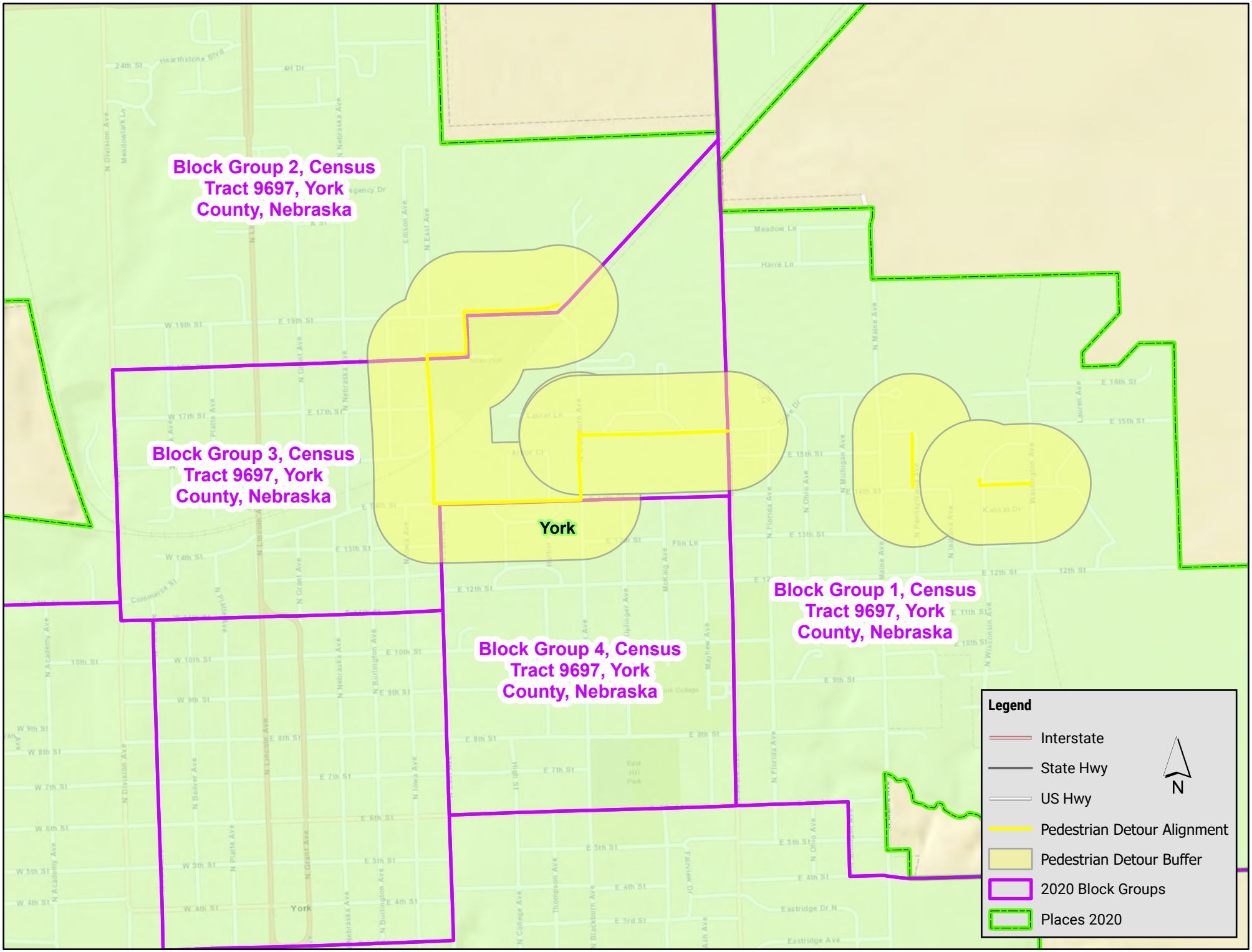
CN 43010


Block Group 2, Census Tract 9697, York County, Nebraska
Block Group 3, Census Tract 9697, York County, Nebraska
Block Group 1, Census Tract 9697, York County, Nebraska
Block Group 1, Census Tract 9698, York County, Nebraska
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Block Group 4, Census Tract 9697, York County, Nebraska
Block Group 2, Census Tract 9698, York County, Nebraska
Block Group 3, Census Tract 9698, York County, Nebraska
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Road 13
Recharge Rd
Nobes Rd SW
W Nobes Rd
Road 11
Road 10
S 35th St
Legend
Interstate
State Hwy
US Hwy
Project Alignemnt
Project Buffer
2020 Block Groups
Places 2020
N

CN 43010


Legend
Interstate
State Hwy
US Hwy
Vehicular Detour Alignment
Vehicular Detour Buffer
2020 Block Groups
Places 2020
N
Block Group 2, Census Tract 9697, York County, Nebraska
Block Group 2, Census Tract 9696, York County, Nebraska
Block Group 2, Census Tract 9698, York County, Nebraska
Block Group 3, Census Tract 9698, York County, Nebraska
Block Group 1, Census Tract 9699, York County, Nebraska
York
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Recharge Rd
Nobes Rd SW
Road 13
Road 12
Road 11
Road 10
Road 9
Road I
Road J
S 35th St
S 50th St
Kirkpatrick Basin North Wildlife Management Area

CN 43010


Block Group 2, Census Tract 9697, York County, Nebraska
Block Group 3, Census Tract 9697, York County, Nebraska
York
Block Group 1, Census Tract 9697, York County, Nebraska
Block Group 4, Census Tract 9697, York County, Nebraska
Legend
Interstate
State Hwy
US Hwy
Pedestrian Detour Alignment
Pedestrian Detour Buffer
2020 Block Groups
Places 2020
N

Submitted: March 16, 2023
Revised: March 22, 2024
Revised: April 4, 2024
Revised: May 15, 2024
Approved: May 17, 2024

Public Involvement Plan for:

DPS-93(15) Project Access York; CN 43010

Project Information

This trail project is 8.5 miles in length and is located in the city of York, in York County, Nebraska. The project would provide a trail or bike lane connection between the businesses north of Interstate 80, Beaver Creek Trail, York Ballpark Complex, York University, Minck Park, York Elementary School, York Middle School, York High School, Miller Park, and the York County Fairgrounds.

The purpose of this project is to improve pedestrian infrastructure and perpetuate the mobility of the traveling public. The need for this project is based on the incomplete existing trail network as well as unsafe crossing conditions for pedestrians within the city of York. The incomplete trail system is minimal and limits options for residents to utilize alternative modes of transportation to access food, jobs, schools, and recreational opportunities around the city. It also hinders residents from utilizing the trail system for exercise. The lack of pedestrian facilities near the businesses just north of Interstate 80 (I-80) creates unsafe crossing conditions for pedestrians attempting to visit businesses on the opposite side of U.S. Highway 81 (US-81). Additional crossing locations near the schools are in high-traffic areas and create further risks for children walking to and from school.

The improvements on this project would consist of constructing an 8 to 10-foot-wide concrete trail and bike lanes. Additional improvements would consist of rectangular rapid flashing beacon crossing lights, culvert work, removing and replacing sidewalks and pavement at drives and intersections, and ADA accessible curb ramps at the intersection of roadways. It also includes constructing a pedestrian trail bridge over US-81 near mile marker (MM) 58.54.

Grading would be required for the trail portion of this project. A majority of the trail would be placed on a new trail alignment and grading would be outside the hinge point.

This project would be constructed under traffic with lane closures controlled by approved traffic control devices and practices for trail and bike lane work along the project. Traffic would be detoured for the pedestrian bridge work over US-81. Pedestrian detour routes would be required during construction.

Additional property rights would be required to build this project and access to adjacent properties would be maintained during construction but may be temporarily limited at times due to construction activities.

Additional Public Outreach

Understanding the significance of this project to residents, visitors, employers, recreation enthusiasts, and others, additional public outreach was planned to generate interest and receive feedback at multiple points in the planning and design process prior to the public information meeting.

Submitted: March 16, 2023
Revised: March 22, 2024
Revised: April 4, 2024
Revised: May 15, 2024
Approved: May 17, 2024

Design Charette

The design charette was held at the Holthus Convention Center in York, an ADA compliant public facility. An email invitation was sent to the project Steering Committee, NDOT, City officials and additional identified stakeholders that invited them to participate in a one-day planning and design charrette.

The purpose of the charrette was to review all previous planning and public outreach efforts, understand the goals for the project and define the proposed alignments and location of features of the project. Materials prepared for the design charette included maps, aerials, character images, etc. The charrette concluded with an informal public open house at the end of the day to gather feedback on the proposed alignments and location of project features. The public was notified of the public open house via media release, website update on the city website and flyer. After the meeting, a Charrette Memorandum summarizing the charrette process, activities and findings including public comments and concerns, photographs of the event and any displays, were be provided to NDOT.

Stakeholder Meetings

Both in-person and virtual stakeholder meetings were offered to permanently impacted property owners prior to the public meeting. Members from the City and consultant team were in attendance to answer questions and discuss aspects of the project that may impact stakeholders. The in-person meetings were held at the Holthus Convention Center in York, an ADA compliant public facility.

Public Involvement

Based on a Civil Rights analysis and an evaluation of the project scope, a public information open house meeting, targeted mailers in the form of a public notification, a legal notice, press release, temporary highway signs, website, and a 30-day comment period would be used as outreach tools for public involvement on this project. If applicable, the public notification would involve mailing both English and Spanish versions of a project notification.

Public Information Meeting

The public information open house meeting would be held at the Holthus Convention Center in York, or a similar ADA compliant public facility. The purpose of this meeting is to inform the public of the preliminary design, NEPA process and resources and gather feedback. The targeted mailer distribution list advertising the public information open house would include citizens and businesses adjacent to the project area. Public and private agencies with potential interest in the project would also be included in the distribution list, including the Nebraska Trucking Association, emergency service agencies, and local schools.

The fact sheet would include the project location, purpose and need, scope of work, traffic volumes, construction schedule, accommodations of traffic, ROW, potential impacts, additional

costs, location map/detour map and appropriate logos. Other meeting materials would include a section 4(f) informational poster, aerials with proposed alternative(s) and potential impacts, project milestones or schedule. A comment form would also be provided.

After the public information meeting, a summary of general comments and written comments with draft responses would be provided to NDOT. After review and approval, comment responses would be distributed.

A legal notice advertising the public open house and providing a brief description of the project would be published in the *York News-Times*, a Nebraska Press Association (NPA) recognized newspaper.

The targeted mailer would be sent, and the legal notice and press release would be published, at least 15-days prior to the public information open house meeting. Temporary highways signs advertising the meeting would be placed at locations around the city. Project information would be uploaded to the City of York website.

Public comments would be sent to Sue Crawford, City Administrator, City of York.

Schedule (detailed schedule is attached)

Public Involvement Schedule

DPS-93(15) Project Access York; CN 43010

City of York, NE

olsson

Last revised on July 15, 2024

SCHEDULE OF ENGAGEMENT TACTICS (ET) AND COORDINATION TASKS (CT)

COMPLETE?	TYPE	TASK + DESCRIPTION	LEAD PARTY	DATE
X	CT	**Public Involvement Plan.** Olsson will develop a Public Involvement Plan to address public notification, develop a database of project stakeholders and plan for the PIM, one-on-one meetings, or agency meetings that might be necessary. Consultant will assist the Client in conducting a Public Information Meeting (PIM) including setup, facilitation and teardown.	Olsson	March 2023
X	CT	**Project Kickoff Meeting**	Olsson	03/07/23
X	CT	**Prep & Distribute Engagement Schedule.** Prior to developing meeting materials, Olsson will develop a detailed meeting plan and schedule leading up to the public meeting.	Olsson	03/22/24
X	CT	**Identify Venue** and arrange for booking. Provide a meeting venue floor plan including identification of ADA compliant access routes, location of display and presentation materials, and seating arrangement, if applicable.	Olsson/City	03/25/24
X	CT	**Develop Draft Meeting Content.** Olsson will coordinate with the City to prepare initial material for the public open house to include posters, fact sheet, legal notice, invitation postcard, sign in sheet and comment form.	Olsson	03/25/24 – 04/08/24
X	CT	**Submit Draft Meeting Materials to City & NDOT**	Olsson	04/08/24

X	CT	**City & NDOT Review Period**	City/NDOT	04/08/24 – 04/22/24
X	CT	**Update Materials with any changes**	Olsson	04/22/24 – 04/29/24
X	CT	**Prep Meeting for Public Open House Meeting.** Prior to Public Open House Meeting, Olsson will meet virtually with the City and lead a meeting to discuss any edits to the draft materials. The purpose of this prep meeting is to gather the City's feedback on the materials for the Public Open House Meeting.	City/Olsson	04/23/24
X	CT	**Submit Revised Materials to NDOT & City**	Olsson	04/29/24
X	CT	**City & NDOT Final Review** *Note that mailer and legal notice will need to be prioritized	City/NDOT	04/29/24 – 05/13/24
X		**Update materials with any final changes**	Olsson	5/13/24 - 5/20/24
X	CT	**Submit Final Legal Notice & Postcard to NDOT & City**	Olsson	05/02/24
X	CT	**Submit Legal Notice to York News-Times** Olsson will submit final legal notice to YNT (this notice will run one time);	Olsson	05/06/24
X	CT	**Send Final Postcard to Eagle Printing for Print/Distribution** Olsson will submit final postcard to printer; NDOT will prioritize this item in their review.	Olsson	05/10/24
X	ET	**Legal Notice is Published in YNT & Comment Period Begins**		05/13/24
X	CT	**Submit Final materials to City & NDOT**	Olsson	05/20/24
X	CT	**Send Final Boards to Eagle Printing**	Olsson	No later than 05/21/24
X	ET	**Distribute Press Release** City will develop and distribute one press release advertising the public	City/Olsson	05/21/24

		open house		
X	ET	**Distribute Meeting Notifications Via the City's Website/Facebook/Text Notifier**	City	05/21/24
X	ET	**Distribute Email Meeting Notifications to Agencies (University, elementary school, design charette attendees)**	City	05/21/24
X	ET	**Prepare for and Attend the Public** Meeting including a pre-meeting approximately 15 minutes prior to the public meeting to review key facts / information and to go over any potential issues and to provide suggests on how to approach questions and/or conflict.	City/Olsson	05/28/24 4:30-6:30 p.m.
X	CT	**Submit Meeting Materials to The City** for posting on project website	Olsson/City	05/29/24
X	ET	**Comment Period Closes**		06/11/24
X	CT	**Prepare a Matrix** summarizing general comments and concerns from the public meeting and written comments. The City will identify those comments which warrant a response. Olsson will prepare up to 12 draft responses and revise them as needed based on City and NDOT review comments.	Olsson	06/11/24
X	CT	**Submit Draft Comment Matrix to City** for review and comments on draft responses.	Olsson/City	07/19/24
X	CT	**Comments Due on Draft Comment Matrix**	City	07/26/24
X	CT	**Update Draft Comment Matrix**	Olsson	7/29/24-7/31/24
X	CT	**Submit Draft Comment Matrix to NDOT** for review and comments on draft responses.	Olsson/NDOT	08/01/24
X		**NDOT Review Period**	NDOT	08/02/24-08/16/24

X	ET	**Distribute Comment Response Letters**	TBD	08/19/24
X	CT	**Prepare a Summary Memo** summarizing public outreach activities to involve and inform the public of the proposed improvements and to solicit the public's comments and concerns. A table of general public comments and responses submitted, public comments and responses would also be included.	Olsson	08/19/24-08/23/24
X	CT	**Prepare a Public Involvement Report** including a summary of the outreach activities (tools used, information about the distribution list, legal notice publication dates, specified comment period date, etc.), a table of summarized comment/responses, and attachments that consist of what the public received as project notification, the comments received, and the final signed responses to the comments. The public involvement report/summary memo and attachments shall be attached to the CE.	Olsson	08/19/24-08/23/24
X	CT	**Submit Summary Memo / Public Involvement Report to City & NDOT** for review and comment.	Olsson	08/23/24
X	CT	**City & NDOT Review Period**	City/NDOT	08/26/24-09/09/24
X	CT	**Submit Final Summary Memo / Public Involvement Report to City & NDOT**	Olsson	09/13/24

Notification

CITY OF YORK NOTICE OF PUBLIC INFORMATION OPEN HOUSE MEETING

Tuesday, May 28, 2024; 4:00-6:00 PM

Holthus Convention Center 3130 S Holen Ave, York, NE 68467

DPS-93(15) Project Access York; CN 43010

The City of York will hold a public information open house meeting regarding the proposed trail improvement project that spans the community. The meeting will be held at Holthus Convention Center, 3130 S Holen Ave, York, NE 68467, on Tuesday, May 28, 2024, from 4:00 to 6:00 PM.

Identified as *Project Access York*, this trail project is approximately 8.5 miles in length and is located in the city of York in York County, Nebraska. The project would provide a trail or bike lane connection between the businesses north of Interstate 80 (I-80), Beaver Creek Trail, York Ballpark Complex, York University, Minck Park, York Elementary School, York Middle School, York High School, Miller Park, and the York County Fairgrounds.

The purpose of this project is to improve pedestrian infrastructure and perpetuate the mobility of the traveling public. The need for this project is based on the incomplete existing trail network as well as unsafe crossing conditions for pedestrians within the city of York. The incomplete trail system is minimal and limits options for residents to utilize alternative modes of transportation to access food, jobs, schools, and recreational opportunities around the city. It also hinders residents from utilizing the trail system for exercise. The lack of pedestrian facilities near the businesses just north of Interstate 80 (I-80) creates unsafe crossing conditions for pedestrians attempting to visit businesses on the opposite side of US Highway 81 (US-81). Additional crossing locations near the schools are in high-traffic areas and create further risks for children walking to and from school.

The proposed improvements of this project would consist of constructing an 8 to 10-foot-wide concrete trail and bike lanes. Additional improvements would consist of rectangular rapid flashing beacon crossing lights, culvert work, removing and replacing sidewalks and pavement at drives and intersections, and ADA accessible curb ramps at the intersection of roadways. It also includes constructing a pedestrian trail bridge over US-81 near mile marker (MM) 58.54. Grading would be required for the trail portion of this project. A majority of the trail would be placed on a new trail alignment.

The proposed project would require additional property rights to construct the trail, which could include new right-of-way (ROW), permanent easements (PE), and/or temporary easements (TE). If your property is impacted by this project, you would be contacted by a representative once the design footprint has been established. Access to adjacent properties would be maintained during construction but may be temporarily limited at times due to construction activities.

This project would be constructed under traffic with lane closures controlled by approved traffic control devices and practices for trail and bike lane work along the project. Traffic would be detoured for the pedestrian bridge work over US-81. This detour is anticipated to be in place for one day and motorists would need to utilize I-80, Road H, and US Highway 34 (US-34). Pedestrian detour routes would be required and marked during construction. Pedestrians

traveling within the project area near the elementary or high schools would need to utilize the sidewalks on the opposite sides of Duke Drive, Pennsylvania Avenue, and 14th Street. During construction the existing at-grade pedestrian crossing of the railroad at Blackburn Avenue would be temporarily closed. Pedestrians would need to utilize the existing pedestrian bridge within Miller Park at East Avenue.

Minimal impacts are anticipated to trails and parks along the project. Temporary occupancy is most likely to occur at Beaver Creek Park, Beaver Creek Trail, Minicks Park, and Miller Park. A 4(f) De minimis use is most likely to occur at York Elementary School, York Middle School and York High School for trail construction or connecting the new trail to existing trails. Minimal impacts are expected to wetlands. No impacts to historic (Section 106) resources, threatened and endangered species, limited English speaking populations, or minority populations are anticipated. Impacts are anticipated to the floodplain and would be permitted with the project. Existing on-street parking would be removed along the west side of Nebraska Avenue from E 1st Street to 4-H Drive as well as along the east side of Nebraska Avenue from E 1st Street to E 4th Street.

Construction could begin as early as spring 2027 with completion anticipated by fall 2028.

This public information open house meeting is being held to provide information regarding the project, currently in the design phase, and to receive the public's input. Design information will be displayed, and personnel will be present to answer questions and receive comments. The open house format allows the public to come at any time during the advertised hours, gather information, speak with project personnel, and leave as they wish.

The City of York would, upon request, provide auxiliary aids and services leading to effective communication for people with disabilities including qualified sign language interpreters, assistive listening devices, documents in Braille, and other ways of making communications accessible to people who have speech, hearing, or vison impairments. Anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures to participate in a program, service or activity of the City of York should contact the City of York ADA Coordinator, James Paul (ADA@cityofyork.net or 402-363-2600) as soon as possible, but no later than 48 hours before the scheduled event. More information regarding the City of York's ADA Notice to the Public can be found on the City's website at www.cityofyork.net.

York individuals in need transportation assistance can contact York Public Transportation (402 362-7626) at least 24 hours before the meeting,

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Information regarding the proposed project will be made available on the City's website at www.cityofyork.net. Information may be obtained through Sue Crawford, City Administrator, 402-363-2600 or scrawford@cityofyork.net. Comments can be submitted at the meeting, mailed to Sue Crawford at 100 E 4th St, York, NE 68467 or submitted via email. Comments will be collected through June 11, 2024.

REVISED LEGAL NOTICE WAS
PUBLISHED ON MAY 13TH

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The proposed project would require additional property rights to construct the trail, which could include new right-of-way (ROW), permanent easements (PE), and/or temporary easements (TE). If your property is impacted by this project, you would be contacted by a representative once the design footprint has been established. Access to adjacent properties would be maintained during construction but may be temporarily limited at times due to construction activities.

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From:	Haley Engstrom
To:	cheri.knoell@yorknewstimes.com
Cc:	classifieds@yorknewstimes.com
Subject:	Project Access York - Legal Notice
Date:	Monday, May 6, 2024 11:30:08 AM
Attachments:	Olsson_RGB_email_94ba0249-5a99-420a-a915-1e2621d00f2d.png 24-05-06 Project Access York Legal Notice.docx
Importance:	High

Good morning,

I hope this email finds you well! Attached is a legal notice for *Project Access York.* If this could be published and run one time on May 10th that would be greatly appreciated.

Please mail the affidavit of publication to my address below. Thank you!!

Haley Engstrom
Public Engagement

D 402.458.5695

601 P Street, Suite 200
Lincoln, NE 68508
O 402.474.6311

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View Legal Disclaimer

Customer Ad Proof

118-60094795 OLSSON ASSOCIATES Order Nbr 1219606

Publication	**York News-Times**		
Contact	OLSSON ASSOCIATES	PO Number	
Address 1	601 P STREET STE 200	Rate	YNT CL Legal Open
Address 2		Order Price	157.92
City St Zip	LINCOLN NE 68508	Amount Paid	0.00
Phone	4024746311	Amount Due	157.92
Fax			
Section	Class Legals	Start/End Dates	05/16/2024 - 05/16/2024
SubSection		Insertions	1
Category	0099 LEGALS	Size	336
Ad Key	1219606-1	Salesperson(s)	Ctext Default Ctext
Keywords	Public Hearing Project Access York May 28	Taken By	Shelly Greeley -MUN
Notes			

Ad Proof

REVISED
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May 16, 2024 ZNEZ

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

PUBLIC INFORMATION OPEN HOUSE MEETING

May 28, 2024
4:00 - 6:00 PM

Holthus Convention Center
3130 S Holen Ave, York, NE 68467

More information regarding **Project Access York** can be found at **www.cityofyork.net.**

U.S. Department of Transportation
Federal Highway Administration

Public Information Open House Meeting

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

The City of York will hold a public information open house meeting regarding the trail improvement project that spans the community.

The proposed improvements on this project would consist of constructing an 8 to 10-foot-wide concrete trail and bike lanes. Additional improvements would consist of rectangular rapid flashing beacon crossing lights, culvert work, removing and replacing sidewalks and pavement at drives and intersections, and ADA accessible curb ramps at the intersection of roadways. It also includes constructing a pedestrian trail bridge over U.S. Highway 81 (US-81) near mile marker (MM) 58.54.

This meeting is being held to provide information regarding the project, and to receive the public's input. Design information will be displayed and personnel from the project team will be present to answer questions and receive comments.

The public is encouraged to make suggestions or express concerns regarding this proposed project. **Comments will be collected through June 11, 2024.**

Need a ride to the meeting?
Contact York County Public Transportation at 402-362-7626 (ext. 1) to make a reservation. *All reservations need to be made at least 24hrs before the meeting.*

May 28, 2024
4:00 - 6:00 PM

Holthus Convention Center
3130 S Holen Ave, York, NE 68467

Written comments or questions should be submitted to:

Dr. Sue Crawford
City Administrator
402-363-2600
scrawford@cityofyork.net

Scan the QR code for more information about the City of York's ADA Notice to the Public.

OWNER_NAME	PROPERTY_ADDRESS	PROP_CITY	PROP_STATE	PROP_ZIP
Current Occupant	PO BOX 182571	COLUMBUS	OH	43218
Current Occupant	4012 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	11915 P STREET, SUITE 101	OMAHA	NE	68137
Current Occupant	4030 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	123 S BLACKBURN AVENUE	YORK	NE	68467
Current Occupant	4011 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	2100 WILDERNESS RIDGE DRIVE	LINCOLN	NE	68512
Current Occupant	4020 S GRAND AVENUE	YORK	NE	68467
Current Occupant	11330 S 176 STREET	BENNETT	NE	68317
Current Occupant	3710 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	1202 ROAD 15	YORK	NE	68467
Current Occupant	10708 M STREET	OMAHA	NE	68127
Current Occupant	3904 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	4112 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	903 6TH STREET	MILFORD	NE	68405
Current Occupant	3516 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	7435 NINA STREET	OMAHA	NE	68124
Current Occupant	3803 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	5334 GRANDRIDGE ROAD	EL CAJON	CA	92020
Current Occupant	6347 ACHIEVEMENT AVENUE	AVE MARIA	FL	34142
Current Occupant	1212 ROAD 8	YORK	NE	68467
Current Occupant	3815 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	6103 P AVENUE	KEARNEY	NE	68847
Current Occupant	3901 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	PO BOX 4905	GRAND ISLAND	NE	68802
Current Occupant	3911 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	1621 DIXIE TRL	LINCOLN	NE	68527
Current Occupant	101 E DAVID DRIVE	YORK	NE	68467
Current Occupant	PO BOX 8050 MS 0555	BENTONVILLE	AR	72712
Current Occupant	3511 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	PO BOX 69	YORK	NE	68467
Current Occupant	3525 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	2414 E 16TH STREET	YORK	NE	68467
Current Occupant	3537 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	4967 S 155TH STREET	OMAHA	NE	68137
Current Occupant	3609 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	2429 S 186TH CIRCLE	OMAHA	NE	68130
Current Occupant	3627 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	3 MONTEREY PINE DRIVE	NEWPORT COAST	CA	92657
Current Occupant	309 W DAVID DRIVE	YORK	NE	68467
Current Occupant	2006 HILLVIEW DRIVE	NORFOLK	NE	68701
Current Occupant	3711 S LINCOLN AVENUE	YORK	NE	68467

Current Occupant	PO BOX 230	VALENTINE	NE	69201
Current Occupant	PO BOX 218	YORK	NE	68467
Current Occupant	2211 1/2 N LINCOLN AVENUE	YORK	NE	68467
Current Occupant	PO BOX 69	YORK	NE	68467
Current Occupant	3130 HOLEN	YORK	NE	68467
Current Occupant	PO BOX 276	YORK	NE	68467
Current Occupant	709 ROAD E	HENDERSON	NE	68371
Current Occupant	2107 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	1011 ROAD O	YORK	NE	68467
Current Occupant	2737 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	2615 GRANT STREET	BEATRICE	NE	68310
Current Occupant	1914 S GRANT AVENUE	YORK	NE	68467
Current Occupant	129 N 10TH STREET	LINCOLN	NE	68508
Current Occupant	220 W SOUTH 21ST STREET	YORK	NE	68467
Current Occupant	4980 S 118TH STREET	OMAHA	NE	68137
Current Occupant	160 W SOUTH 21ST STREET	YORK	NE	68467
Current Occupant	1224 W PLATTE AVENUE	FORT MORGAN	CO	80701
Current Occupant	2203 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	2107 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	1615 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	1522 S GRANT AVENUE	YORK	NE	68467
Current Occupant	1430 S GRANT AVENUE	YORK	NE	68467
Current Occupant	1322 S GRANT AVENUE	YORK	NE	68467
Current Occupant	306 E NOBES ROAD	YORK	NE	68467
Current Occupant	PO BOX 335	CENTRAL CITY	NE	68826
Current Occupant	711 S LINCOLN AVENUE	YORK	NE	68467
Current Occupant	1604 HARRE LANE	YORK	NE	68467
Current Occupant	807 S GRANT AVENUE	YORK	NE	68467
Current Occupant	1110 S GRANT AVENUE	YORK	NE	68467
Current Occupant	1224 S GRANT AVENUE	YORK	NE	68467
Current Occupant	940 E NOBES ROAD	YORK	NE	68467
Current Occupant	1002 E NOBES ROAD	YORK	NE	68467
Current Occupant	1412 HWY 34	YORK	NE	68467
Current Occupant	424 S PARADISE LANE	YORK	NE	68467
Current Occupant	406 S PARADISE LANE	YORK	NE	68467
Current Occupant	210 S PARADISE LANE	YORK	NE	68467
Current Occupant	122 S PARADISE LANE	YORK	NE	68467
Current Occupant	110 S PARADISE LANE	YORK	NE	68467
Current Occupant	1018 ROAD L	YORK	NE	68467
Current Occupant	404 N MAINE AVENUE	YORK	NE	68467
Current Occupant	722 N MAINE AVENUE	YORK	NE	68467
Current Occupant	1721 E 8TH STREET	YORK	NE	68467
Current Occupant	820 N MAINE AVENUE	YORK	NE	68467
Current Occupant	1804 E 9TH STREET	YORK	NE	68467
Current Occupant	613 ROAD 15	BRADSHAW	NE	68319
Current Occupant	8551 LEXINGTON AVENUE	LINCOLN	NE	68505

Current Occupant	1910 E 8TH STREET	YORK	NE	68467
Current Occupant	1914 E 8TH STREET	YORK	NE	68467
Current Occupant	1911 E 8TH STREET	YORK	NE	68467
Current Occupant	1915 E 8TH STREET	YORK	NE	68467
Current Occupant	1919 E 8TH STREET	YORK	NE	68467
Current Occupant	1925 E 8TH STREET	YORK	NE	68467
Current Occupant	2024 E 8TH STREET	YORK	NE	68467
Current Occupant	2028 E 8TH STREET	YORK	NE	68467
Current Occupant	2034 E 8TH STREET	YORK	NE	68467
Current Occupant	2038 E 8TH STREET	YORK	NE	68467
Current Occupant	2007 E 8TH STREET	YORK	NE	68467
Current Occupant	2011 E 8TH STREET	YORK	NE	68467
Current Occupant	2015 E 8TH STREET	YORK	NE	68467
Current Occupant	2019 E 8TH STREET	YORK	NE	68467
Current Occupant	2021 E 8TH STREET	YORK	NE	68467
Current Occupant	2025 E 8TH STREET	YORK	NE	68467
Current Occupant	2029 E 8TH STREET	YORK	NE	68467
Current Occupant	2033 E 8TH STREET	YORK	NE	68467
Current Occupant	2037 E 8TH STREET	YORK	NE	68467
Current Occupant	2041 E 8TH STREET	YORK	NE	68467
Current Occupant	1715 N DELAWARE AVENUE	YORK	NE	68467
Current Occupant	1501 N WASHINGTON	YORK	NE	68467
Current Occupant	1329 N WISCONSIN AVENUE	YORK	NE	68467
Current Occupant	1330 N INDIANA AVENUE	YORK	NE	68467
Current Occupant	1401 N PENNSYLVANIA AVENUE	YORK	NE	68467
Current Occupant	1709 DUKE CIRCLE	YORK	NE	68467
Current Occupant	1640 NORMANDY COURT SUITE A	LINCOLN	NE	68512
Current Occupant	1714 N DELAWARE AVENUE	YORK	NE	68467
Current Occupant	1700 N DELAWARE AVENUE	YORK	NE	68467
Current Occupant	1201 DUKE DRIVE	YORK	NE	68467
Current Occupant	PO BOX 499	COLUMBUS	NE	68602
Current Occupant	620 E 19TH STREET	YORK	NE	68467
Current Occupant	612 E 19TH STREET	YORK	NE	68467
Current Occupant	604 E 19TH STREET	YORK	NE	68467
Current Occupant	528 E 19TH STREET	YORK	NE	68467
Current Occupant	PO BOX 565	YORK	NE	68467
Current Occupant	514 E 19TH STREET	YORK	NE	68467
Current Occupant	507 E 19TH STREET	YORK	NE	68467
Current Occupant	1824 N EAST AVENUE	YORK	NE	68467
Current Occupant	1822 N IOWA AVENUE	YORK	NE	68467
Current Occupant	PO BOX 226	STROMSBURG	NE	68666
Current Occupant	326 E 19TH STREET	YORK	NE	68467
Current Occupant	318 E 19TH STREET	YORK	NE	68467
Current Occupant	1826 N NEBRASKA AVENUE	YORK	NE	68467

Current Occupant	1367 LAKEVIEW DRIVE	MCCOOL JUNCTION	NE	68401
Current Occupant	1 EDISON AVENUE	YORK	NE	68467
Current Occupant	1911 N LINDEN AVENUE	YORK	NE	68467
Current Occupant	2727 LBJ FREEWAY SUITE 806	DALLAS	TX	75234
Current Occupant	705 E 19TH STREET	YORK	NE	68467
Current Occupant	727 E 19TH STREET	YORK	NE	68467
Current Occupant	737 E 19TH STREET	YORK	NE	68467
Current Occupant	401 E 19TH STREET	YORK	NE	68467
Current Occupant	327 E 19TH STREET	YORK	NE	68467
Current Occupant	1720 ROAD 8	YORK	NE	68467
Current Occupant	68 S NEBRASKA AVENUE	YORK	NE	68467
Current Occupant	74 S NEBRASKA AVENUE	YORK	NE	68467
Current Occupant	78 S NEBRASKA AVENUE	YORK	NE	68467
Current Occupant	96 S GRANT AVENUE	YORK	NE	68467
Current Occupant	88 S NEBRASKA AVENUE	YORK	NE	68467
Current Occupant	300 E 1ST STREET	YORK	NE	68467
Current Occupant	236 E 16TH STREET	YORK	NE	68467
Current Occupant	1308 N PENNSYLVANIA AVENUE	YORK	NE	68467
Current Occupant	1827 N NEBRASKA AVENUE	YORK	NE	68467
Current Occupant	510 N LINCOLN AVENUE	YORK	NE	68467
Current Occupant	1706 DUKE CIRCLE	YORK	NE	68467
Current Occupant	1703 E 15TH STREET	YORK	NE	68467
Current Occupant	1512 N MAINE AVENUE	YORK	NE	68467
Current Occupant	1443 N PENNSYLVANIA AVENUE	YORK	NE	68467
Current Occupant	3111 S 74TH STREET	LINCOLN	NE	68506
Current Occupant	821 S GRANT AVENUE	YORK	NE	68467
Current Occupant	PO BOX 177	YORK	NE	68467
Current Occupant	1528 N BLACKBURN AVENUE	YORK	NE	68467
Current Occupant	918 DUKE DRIVE	YORK	NE	68467
Current Occupant	1000 DUKE DRIVE	YORK	NE	68467
Current Occupant	1006 DUKE DRIVE	YORK	NE	68467
Current Occupant	1214 DUKE DRIVE	YORK	NE	68467
Current Occupant	1110 ROAD 21	BENEDICT	NE	68316
Current Occupant	1224 DUKE DRIVE	YORK	NE	68467
Current Occupant	1629 E 4TH STREET	YORK	NE	68467
Current Occupant	1622 RAELL DRIVE	YORK	NE	68467
Current Occupant	1630 CLEARVIEW BOULEVARD	YORK	NE	68467
Current Occupant	1527 N BLACKBURN AVENUE	YORK	NE	68467
Current Occupant	129 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	120 N NEBRASKA AVE	YORK	NE	68467

Current Occupant	130 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	101 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	102 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	108 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	115 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1310 E 16TH STREET	CRETE	NE	68333
Current Occupant	212 N IOWA AVENUE	YORK	NE	68467
Current Occupant	115 N BURLINGTON AVENUE	YORK	NE	68467
Current Occupant	228 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	209 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	208 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	218 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	646 W 7TH ST	YORK	NE	68467
Current Occupant	216 E 3RD ST	YORK	NE	68467
Current Occupant	212 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	201 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	202 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	710 N FLORIDA AVE	YORK	NE	68467
Current Occupant	322 E 1ST ST	YORK	NE	68467
Current Occupant	317 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	316 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	306 E 4TH ST	YORK	NE	68467
Current Occupant	218 E 4TH ST	YORK	NE	68467
Current Occupant	302 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	301 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	310 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	710 N FLORIDA AVE	YORK	NE	68467
Current Occupant	1279 W RIDGEWAY	ASHLAND	NE	68003
Current Occupant	PO BOX 282	MCCOOL JUNCTION	NE	68401
Current Occupant	326 N THOMPSON AVE	YORK	NE	68467
Current Occupant	416 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	418 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	424 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	303 E 4TH ST	YORK	NE	68467
Current Occupant	406 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	412 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	411 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	403 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	413 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	415 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	417 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	228 E 5TH ST	YORK	NE	68467
Current Occupant	1009 RD 9	YORK	NE	68467
Current Occupant	1412 RD K	YORK	NE	68467
Current Occupant	876 CASTLEBERRY CIR	THE VILLAGES	FL	32162

Current Occupant	900 ST ANDREWS CT	YORK	NE	68467
Current Occupant	305 N COLLEGE AVE	YORK	NE	68467
Current Occupant	827 W 4TH ST	YORK	NE	68467
Current Occupant	224 E 6TH ST	YORK	NE	68467
Current Occupant	303 E 5TH ST	YORK	NE	68467
Current Occupant	520 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	PO BOX 176	YORK	NE	68467
Current Occupant	623 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	306 E 7TH ST	YORK	NE	68467
Current Occupant	309 E 7TH ST	YORK	NE	68467
Current Occupant	722 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	724 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	211 E 7TH ST	YORK	NE	68467
Current Occupant	815 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	823 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	814 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	816 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	818 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	826 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	223 E 8TH ST	YORK	NE	68467
Current Occupant	802 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	809 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	808 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	337 W 16TH ST	YORK	NE	68467
Current Occupant	1355 S COUNTRY CLUB AVE	YORK	NE	68467
Current Occupant	PO BOX 563	YORK	NE	68467
Current Occupant	325 N COLLEGE AVE	YORK	NE	68467
Current Occupant	924 N GRANT AVE	YORK	NE	68467
Current Occupant	914 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	928 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	920 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	307 E 9TH ST	YORK	NE	68467
Current Occupant	908 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	908 N GRANT AVE	YORK	NE	68467
Current Occupant	4041 N 40TH ST	LINCOLN	NE	68504
Current Occupant	1014 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1022 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1021 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1027 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1026 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1008 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1002 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1007 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1015 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	223 E 10TH ST	YORK	NE	68467
Current Occupant	4108 NEW MEXICO AVE	GRAND ISLAND	NE	68803
Current Occupant	709 E 7TH ST	YORK	NE	68467

Current Occupant	1116 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1121 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1122 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1127 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1128 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1105 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1100 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1108 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1113 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1815 E PARADISE POND VW	YORK	NE	68467
Current Occupant	1209 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1206 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1212 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1215 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1219 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1216 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1203 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1202 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	6228 ILLAHEE RD NE	BREMERTON	WA	98311
Current Occupant	1229 N BLACKBURN AVE	YORK	NE	68467
Current Occupant	643 E 7TH ST	YORK	NE	68467
Current Occupant	1300 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1310 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	201 E 13TH ST	YORK	NE	68467
Current Occupant	148 S FLORIDA AVE	YORK	NE	68467
Current Occupant	1305 E 8TH ST	YORK	NE	68467
Current Occupant	302 E 16TH ST	YORK	NE	68467
Current Occupant	1005 E 3RD ST	YORK	NE	68467
Current Occupant	303 E 14TH ST	YORK	NE	68467
Current Occupant	223 N BLACKBURN AVE	YORK	NE	68467
Current Occupant	1634 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1626 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1620 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1617 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1623 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1625 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1603 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	303 E 16TH ST	YORK	NE	68467
Current Occupant	1611 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1726 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1730 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	304 E 17TH ST	YORK	NE	68467
Current Occupant	1718 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1733 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1717 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1719 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1701 N NEBRASKA AVE	YORK	NE	68467

Current Occupant	1721 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1725 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1729 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	PO BOX 11	EXETER	NE	68351
Current Occupant	1229 N BLACKBURN AVE	YORK	NE	68467
Current Occupant	2000 LEXINGTON PT APT 8B	OXFORD	MS	38655
Current Occupant	1224 N KIPLINGER AVE	YORK	NE	68467
Current Occupant	1200 N PLATTE AVE #5	YORK	NE	68467
Current Occupant	1803 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1807 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	303 E 18TH ST	YORK	NE	68467
Current Occupant	1806 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1814 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1821 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	713 W 10TH ST	YORK	NE	68467
Current Occupant	223 E 19TH ST	YORK	NE	68467
Current Occupant	2010 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2020 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2024 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2028 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2021 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2033 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2013 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2025 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2035 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1902 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1910 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1923 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1926 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2004 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1925 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2001 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2009 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1927 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	1329 N KIPLINGER AVE	YORK	NE	68467
Current Occupant	2001 RD Q	WACO	NE	68460
Current Occupant	718 W 10TH ST	YORK	NE	68467
Current Occupant	303 REGENCY DR	YORK	NE	68467
Current Occupant	304 REGENCY DR	YORK	NE	68467
Current Occupant	2100 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2209 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2217 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2225 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2117 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2125 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2203 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	2128 N NEBRASKA AVE	YORK	NE	68467

Current Occupant	2220 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	227 A ST	YORK	NE	68467
Current Occupant	2109 N NEBRASKA AVE	YORK	NE	68467
Current Occupant	510 N LINCOLN AVE	YORK	NE	68467
Current Occupant	2222 N LINCOLN AVE	YORK	NE	68467
Current Occupant	1010 WESTLOOP	MANHATTAN	KS	66502
LATINO AMERICAN COMMISSION	SIXTH FLOOR, STATE CAPITOL PO BOX 94965	LINCOLN	NE	68509-4695
NEBRASKA CHAMBER OF COMMERCE & INDUSTRY	1128 LINCOLN MALL SUITE 302	LINCOLN	NE	68508
NEBRASKA COMMISSION FOR THE BLIND AND VISUALLY IMPAIRED	4600 VALLEY RD STE 100	LINCOLN	NE	68510
NEBRASKA DEPT OF ECONOMIC DEVELOPMENT	245 FALLBROOK BLVD STE 2	LINCOLN	NE	68521
NEBRASKA DEPT OF ENVIRONMENT AND ENERGY	PO BOX 98922	LINCOLN	NE	68509-8922
NEBRASKA DEPT OF HEALTH & HUMAN SERVICES	EMERGENCY MEDICAL SERVICES PROGRAM PO BOX 95026	LINCOLN	NE	68509-5026
NEBRASKA DEPT OF NATURAL RESOURCES	245 FALLBROOK BLVD STE 201	LINCOLN	NE	68521
NEBRASKA GAME & PARKS	ENVIRONMENTAL REVIEW, PLANNING & PROGRAMMING 2200 N 33RD ST	LINCOLN	NE	68503
NEBRASKA GAME & PARKS	ATTN: CHARLA RASMUSSEN 2200 N 33RD ST	LINCOLN	NE	68503
NEBRASKA GAME & PARKS	ATTN: HANNAH JONES 2200 N 33RD ST	LINCOLN	NE	68503
NEBRASKA LIBRARY COMMISSION	1200 N ST STE 120	LINCOLN	NE	68508
NEBRASKA PUBLIC POWER DISTRICT	ATTN: RANDY JAKUBOWSKI PO BOX 499	COLUMBUS	NE	68602-0499

NEBRASKA RURAL WATER ASSOCIATION	3390 PONDEROSA DR	WAHOO	NE	68066
HISTORY NEBRASKA	STATE ARCHEOLOGY OFFICE 5050 N 32ND ST	LINCOLN	NE	68504
HISTORY NEBRASKA	STATE HISTORIC PRESERVATION OFFICE 1500 R STREET	LINCOLN	NE	68508
NEBRASKA TOURISM COMMISSION	301 CENTENNIAL MALL SOUTH PO BOX 98907	LINCOLN	NE	68509-8907
NEBRASKA TRUCKING ASSOCIATION	ATTN: KENT GRISHAM 1701 K STREET	LINCOLN	NE	68508
NDOT ENVIRONMENTAL DIVISION	ATTN: USFWS BIOLOGIST 1500 NEBRASKA PKWY	LINCOLN	NE	68502
NEBRASKA DIVISION OFFICE	FEDERAL HIGHWAY ADMINISTRATION 100 CENTENNIAL MALL NORTH ROOM 220	LINCOLN	NE	68508-3803
NEBRASKA DEPARTMENT OF TRANSPORTATION	ATTN: PUBLIC INVOLVEMENT PO BOX 94759	LINCOLN	NE	68509-9983

Project Access York

- Public Input Report - 2024
- Project Timeline
- Proposed Maps and Project Details
- LPA Folder
- Responses to Accusations in Flyer Distributed Door to Door 9-18-24

Project Access York

Project Access York Information

May 13, 2024

In 2022, the City of York was awarded a federal grant for $15,625,000 for Project Access York, a pedestrian and bicycle infrastructure and safety project to connect and extend our existing trail network. Project Access York includes an overpass over a busy highway that intersects the City, pedestrian and bicycle trails for access to jobs, food, and quality of life amenities, and safe crosswalks for schools.

In March 2023, the City held a public open house to share initial concepts for trail routes and location of the pedestrian/bicycle overpass for the public's review and feedback.

Since March 2023, the project team has refined the initial concepts originally presented based on several factors including public input, construction cost and existing environmental conditions. On May 28, 2024, the City hosted a second public open house to share the proposed trail alignment and location of the overpass for additional public input.

On **August 29, 2024 during the public budget hearing**, a budget summary for Project Access York was distributed.

Budget Implications for Project Access York

Total city funds required: $728,030 (4.5%)

2022-23 $269,760 budgeted for engineering

2023-24 $20,000 (extra spent for landowner outreach)

2024-25 $272,160 Budgeted for ROW purchase

Note: We reduced property taxes in 22-23 and 23-24 with these match dollars included in the budget.

2025-26 $0

2026-27 $155,110 (Construction match)

Total in matching funds to NDOT: $697,030

City of York Direct Spending Toward Match

2027-28 $31,000

The total construction costs will not be known until the bidding process. The $17 million estimate from Olsson includes contingencies that we may not need. The city budgets funds for expanding streets and concrete each year. These funds may be directed if needed to completing elements of the project in 2026, 2027 and 2028.

The links below provide access to information that was shared at the May 28th open house.

PUBLIC MEETING MATERIALS

- Project Summary
- Presentation Boards - Overview of the Project
- North Map
- Central Map
- South Map

Project Access York

- Project Timeline
- Proposed Maps and Project Details
- LPA Folder

Project Access York

Project Access York Information - May/June 24

May 15, 2024

In 2022, the City of York was awarded a federal grant for $15,625,000 for Project Access York, a pedestrian and bicycle infrastructure and safety project to connect and extend our existing trail network. Project Access York includes an overpass over a busy highway that intersects the City, pedestrian and bicycle trails for access to jobs, food, and quality of life amenities, and safe crosswalks for schools.

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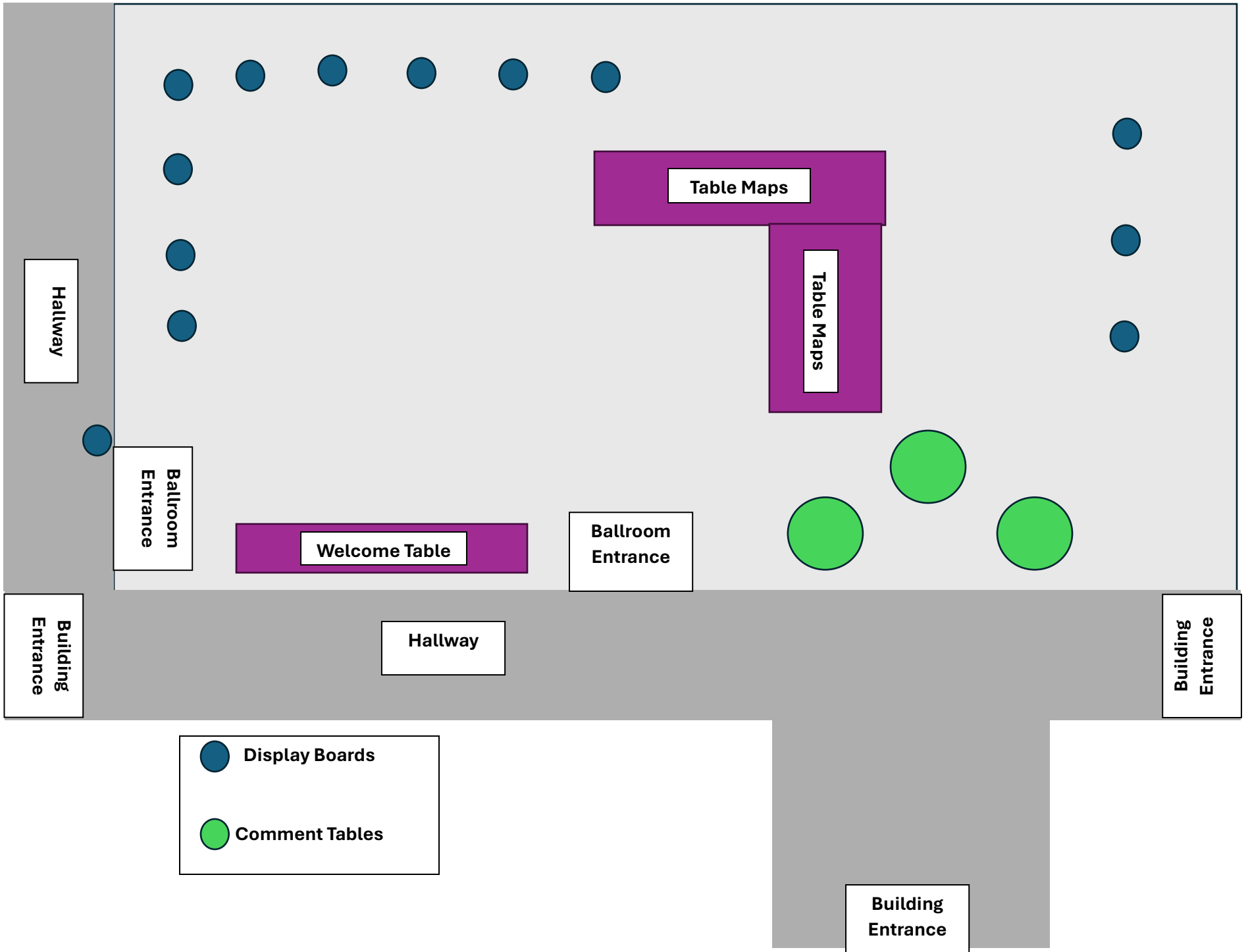
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The links below provide access to information that was shared at the May 28th open house.

PUBLIC MEETING MATERIALS

- Project Summary
- Presentation Boards - Overview of the Project
- North Map
- Central Map
- South Map

Venue


Table Maps
Table Maps
Hallway
Ballroom Entrance
Welcome Table
Ballroom Entrance
Building Entrance
Hallway
Building Entrance
Display Boards
Comment Tables
Building Entrance

NEBRASKA
DEPARTMENT OF TRANSPORTATION

ADA Accessibility Checklist

Event: Public Information Open House

Project: DPS-93(15) Project Access York; C.N. 43010

Date: Tuesday, May 28, 2024

Time: 4:00 - 6:00

Venue: Holthus Convention Center (3130 S Holen Ave, York, NE 68467)

Element	Accommodation Area	Yes	No	N/A
Transportation	Is the facility/meeting location accessible by public transportation?	☒	☐	☐
	If yes, is public transportation available at the time of the meeting/training?	☒	☐	☐
Evacuation	Do you know the emergency evacuation plans for the meeting/training location?	☒	☐	☐
Parking	Does the building have accessible *(handicap)* parking spaces?	☒	☐	☐
	If yes, are they at least 8' wide and have 5' aisles next to them?	☒	☐	☐
Sidewalk	Are there unobstructed curb ramps leading to the sidewalk *(walkway)*?	☒	☐	☐
Walkway	Is there a walkway from the parking lot to the building, at least 36" wide?	☒	☐	☐
	Does the walkway have a stable and firm surface?	☒	☐	☐
	If the accessible route is different from the primary route to and through the building, can you post signs with the wheelchair symbol that slow the route?	☒	☐	☐
	Is the walkway level and free of steps?	☒	☐	☐
	If no, is there a ramp at least 36" wide?	☐	☐	☐
	If there is a ramp, does it have a gentle slop *(1" rise to 12" length)*?	☐	☐	☐
Entrance/Doors	Is the door at least 36" wide *(wide enough for a wheelchair)*?	☒	☐	☐
	Can the hardware be operated with one hand *(level, push plate, etc.)* with minimum of twisting or grasping?	☒	☐	☐
	Are the handles low enough to reach *(maximum 48" high)*?	☒	☐	☐
	Can the door be pushed open easily?	☒	☐	☐
	Is the threshold no more than ½" high and beveled?	☒	☐	☐
	When a vestibule, is there a minimum of 48" between the sets of doors?	☒	☐	☐

Element	Accommodation Area	Yes	No	N/A
Floors	Are the floors hard and not slippery?	☒	☐	☐
	Is there a floor mat to dry feet and crutch tips to prevent slipping?	☒	☐	☐
Corridors	Is there a 36” corridor, from the entrance to where the meeting/training is held?	☒	☐	☐
	Is the path free of objects projecting 4” maximum into the corridor?	☒	☐	☐
Elevators	Is there an elevator in the facility where the meeting/ training is located?	☒	☐	☐
	If yes, is it a working one that is large enough for a wheelchair?	☒	☐	☐
	Are the controls within reach *(maximum 48”)*?	☒	☐	☐
	Do the controls have Braille?	☒	☐	☐
	Is there an audible signal ringing at each floor?	☒	☐	☐
	Is there an audible two-way emergency communication system in the elevator?	☒	☐	☐
Meeting/Training Rooms	Is there enough clearance around the table for a wheelchair to move?	☒	☐	☐
	Can the wheelchair pull under the edge of the table to sit close?	☒	☐	☐
Restrooms	Is there a wide, accessible path to the restroom?	☒	☐	☐
	Is there a toilet stall wide enough that a wheelchair can enter and close the door behind? Interior space to turn around?	☒	☐	☐
	Is the water closet *(toilet)* 17-19 inches high to the rim?	☒	☐	☐
	Can the wheelchair roll under the sink *(29” to the bottom)*?	☒	☐	☐
	Can the faucets be reached and turned on easily?	☒	☐	☐
	Are the dispensers *(soap, towel, etc.)* reachable *(maximum 48” high)*?	☒	☐	☐
	Is there a mirror at an accessible height *(bottom of the mirror 44” above the floor)*?	☒	☐	☐
Fire Alarms	Are there flash fire alarm signals in the building, in the meeting/ training room?	☒	☐	☐
Signage	Is there Braille text in the signage at the facility?	☒	☐	☐

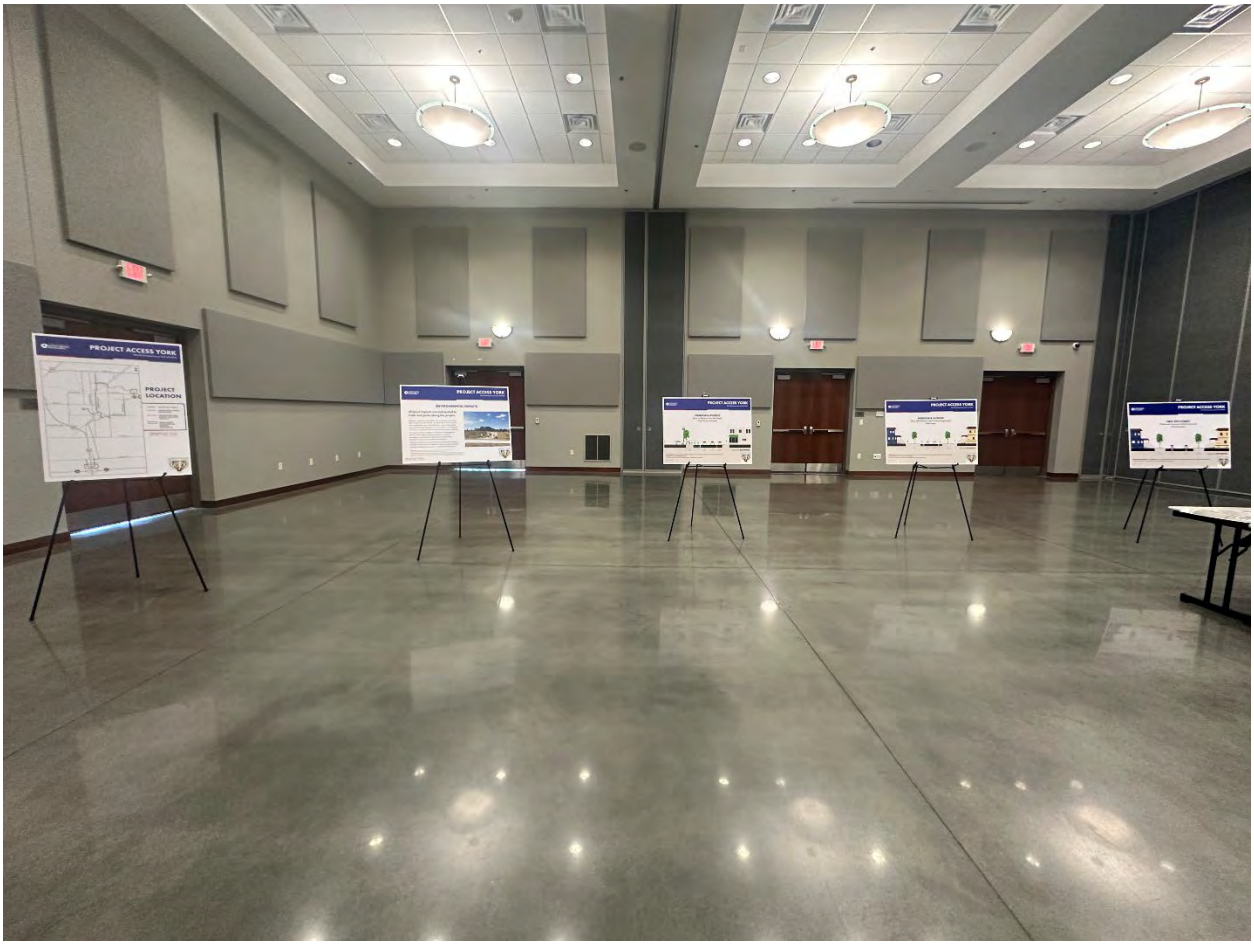
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Signature

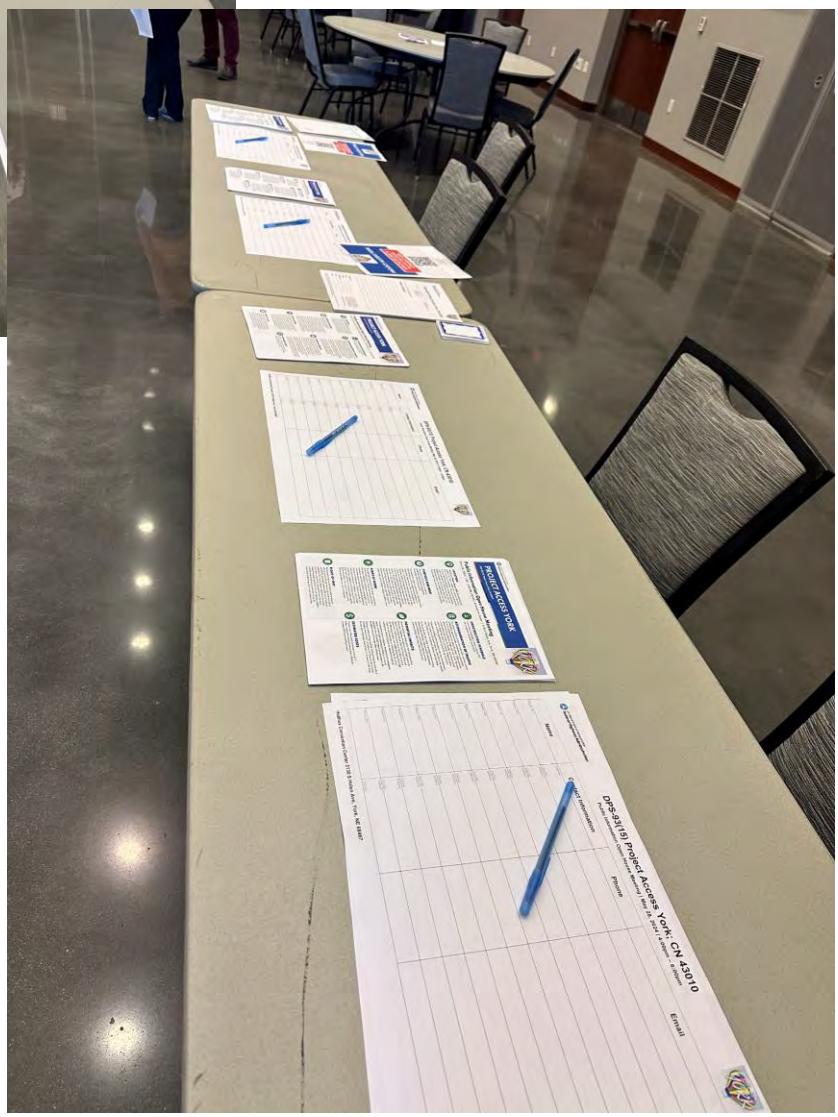
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Date


PROJECT ACCESS YORK
OVERVIEW
Project Access York would build pedestrian and bicycle safety infrastructure for York that includes a pedestrian and bicycle overpass over a busy highway and intersects the City, pedestrian and bicycle trails for access to jobs, food, and quality of life amenities, and safe crosswalks for schools.
RAISE GRANT 2022
Rebuilding American Infrastructure with Sustainability and Equity
YORK WAS AWARDED THEIR FULL FUNDING AMOUNT OF $10,625,000!


PROJECT ACCESS YORK
PROJECT LOCATION


PROJECT ACCESS YORK
LINE LEGEND
EXISTING TRAIL
EXISTING RIGHT OF WAY
EXISTING PROPERTY LINES
EXISTING WETLANDS & CHANNELS
EXISTING SENSITIVE AREAS (I.E. PARKS OR HISTORIC PROPERTIES)
PROPOSED TRAIL OR SIDEWALK
PROPOSED PAVEMENT/DRIVEWAY RECONSTRUCTION
PROPOSED PEDESTRIAN BRIDGE
PROPOSED CYCLE TRACK, AT GRADE
PROPOSED BIKE LANES
PROPOSED SHARED LANES
PROPOSED LIMITS OF CONSTRUCTION
PROPOSED PEDESTRIAN DETOUR
LABEL LEGEND
CITY BUILDING
STREET SIGN
HOSPITAL
SCHOOL
PARK
PROPOSED RECTANGULAR RAPID FLASHING BEACON
U.S. Department of Transportation
Federal Highway Administration
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE


PROJECT ACCESS YORK
DPS-83(9) Project Access York, CN 43010

Support Materials

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

Public Information Open House Meeting

May 28, 2024 | 4:00 - 6:00 PM | Holthus Convention Center | 3130 S Holen Ave, York, NE 68467

LOCATION

Identified as **Project Access York,** this proposed trail project is 8.5 miles in length and is located in the city of York, York County, Nebraska. The project would provide a trail or bike lane connection between the businesses north of Interstate 80 (I-80), Beaver Creek Trail, York Ballpark Complex, York University, Minck Park, York Elementary School, York Middle School, York High School, Miller Park, and the York County Fairgrounds.

PURPOSE AND NEED

The purpose of this project is to improve pedestrian infrastructure and perpetuate the mobility of the traveling public.

The need for this project is based on the incomplete existing trail network as well as unsafe crossing conditions for pedestrians within the city of York. The incomplete trail system is minimal and limits options for residents to utilize alternative modes of transportation to access food, jobs, schools, and recreational opportunities around the city. It also hinders residents from utilizing the trail system for exercise. The lack of pedestrian facilities near the businesses just north of I-80 creates unsafe crossing conditions for pedestrians attempting to visit businesses on the opposite side of US Highway 81 (US-81). Additional crossing locations near the schools are in high-traffic areas and create further risks for children walking to and from school.

SCOPE OF WORK

The proposed improvements of this project would consist of constructing an 8 to 10-foot-wide concrete trail and bike lanes. Additional improvements would consist of rectangular rapid flashing beacon crossing lights, culvert work, removing and replacing sidewalks and pavement at drives and intersections, and ADA accessible curb ramps at the intersection of roadways. It also includes constructing a pedestrian trail bridge over US-81 near mile marker (MM) 58.54. Grading would be required for the trail portion of this project. A majority of the trail would be placed on a new trail alignment.

RIGHT-OF-WAY

The proposed project would require additional property rights to construct the trail, which could include new right-of-way (ROW), permanent easements (PE), and/or temporary easements (TE). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. Access to adjacent properties would be maintained during construction but may be temporarily limited at times due to construction activities.

CONSTRUCTION SCHEDULE

Construction could begin as early as spring 2027 with completion anticipated by fall 2028.

ACCOMMODATION OF TRAFFIC

This project would be constructed under traffic with lane closures controlled by approved traffic control devices and practices for trail and bike lane work along the project. Traffic would be detoured for the pedestrian bridge work over US-81. This detour is anticipated to be in place for one day and motorists would need to utilize I-80, Road H, and US-34. Pedestrian detour routes would be required and marked during construction.

Pedestrians traveling within the project area near the elementary or high schools would need to utilize the sidewalks on the opposite sides of Duke Drive, Pennsylvania Avenue, and 14th Street.

During construction the existing at-grade pedestrian crossing of the railroad at Blackburn Avenue would be temporarily closed. Pedestrians would need to utilize the existing pedestrian bridge within Miller Park at East Avenue.

POTENTIAL IMPACTS

Minimal impacts are anticipated to trails and parks along the project. Temporary occupancy is most likely to occur at Beaver Creek Park, Beaver Creek Trail, Minicks Park, and Miller Park. A 4(f) De minimis use is most likely to occur at York Elementary School, York Middle School and York High School for trail construction or connecting the new trail to existing trails. Minimal impacts are expected to wetlands.

No impacts to historic properties, threatened and endangered species, limited English speaking populations, or minority populations are anticipated. Impacts are anticipated to the floodplain and would be permitted with the project.

Existing on-street parking would be removed along the west side of Nebraska Avenue from E 1st Street to 4-H Drive as well as along the east side of Nebraska Avenue from E 1st Street to E 4th Street.

ESTIMATED COSTS

The total cost of the project is estimated to be $17.5 million. Funding for the project derives from a Federally awarded RAISE grant and local match.

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

WE WANT YOUR INPUT!

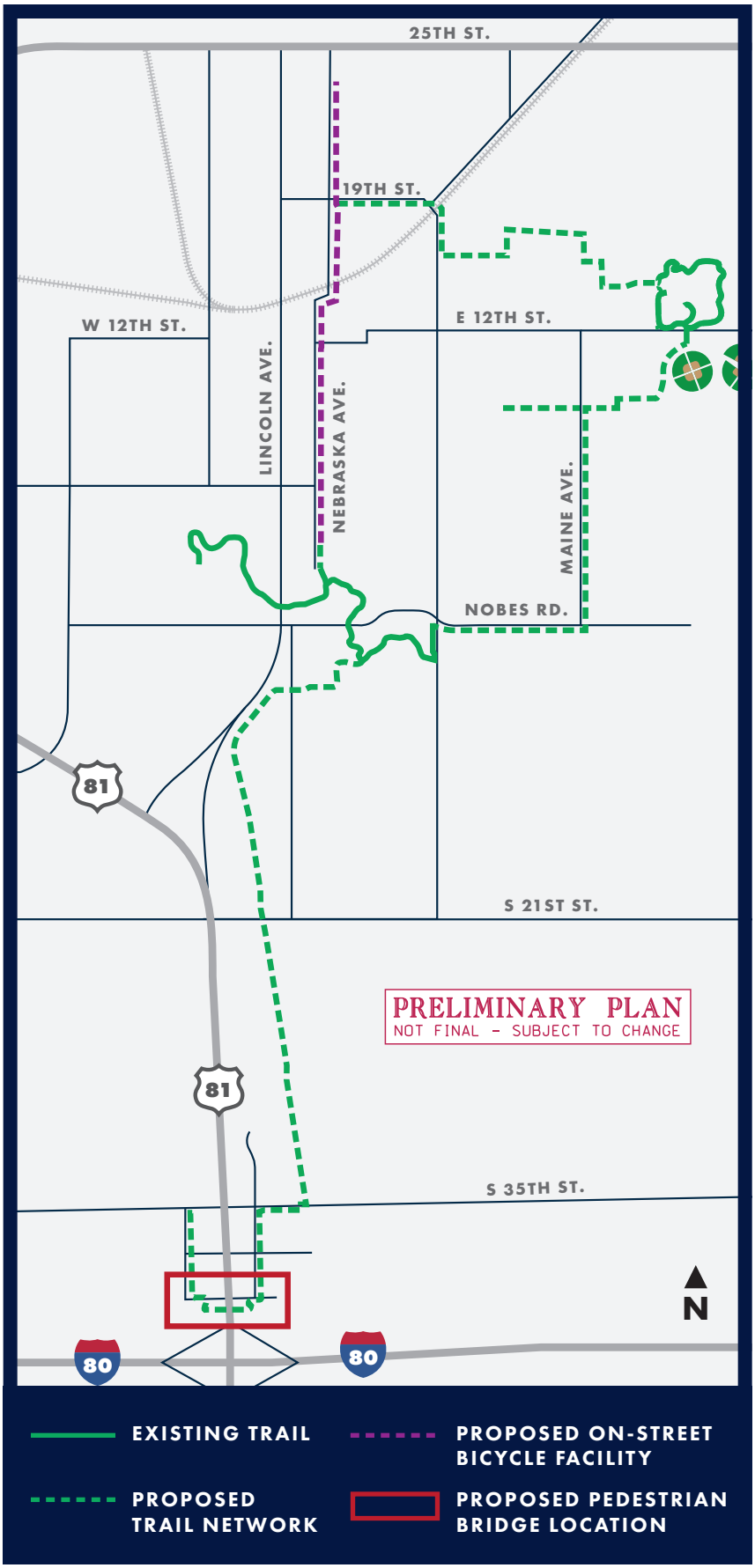
The public is encouraged to inform us of any special accommodations that may be needed during construction and to make suggestions or express concerns regarding this proposed project. **Comments will be collected through June 12, 2024.**

Written comments or questions should be submitted to:

Dr. Sue Crawford
City Administrator
402-363-2600
scrawford@cityofyork.net
100 E 4th St. | York, NE 68467

Project background, proposed schedule and detours and other information regarding **Project Access York** can be found at **www.cityofyork.net.**





U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

WELCOME

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

OVERVIEW

Project Access York would **build pedestrian and bicycle safety infrastructure** for York that includes a **pedestrian and bicycle overpass** over a busy highway that intersects the City, **pedestrian and bicycle trails** for access to **jobs, food, and quality of life amenities,** and **safe crosswalks for schools.**

YORK WAS AWARDED THEIR FULL FUNDING AMOUNT OF $15,625,000!

RAISE GRANT 2022
Rebuilding
American
Infrastructure with
Sustainability and
Equity

CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

PROJECT BENEFITS

SAFETY

- Students
- Employees
- Recreators
- Visitors

ENVIRONMENTAL SUSTAINABILITY

- Transportation choices
- Zero emission goals

QUALITY OF LIFE

- Access to recreation, employment, education, business

MOBILITY & COMMUNITY CONNECTIVITY

- Affordable/accessible transportation options
- Meet ADA standards

ECONOMIC COMPETITIVENESS

- Enhance tourism opportunities
- Enhance workforce mobility
- Job creation

PARTNERSHIP & COLLABORATION

- Diverse engagement
- Walkability Coalition

INNOVATION

- Bridge design and trail alignments that minimize impacts

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

PROJECT PURPOSE & NEED

The purpose of this project is to improve pedestrian infrastructure and perpetuate the mobility of the traveling public.

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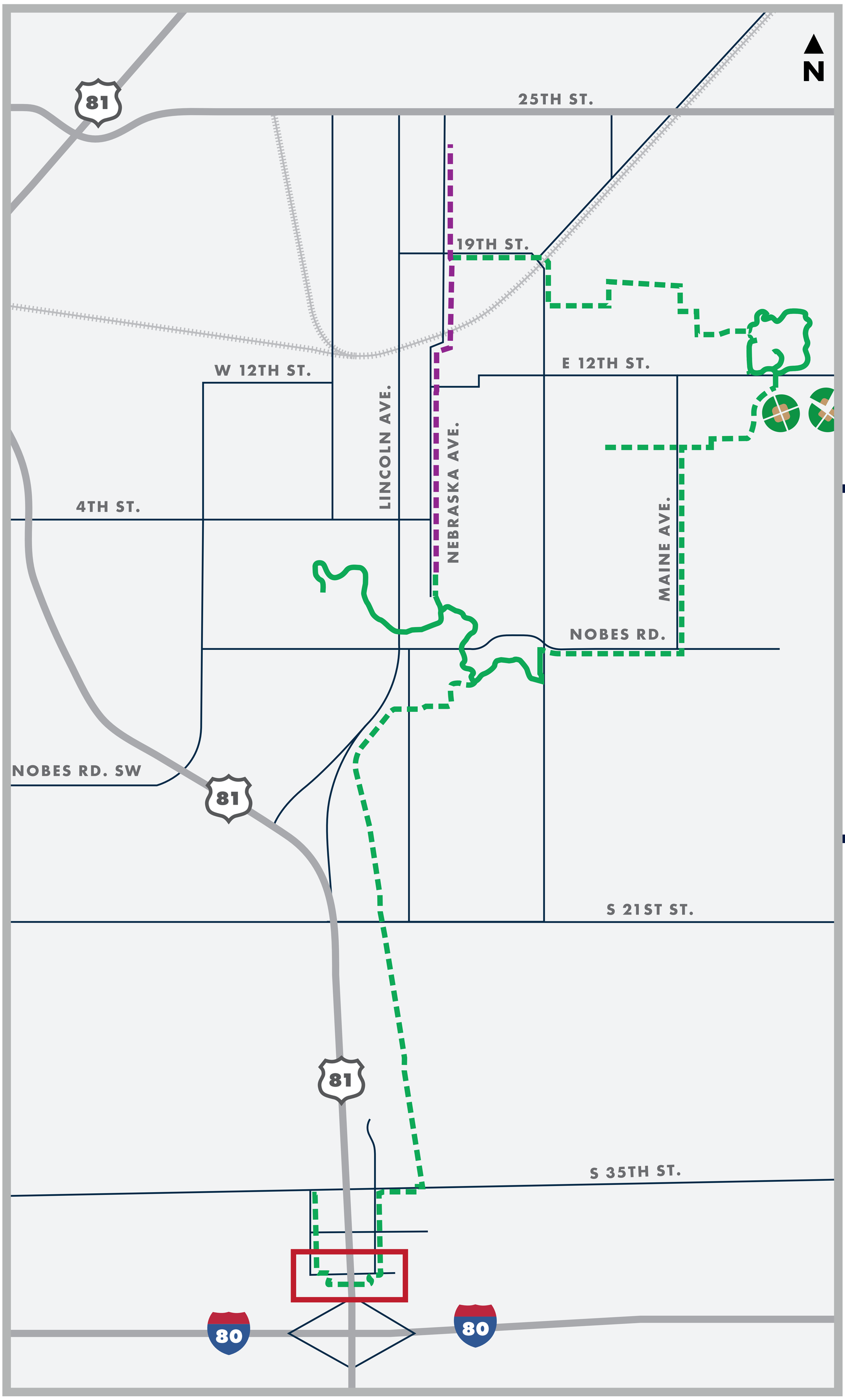


CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010



PROJECT LOCATION

- EXISTING TRAIL
- PROPOSED TRAIL NETWORK
- PROPOSED ON-STREET BICYCLE FACILITY
- PROPOSED PEDESTRIAN BRIDGE LOCATION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

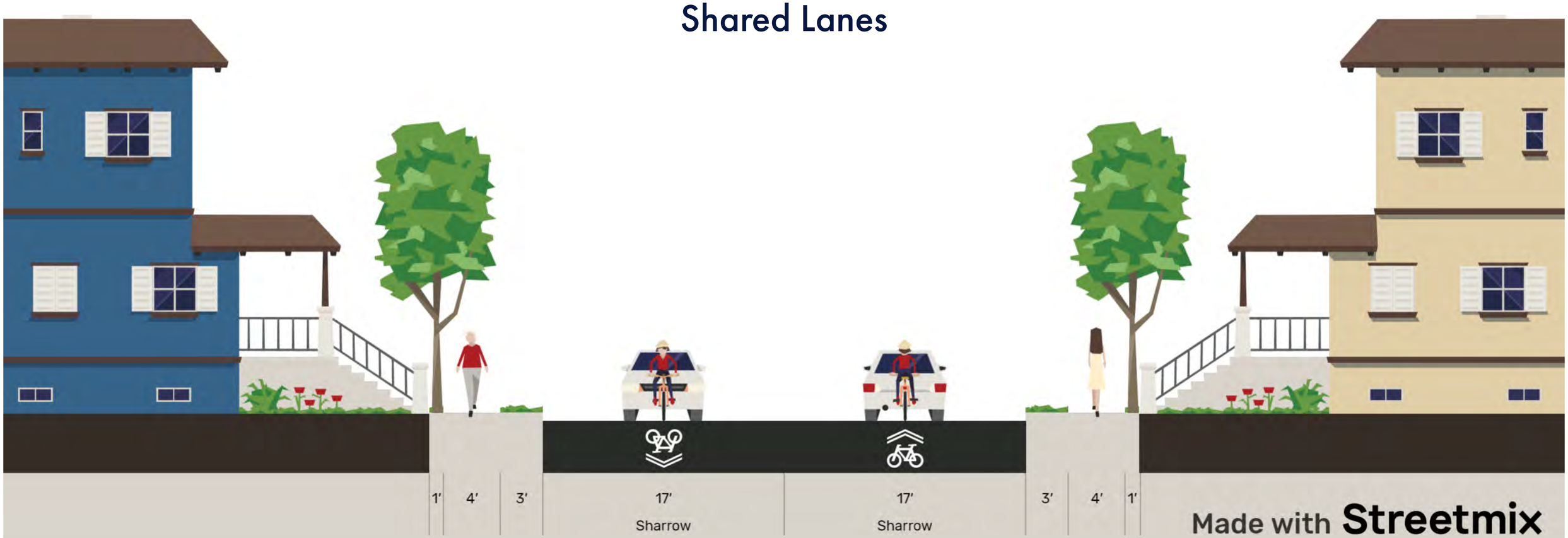
PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

EAST 8TH STREET

(East and West of Wisconsin Ave)

Shared Lanes



Shared Lane Markings, or **"sharrows,"** are road markings used to indicate a shared lane environment for bicycles and automobiles.

- National Association of City Transportation Officials, Urban Bikeway Design Guide

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

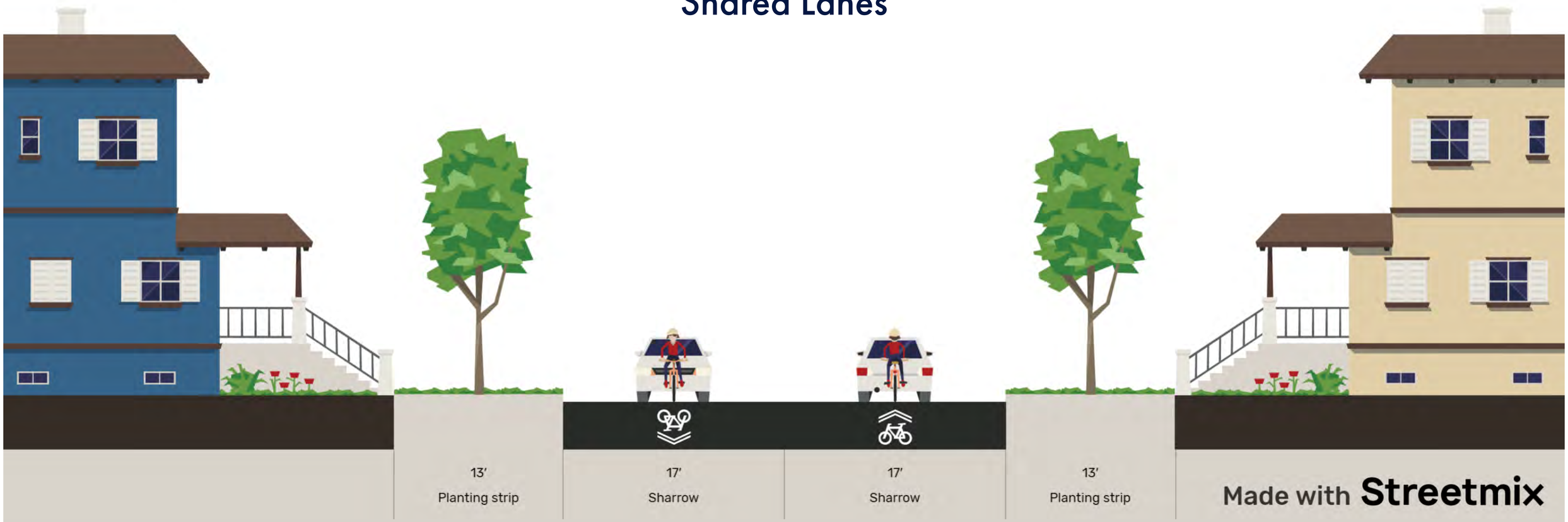
PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

EAST 8TH STREET

(Delaware Avenue to Maine Avenue)

Shared Lanes



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- National Association of City Transportation Officials, Urban Bikeway Design Guide

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

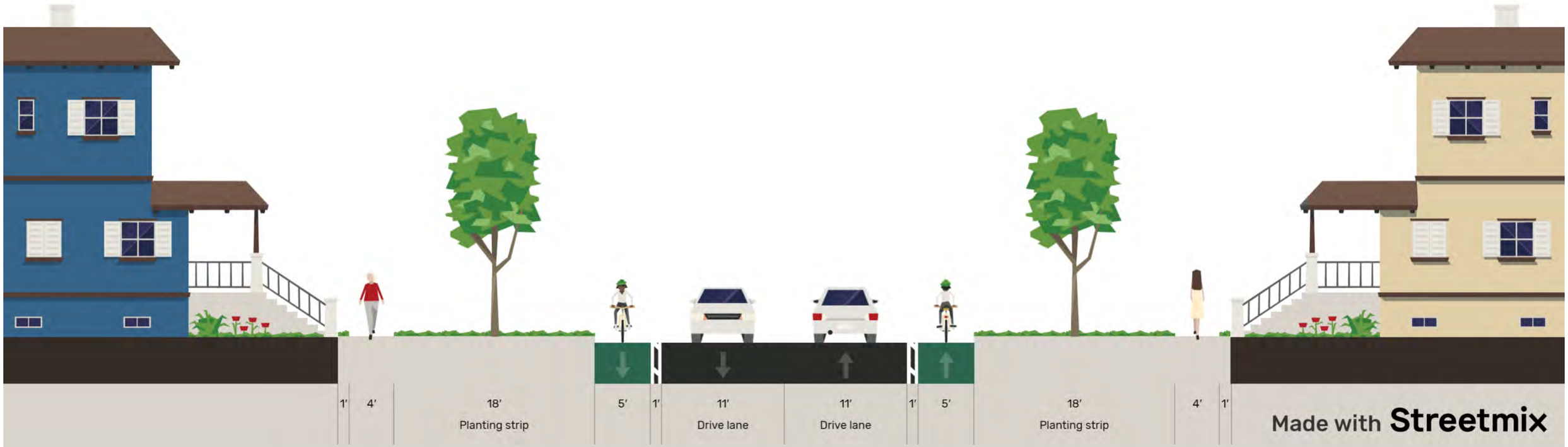
PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

NEBRASKA AVENUE

(East 16th Street to York County Fairgrounds)

Bike Lanes



A **Bike Lane** is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.

- National Association of City Transportation Officials, Urban Bikeway Design Guide

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

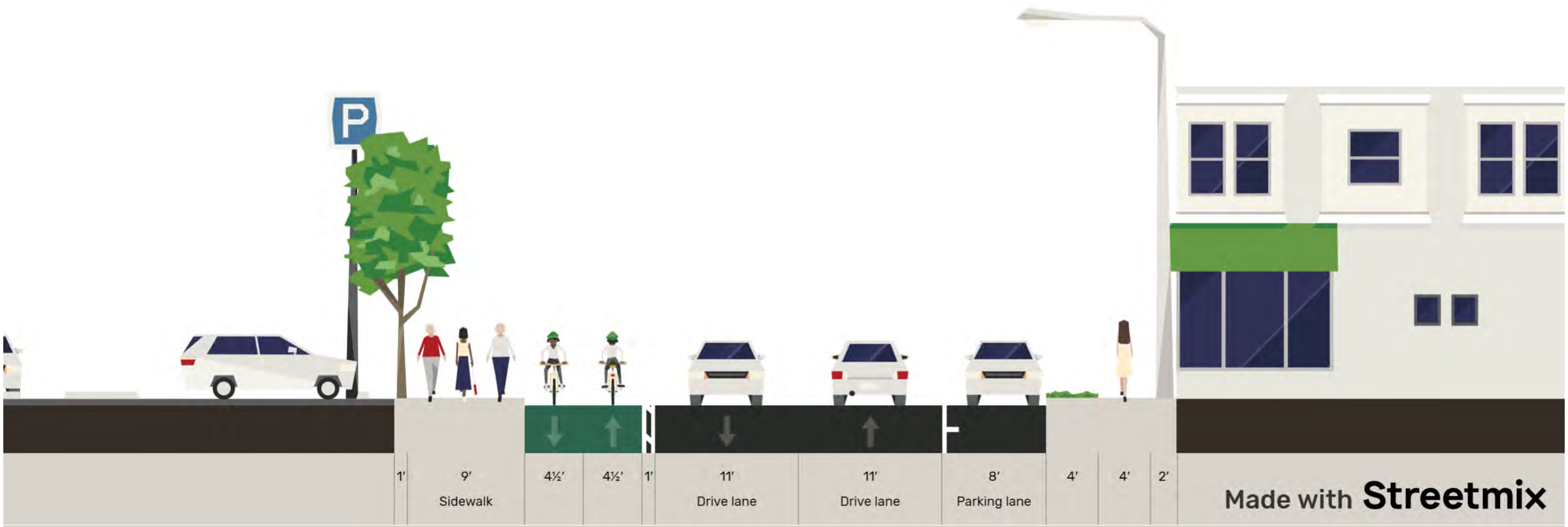
PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

NEBRASKA AVENUE

(East 1st Street to East 14th Street)

Cycle Track, At Grade



A **cycle track** is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane.

- National Association of City Transportation Officials, Urban Bikeway Design Guide

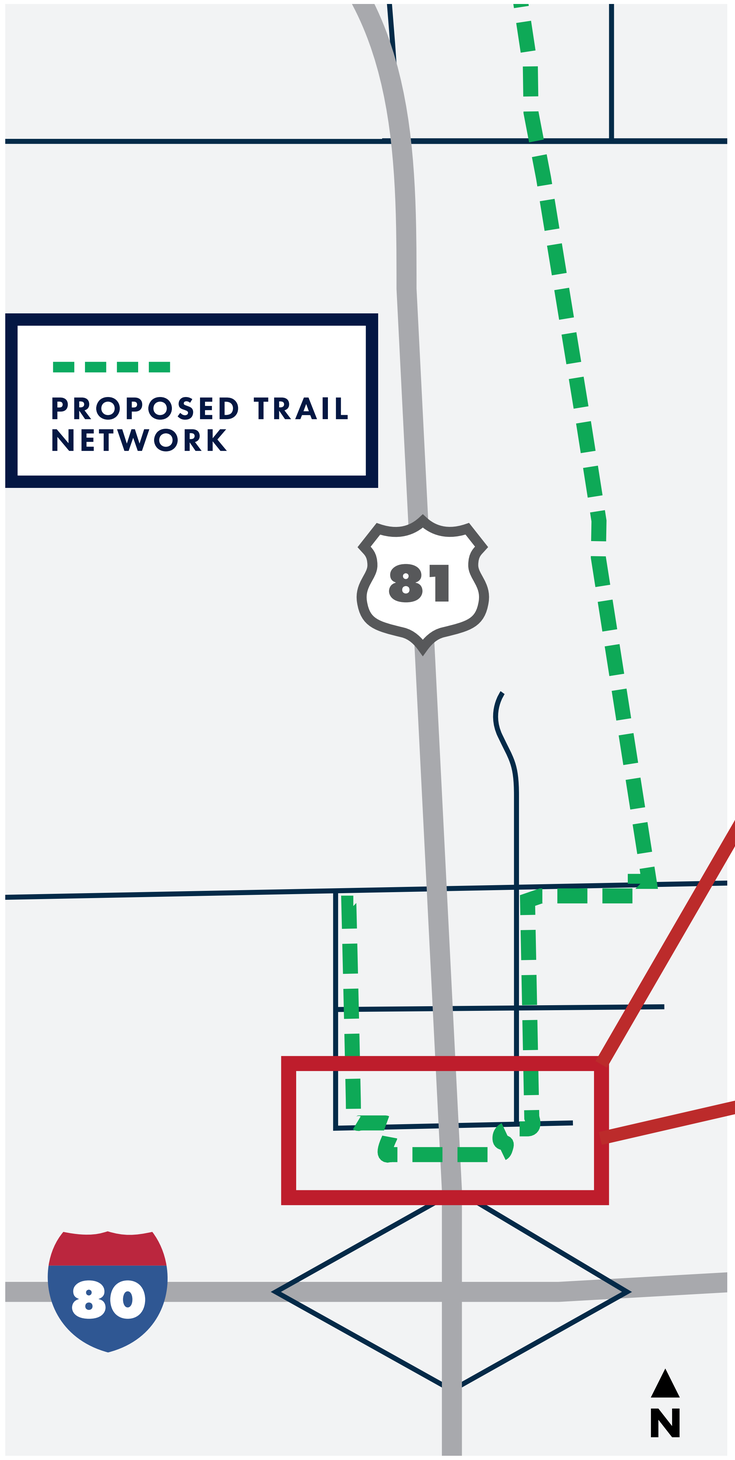
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CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

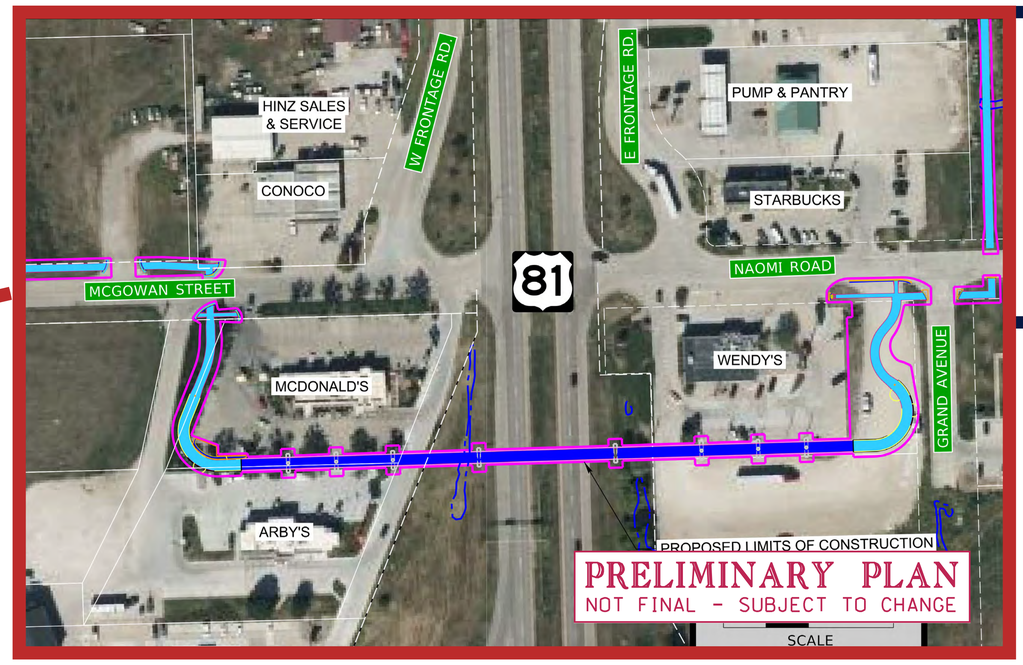
PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010



PROPOSED PEDESTRIAN BRIDGE LOCATION





PROPOSED PEDESTRIAN BRIDGE

PROPOSED LIMITS OF CONSTRUCTION

PROPOSED TRAIL OR SIDEWALK

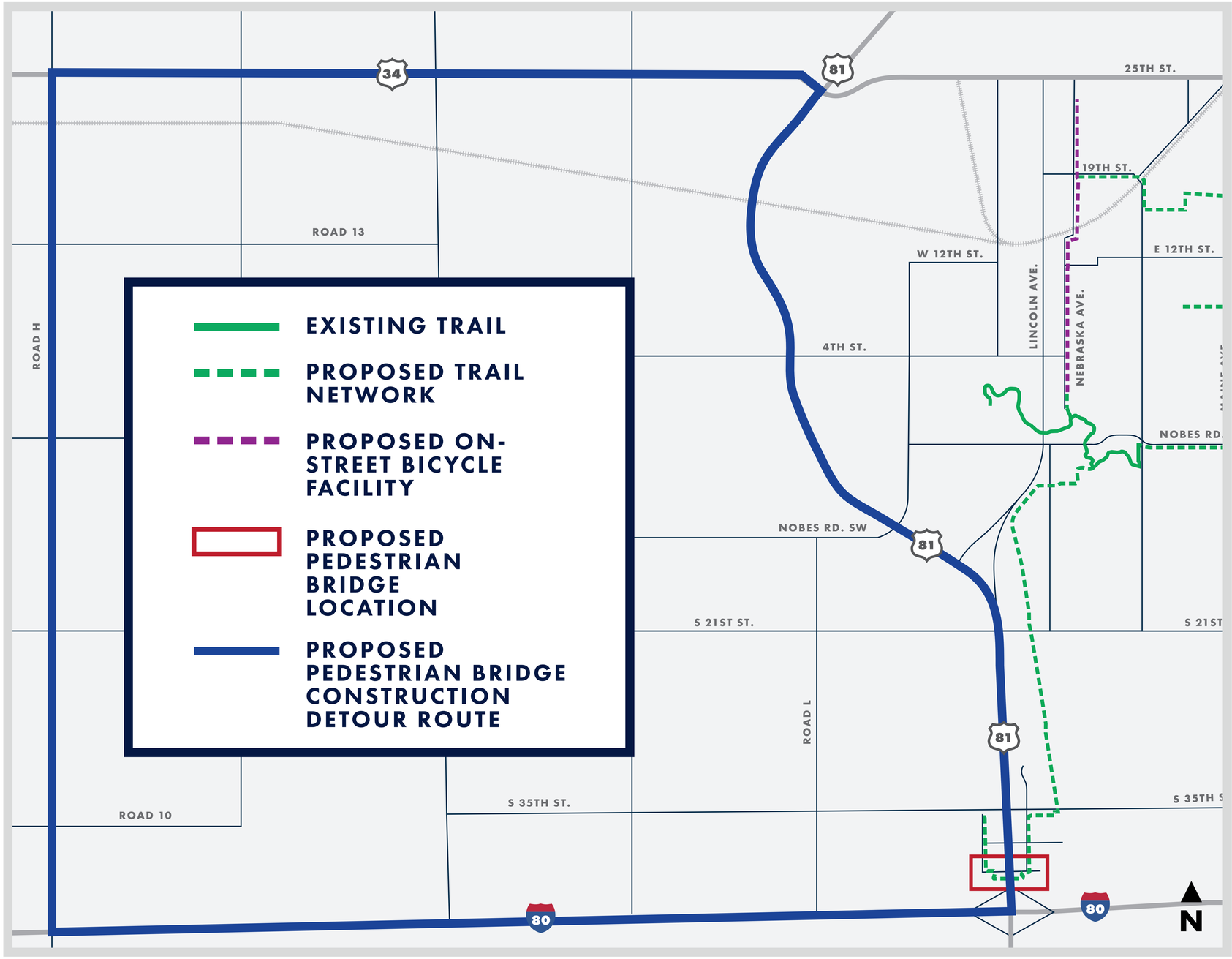
CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

PROPOSED PEDESTRIAN BRIDGE CONSTRUCTION DETOUR



This project would be constructed under traffic with lane closures controlled by approved traffic control devices and practices for trail and bike lane work along the project. Traffic would be detoured for the pedestrian bridge work over US-81. This detour is anticipated to be in place for one day and motorists would need to utilize I-80, Road H, and US Highway 34 (US-34). Pedestrian detour routes would be required and marked during construction.

Pedestrians traveling within the project area near the elementary or high schools would need to utilize the sidewalks on the opposite sides of Duke Drive, Pennsylvania Avenue, and 14th Street.

During construction the existing at-grade pedestrian crossing of the railroad at Blackburn Avenue would be temporarily closed. Pedestrians would need to utilize the existing pedestrian bridge within Miller Park at East Avenue.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

ENVIRONMENTAL IMPACTS

Minimal impacts are anticipated to trails and parks along the project.

Temporary occupancy is most likely to occur at Beaver Creek Park, Beaver Creek Trail, Minicks Park, and Miller Park. A 4(f) De minimis use is most likely to occur at York Elementary School, York Middle School and York High School for trail construction or connecting the new trail to existing trails. Minimal impacts are expected to wetlands.

No impacts to historic properties, threatened and endangered species, limited English speaking populations, or minority populations are anticipated. Impacts are anticipated to the floodplain and would be permitted with the project.

Existing on-street parking would be removed along the west side of Nebraska Avenue from E 1st Street to 4-H Drive as well as along the east side of Nebraska Avenue from E 1st Street to E 4th Street.



Section 4(f) *refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.*

Temporary occupancy *means that the land use is so minimal that it does not constitute a use within the meaning of section 4(f) when the duration is temporary, the scope of work is minor, there are no anticipated permanent adverse physical impacts, and the when land will be fully restored. A* ***de minimis impact*** *means that the activities, features, or attributes of the property under protection of section 4(f) will not be adversely affected by the transportation project. Definitions provided from Federal Highway Administration.*

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

CITY OF YORK

U.S. Department of Transportation
Federal Highway Administration

PROJECT ACCESS YORK

DPS-93(15) Project Access York; CN 43010

PROJECT TIMELINE

MARCH 2023

Design Charrette & Public Open House

TODAY!

Public Meeting

JUNE 2024 TO OCTOBER 2024

Environmental Documentation & Approval

AUGUST 2026

Project Letting

2023 | 2024 | 2025 | 2026 | 2027 | 2028

MAY 2023 TO APRIL 2024

Preliminary Design & Approvals

NOVEMBER 2024 TO APRIL 2026

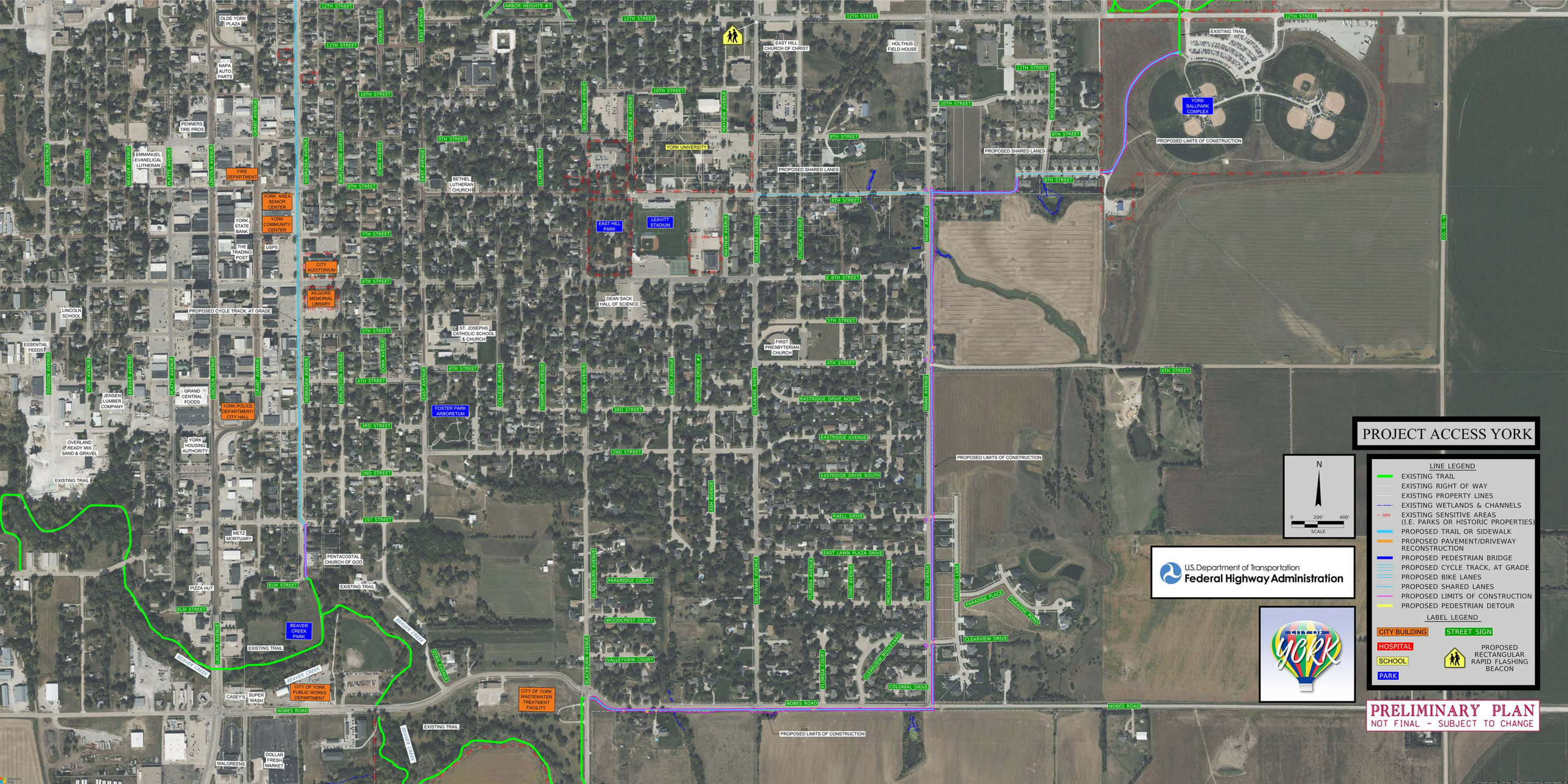
ROW Appraisals, Negotiations & Acquisitions

2027 & 2028

Construction

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

CITY OF YORK


PROJECT ACCESS YORK
LINE LEGEND
EXISTING TRAIL
EXISTING RIGHT OF WAY
EXISTING PROPERTY LINES
EXISTING WETLANDS & CHANNELS
EXISTING SENSITIVE AREAS (I.E. PARKS OR HISTORIC PROPERTIES)
PROPOSED TRAIL OR SIDEWALK
PROPOSED PAVEMENT/DRIVEWAY RECONSTRUCTION
PROPOSED PEDESTRIAN BRIDGE
PROPOSED CYCLE TRACK, AT GRADE
PROPOSED BIKE LANES
PROPOSED SHARED LANES
PROPOSED LIMITS OF CONSTRUCTION
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N
0
200'
400'
SCALE
U.S. Department of Transportation
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CITY OF YORK
PRELIMINARY PLAN
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PROPOSED LIMITS OF CONSTRUCTION
PROPOSED SHARED LANES
PROPOSED CYCLE TRACK, AT GRADE
EXISTING TRAIL
YORK BALLPARK COMPLEX
YORK UNIVERSITY
EAST HILL CHURCH OF CHRIST
HOLTHUS FIELD HOUSE
LEAVITT STADIUM
EAST HILL PARK
BETHEL LUTHERAN CHURCH
DEAN SACK HALL OF SCIENCE
ST. JOSEPHS CATHOLIC SCHOOL & CHURCH
FIRST PRESBYTERIAN CHURCH
FOSTER PARK ARBORETUM
OLDE YORK PLAZA
NAPA AUTO PARTS
PENNERS TIRE PROS
EMMANUEL EVANELICAL LUTHERAN
FIRE DEPARTMENT
YORK AREA SENIOR CENTER
YORK COMMUNITY CENTER
YORK STATE BANK
THE TRADING POST
USPS
CITY AUDITORIUM
KILGORE MEMORIAL LIBRARY
LINCOLN SCHOOL
ESSENTIAL FEEDS
JENSEN LUMBER COMPANY
GRAND CENTRAL FOODS
YORK POLICE DEPARTMENT/ CITY HALL
OVERLAND READY MIX SAND & GRAVEL
YORK HOUSING AUTHORITY
METZ MORTUARY
PENTACOSTAL CHURCH OF GOD
PIZZA HUT
BEAVER CREEK PARK
CASEY'S
SUPER WASH
CITY OF YORK PUBLIC WORKS DEPARTMENT
CITY OF YORK WASTEWATER TREATMENT FACILITY
WALGREENS
DOLLAR FRESH MARKET
PARKRIDGE COURT
WOODCREST COURT
VALLEYVIEW COURT
CLEARVIEW DRIVE
PARADISE PLACE
PARADISE POINT
EASTRIDGE DRIVE NORTH
EASTRIDGE AVENUE
EASTRIDGE DRIVE SOUTH
RAELL DRIVE
EAST LAWN PLAZA DRIVE
COLONIAL DRIVE
12TH STREET
11TH STREET
10TH STREET
9TH STREET
8TH STREET
7TH STREET
6TH STREET
E 6TH STREET
5TH STREET
4TH STREET
3RD STREET
2ND STREET
1ST STREET
ELM STREET
NOBES ROAD
ARBOR HEIGHTS #7
DIVISION AVENUE
YORK AVENUE
BEAVER AVENUE
PLATTE AVENUE
LINCOLN AVENUE
GRANT AVENUE
NEBRASKA AVENUE
BROADWAY AVENUE
IOWA AVENUE
EAST AVENUE
BLACKBURN AVENUE
KENRIDGE AVENUE
MAYFIELD AVENUE
ELMER AVENUE
LANPHERE AVENUE
DELAWARE AVENUE
FLORIDA AVENUE
MAINE AVENUE
WISCONSIN AVENUE
COLLEGE AVENUE
THOMPSON AVENUE
BEECH AVENUE
FAIRVIEW DRIVE #1
ASH AVENUE
OHIO AVENUE
MICHIGAN AVENUE
VERMONT AVENUE
FLORIDA AVENUE
CLEARVIEW BOULEVARD
PARADISE LANE
COUNTY ROAD N
BEAVER CREEK
EXISTING TRAIL


PROJECT ACCESS YORK
N
0 200' 400'
SCALE
U.S. Department of Transportation
Federal Highway Administration
CITY OF YORK
LINE LEGEND
EXISTING TRAIL
EXISTING RIGHT OF WAY
EXISTING PROPERTY LINES
EXISTING WETLANDS & CHANNELS
EXISTING SENSITIVE AREAS (I.E. PARKS OR HISTORIC PROPERTIES)
PROPOSED TRAIL OR SIDEWALK
PROPOSED PAVEMENT/DRIVEWAY RECONSTRUCTION
PROPOSED PEDESTRIAN BRIDGE
PROPOSED CYCLE TRACK, AT GRADE
PROPOSED BIKE LANES
PROPOSED SHARED LANES
PROPOSED LIMITS OF CONSTRUCTION
PROPOSED PEDESTRIAN DETOUR
LABEL LEGEND
CITY BUILDING
STREET SIGN
HOSPITAL
SCHOOL
PARK
PROPOSED RECTANGULAR RAPID FLASHING BEACON
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE
YORK COUNTY FAIRGROUND
YORK COUNTY PLANNING & ZONING
CENTRAL VALLEY AG
CORNERSTONE AG & EVENT CENTER
CORNERSTONE SPORTS COMPLEX
YORK GENERAL HOME HEALTH
YORK GENERAL HOSPITAL
YORK DOG PARK
SUNSET BOWL AND LOUNGE
CASEY'S
SUBWAY
YORK COUNTY AGING SERVICES
YORK ANIMAL CLINIC
YORK ADOPT A-PET
MEAD LUMBER YARD
YORK COLD STORAGE
OLDE YORK PLAZA
ARBOR DRIVE COMMUNITY CHURCH
FIRST EVANGELICAL LUTHERAN CHURCH
EAST HILL CHURCH OF CHRIST
HOLTHUS FIELD HOUSE
YORK MIDDLE SCHOOL
YORK HIGH SCHOOL
YORK ELEMENTARY SCHOOL
MILLER PARK
DUKE PARK
MINCKS PARK
YORK FAMILY AQUATIC CENTER
PROPOSED BIKE LANES
PROPOSED SHARED LANES
PROPOSED CYCLE TRACK, AT GRADE
PROPOSED LIMITS OF CONSTRUCTION
EXISTING TRAIL
25TH STREET
19TH STREET
18TH STREET
17TH STREET
16TH STREET
15TH STREET
14TH STREET
13TH STREET
12TH STREET
11TH STREET
4-H DRIVE
FOREST HEIGHTS DRIVE
N CIRCLE DRIVE
VISTA WAY
MEADOW LANE
HARRE LANE
LAUREL LANE
ARBOR COURT
DUKE DRIVE
DUKE CIRCLE
OHIO CIRCLE
KANSAS DRIVE
KENTUCKY DRIVE
ARBOR HEIGHTS #8
ARBOR HEIGHTS #6
ARBOR HEIGHTS #7
ARBOR HEIGHTS #5
NEBRASKA AVENUE
EDISON AVENUE
EAST AVENUE
DIVISION AVENUE
YORK AVENUE
PLATTE AVENUE
LINCOLN AVENUE
GRANT AVENUE
IOWA AVENUE
BURLINGTON AVENUE
KRIMMER AVENUE
MCKAIG AVENUE
BELMONT DRIVE
DELAWARE AVENUE
FLEMING AVENUE
OHIO AVENUE
MICHIGAN AVENUE
MAINE AVENUE
PENNSYLVANIA AVENUE
INDIANA AVENUE
HUDSON AVENUE
WASHINGTON AVENUE
LATIMER AVENUE
CO. RD. N



PROJECT ACCESS YORK

LINE LEGEND

- EXISTING TRAIL
- EXISTING RIGHT OF WAY
- EXISTING PROPERTY LINES
- EXISTING WETLANDS & CHANNELS
- SEN EXISTING SENSITIVE AREAS (I.E. PARKS OR HISTORIC PROPERTIES)
- PROPOSED TRAIL OR SIDEWALK
- PROPOSED PAVEMENT/DRIVEWAY RECONSTRUCTION
- PROPOSED PEDESTRIAN BRIDGE
- PROPOSED CYCLE TRACK, AT GRADE
- PROPOSED BIKE LANES
- PROPOSED SHARED LANES
- PROPOSED LIMITS OF CONSTRUCTION
- PROPOSED PEDESTRIAN DETOUR

LABEL LEGEND

CITY BUILDING | STREET SIGN | HOSPITAL | SCHOOL | PARK

PROPOSED RECTANGULAR RAPID FLASHING BEACON

N

0 200' 400'

SCALE

U.S. Department of Transportation
Federal Highway Administration

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Attendance

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
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Please Print Tony North	Address 6 COUNTRY CLUB TERR City/Zip York, NE	402-366-4969	tonynorth@yorkprintco.com
Please Print SUSAN K COX	Address 1100 N WISCONSIN AVE City/Zip	402-362-0505	tcoxb@neb.rr.com
Please Print Paul and Susan Rockenbach	Address 2028 N Nebraska Ave City/Zip York, NE 68467	402-363-8789	rockenbach.susan@gmail.com
Please Print Laura McDougall	Address 5 Country Club Terr City/Zip York NE	402-366-6485	four corners laura[redacted]@gmail.com
Please Print James Paul	Address 100 East 4th Street City/Zip York, NE 68467	402-363-2600	jpaul@cityofyork.net
Please Print C Eugene Miller	Address 13 Farmers City/Zip York NE 68467	402 366 0803	
Please Print James S Price	Address 809 West 10 th City/Zip	402-363-8797	
Please Print Bob Sautter	Address 7 Eastridge Ave City/Zip	402-363-1240	
Please Print Aaron Fesenmeyer	Address 729 N Blackburn Ave City/Zip	720-841-1047	aaron.fesenmeyer@gmail.com
Please Print James Vonderstrasse Sandra Kaltenbach	Address 5822 Rd. F Hebron 1319 Rd. 11 York City/Zip	402-469-8058 402-366-5650	

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DPS-93(15) Project Access York; CN 43010

Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
Please Print Teresa Lorang	Address 9 Eastridge Dr S City/Zip York. Ne	402 710-4003	
Please Print Jill Montgomery	Address 1706 Duke Circle City/Zip	402-325-6571	jmmontgomery4@msn.com
Please Print Robin Lewis	Address 25 Eastridge DR N. City/Zip York 68467	402.366.3569	
Please Print Tim Lewis	Address 25 Eastridge DR N. City/Zip York 68467	402-366-5631	tim.lewis@york.edu.
Please Print Vicki Northrop	Address 1301 N. Delaware Ave City/Zip York, NE 68467	402-469-1683	vicki.northrop@gmail.com
Please Print ANTHONY SHEPPARD	Address 1110 VISTA WAY YORK, NE City/Zip 68467	402-745-0130	anthony.sheppard@nebraska.gov
Please Print Susan Beauchamp	Address 2020 Nebraska Ave City/Zip York	402.366 4401	susanebeauchamp@gmail.com
Please Print FRANK & Kathy Wiens	Address City/Zip 1183 Road 15 Beaudshaw	402-366-9088	
Please Print Ryan & Stacy Gieck	Address City/Zip 1110 S Grant Ave, York	402-362-1824	
Please Print Chris Blanke	Address 2101 N. Lincoln Ave City/Zip York	402-362-2621	
Please Print Pat Carpenter	Address 820 E 12th City/Zip York	402-366-5884	

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Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
Please Print Amy Lehman	Address 1430 S. Grant Ave City/Zip York	402-430-0961	ALEHMAN3@GMAIL.COM
Please Print Brandon Lehman	Address 1430 S. Grant Ave City/Zip York	402-430-4341	blehman3@gmail.com
Please Print Roberta Janda	Address 908 S Hutchins Ave City/Zip York		
Please Print Kevin Leapley	Address " City/Zip		
Please Print Jeff Beins	Address 710 N. Florida York City/Zip	402 536 0434	jeffabeins@gmail.com
Please Print Amber Melvin, Tray Melvin	Address 1202 N. Nebraska Ave. City/Zip York, NE. 68467	402 (366-4983) (719) 644-3572	+roydemott98@gmail.com amberleamelvin@gmail.com
Please Print John & Gloria Turnbull	Address 711 N. MAINE City/Zip York 68467	402-362-6875	
Please Print Matt Brackhan	Address 1703 E. 15th St City/Zip York, NE 68467	402-363-2993	brackhanma@gmail.com
Please Print Emily Perry	Address 601 N Lincoln Ave City/Zip York NE 68467	402-710-2121	eperry@yorkdevco.com
Please Print William Swett	Address 935 N. Lincoln Ave City/Zip York NE	917 923 5887	William.swett@yorknewstimes.com
Please Print Hannah & Dalane Epp	Address 1615 S. Lincoln Ave City/Zip York, NE 68467		thedrepps@yahoo.com

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Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
Please Print Pam & Jim Edmondson	Address 1 Edison Ave City/Zip York 68467	480-321-6391 P 602-568-1513 J	pamelaedmo@gmail.com ajdback@msn.com
Please Print Sandra Brumbaugh	Address 2217 N. Nebraska City/Zip York, NE 68467	402.362.3439	rbrummy123@gmail.com
Please Print JR Wolfe	Address 1229 N. Delaware York City/Zip	402-362-2742	confederate_wolfe@hotmail.com
Please Print [illegible]	Address 1810 N. Grant, York City/Zip	402 366 3405	/
Please Print Bill Williamson	Address City/Zip 216 E 3RD York		
Please Print Lee Ann McGregor	Address 2034 E 8th st. York City/Zip	402-366-2319	
Please Print Jake Owens	Address 144 Beech Ave City/Zip York, NE 68467	402-350-6401	jake.central@gmail.com
Please Print Rachel Stockton	Address 4020 S Grand Ave City/Zip York, NE, 68467	308-482-0054	Rachel@pairadiceproperties.com
Please Print Nathan Smith	Address 1408 E 8th St City/Zip York, NE 68467	402-429-5310	ncsmith18@hotmail.com
Please Print Dooley's	Address 331 S. Delaware Ave City/Zip	402 710-3301 402-363-8886	godooley@gmail.com
Please Print Larry Kuester	Address 1603 N. Nebraska Ave City/Zip	402-366-1928 402 366-4482	Joann1943@yahoo.com

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Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
Please Print Galen + Judy Gocke	Address 1206 Nebr. Ave City/Zip 68467	402-366-0567	
Please Print JayDee Seamehorn	Address 1605 Meadow Lane. City/Zip	—	—
Please Print Carol Ortegren Hubicek	Address 512 E Blvd City/Zip	—	—
Please Print Tim NORQUEST	Address 608 ROAD N City/Zip		
Please Print Mary Ronne	Address 625 W Nebraska Ave City/Zip		
Please Print Nate Acton	Address 809 North Nebraska Ave City/Zip		tuffacton13@gmail.com
Please Print Deb Stamm	Address 305 Cedar Trl City/Zip York		
Please Print Michelle Wardyn	Address 1322 S Grant Ave City/Zip York		
Please Print Arnie Ozzen	Address 716 W. Walnut St City/Zip York, NE 68467		
Please Print Patrick Snipes	Address 2345 South Lincoln, NE 68467 City/Zip		
Please Print Jana Hughes	Address 1825 Deer Run Dr City/Zip Seward		jahughes@leg.ne.gov

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Name	Contact Information	Phone	Email
Please Print DORIS BOWMAN	Address 954 E 4th City/Zip YORK, Ne	402-366-8891	
Please Print Steve Moseley	Address 16 Fairview Dr. City/Zip York	402 710-0727	
Please Print Richard McDougall	Address 5 County Club City/Zip TEBRAS York	402-366-7342	rmcdougall@[illegible].rr.com
Please Print JASON NAGER	Address City/Zip 1709 DUKE CIRCLE	402-366-0601	
Please Print Brea Sorgenfrei	Address City/Zip 615 east 9th Street	4802985531	brea.sorg@gmail.COM
Please Print Janeen & Keith Berg	Address City/Zip 1503 N. Ohio Ave York	402-366-2351	cyclones21berg@gmail.com
Please Print Valinda Lutting	Address City/Zip 2125 N. Neb. Ave	402 362-1945	
Please Print David Yowell	Address City/Zip 1411 E. Lawn Plza Dr.	402-580 4569	
Please Print Janeen Sorensen	Address 601 N Lincoln Ave City/Zip York NE 68467	402-362-3333	jsorensen@yorkdevco.com
Please Print Lisa Hurley	Address 601 N. Lincoln Ave. York NE 68467 City/Zip	402-362-3333	lhurley@yorkdevco.com
Please Print D CHADLOW	Address City/Zip 815 Nrd	362-4066	

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Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
Please Print BERNACE L. NORQUEST	Address 2100 N. NEBRASKA AVE City/Zip YORK, NE 68467	402-362-4554	
Please Print Darrell Traudt	Address 1215 N. Nebraska Ave City/Zip YORK NE 68467	402-345-0042	dtraudt4455@Gmail.com
Please Print Kimberly Baker	Address NDOT City/Zip	402-479-4544	Kimberly.kbaker@nebraska.gov
Please Print CAROL BABCOCK	Address 1629 E. 4TH ST City/Zip York NE 68467	816-875-0304	cbab652@yahoo.com
Please Print Bike Walk Nebraska Julie Harris	Address 109 N 49th St #206 City/Zip Omaha NE 68132	402-699-3037	julie@bikewalknebraska.org
Please Print Stephen Postier	Address 931 S. Grant Ave City/Zip York 68467	402-366-8267	SPostier@hendersonstatebank.net
Please Print Bob Cooper	Address 507 N. Blackburn Ave. City/Zip York, NE 68467	402-362-6558	bcoope5@hotmail.com
Please Print Jane Lott	Address 30 Eastridge Drs City/Zip York NE 68467	402-366-6664	lottjanei2@gmail.com
Please Print Kathleen Galaway	Address 1210 N Pennsylvania Ave City/Zip York, NE 68467	402366-8683	kgalaway@neb.rr.com
Please Print Russ Powell	Address 1511 Michigan City/Zip York 68467	402 637-6566	russpowell58@gmail.com
Please Print Peggy King	Address 1321 N. Florida Ave City/Zip	402-202 5563	pjarmymom2005@gmail.com

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Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
Please Print John Ferguson	Address 518 East 2nd Street City/Zip York 68467	308-672-8258	JPfergie@icloud.com
Please Print Bradley Martin	Address 1404 N Delaware Ave City/Zip York 68467	308-750-5402	Brad_Martin@live.com
Please Print John Crane	Address 816 N Nebraska City/Zip York NE		
Please Print Julie Johnson	Address 816 N Nebraska City/Zip York NE		
Please Print Amanda Ring	Address 1709 Road O City/Zip York	402 366 7393	
Please Print Willard Peterson	Address 514 Road 13 York (Bradshaw) City/Zip	402-366-4132	wjpeterso@gmail.com
Please Print Dean Heine Kathy Jo Heine	Address 117 N Wisconsin Ave York NE City/Zip	402 363-9307 402-366-9735	dheine402@gmail.com. kjoheine@gmail.com
Please Print Jennifer Sheppard	Address 1110 Vista Way York City/Zip	402-710-1121	jennifersheppard72@gmail.com
Please Print BIRGIE Niemann	Address 96 Ash Ave York NE 68467 City/Zip	970 366 1522	scotbirg@msn.com
Please Print Katie North	Address 827 W 4th York City/Zip	402-710-1050	
Please Print Tresa Worster	Address 1323 E. Lawn Plaza Dr. York City/Zip	402-499-3557	tresaul@gmail.com

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DPS-93(15) Project Access York; CN 43010

Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
Please Print Ernest D. Stern	Address 130 N Nebraska Ave City/Zip York NE 68467	402-362-2753	N/A
Please Print Debbie Stern	Address " " " City/Zip	" "	N/A
Please Print Jessica Traudt	Address 1215 N. Nebraska Ave City/Zip York, NE 68467	402-363-1856	N/A
Please Print Sarah Fisher	Address NDOT City/Zip	402-479-3832	Sarah.Fisher@nebraska.gov
Please Print Jim Spahr	Address City/Zip	402-641-1264	
Please Print James Witcofski	Address City/Zip	402-362-3905	
Please Print Sheila Kulhanek	Address 2010 N. Nebraska City/Zip York 68467	402 362-7831	SK63125@windstream.net
Please Print B. Heinze	Address City/Zip	402 362 8632	ynibheinze@gmail.com
Please Print Louise Sacksheosky	Address City/Zip	402 745 6408	Eeniesacks@gmail.com
Please Print Pat Bredenkamp	Address 11 EASTRIDGE AVE City/Zip YORK	402-710-1089	
Please Print Heather Derr	Address 1212 Road 8 City/Zip York, NE	402-362-7511	heather_or_david@hotmail.com

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DPS-93(15) Project Access York; CN 43010

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Name	Contact Information	Phone	Email
Please Print Russ & Diane Crouch	Address 1603 Clearview Blvd. City/Zip	(402) 366-8385	
Please Print Kim Stephens	Address 1430 E 4th Street. City/Zip	402-363-7157	
Please Print Robert Pavel	Address 1013 N. Nebraska Ave City/Zip	402-363-9225	
Please Print Tony Bui	Address 1500 NEBRASKA PARKWAY City/Zip LINCOLN, 68502	402-479-4916	tony.bui@nebraska.gov
Please Print Kim Christensen	Address 1323 Raell Dr City/Zip	402 362 4286	
Please Print Jeff McGregor	Address 71 Beech Ave City/Zip York, NE 68467	860-961-6116	jlmcgregor6887@gmail.com
Please Print Dan Aude	Address 100 E 4th York City/Zip	402-363-2600	
Please Print Rosalie Hillmer	Address 1324 North Burlington York Ne 68467 City/Zip	402-366-1467	rhillmer1939@gmail.com.
Please Print Karen Howard	Address 1002 W. Nobes Rd, York City/Zip	402 710-2772	Karenelisehoward@gmail.com
Please Print Roberta Negley	Address City/Zip		
Please Print Elizabeth Renner	Address 101 Blackburn Ave, York City/Zip		

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Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Public Information Open House Meeting | May 28, 2024 | 4:00pm – 6:00pm

Name	Contact Information	Phone	Email
Please Print Magdalena Heinze	Address 318 E. 19th St. York, NE City/Zip	402-363-8590	
Please Print John Perkins	Address 820 N Maine Ave City/Zip York, 68467	402-710-0933	johnperkins0752@yahoo.com
Please Print Jerry Wilkinson	Address 120 N Nebraska Ave City/Zip York		Wilkinsonjw@yahoo.
Please Print Michelle Dewey	Address 1505 Rd M550 City/Zip McCool NE 68401	402 366 6988	michellekaydewey@outlook.com
Please Print Scott & Kim VanEsch	Address 903 W. Nobes City/Zip	402-366-5418	
Please Print Scott Rathgen	Address 3 Edison Ave City/Zip York NE 69467		
Please Print Ross Flik	Address 905 Valley View Ct City/Zip York NE		
Please Print Teresa Willcock	Address 2004 N. Nebr. City/Zip York	402-366-5922	tmwillcock@gmail.com
Please Print Donna Pinney	Address 810 E. 8th St City/Zip York	402-366-2376	dpinney@neb.rr.com
Please Print MARK KALIFF	Address 1011 ROAD O YORK NE City/Zip	402-363-9770	MKALIFF@hotmail.com
Please Print LON BENNER	Address 101 BLACKBURN City/Zip YORK, NE		

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KARLA OTT	1719 N HWY 81 YORK NE 68467	402-366-5907	karlaott2012@hotmail.com
Kortnie Sheppard			kortniesheppard@gmail.com
Duane Grotz	1018 Road L	402-366-3986	grotzgrain@mail.com
Lance + Angela Loven	1522 S. Grant Avenue New Heights Church	402-362-6357	nhachurchlance@gmail.com





Public Comments

*Each commenter received an FAQ handout with their response letter in the mail. See pages 83-86.

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

scrawford@cityofyork.com
402-363-2600 (office)

Please submit your written comments by June 11, 2024

PUBLIC COMMENT

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_____

(Please Print)

Name _____

Address _____

City, State, Zip _____

Phone _____

Email _____

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

PUBLIC COMMENT

Public Comments

***Please submit your comments by June 12, 2024**

First Name Last Name

Address1

Address2

City State Zip

Phone Number (xxx-xxx-xxxx) Email Address

PROJECT ACCESS YORK FAQs

Updated August 19, 2024

What changes have been made to the project as a result of the public involvement process?

The project team reviewed all comments received from the public meeting on May 28th, 2024. The project team met and discussed the suggestions made within the comments and determined that the following changes, additions or revisions to the project could be incorporated into the project while still meeting the purpose and need of the project.

- Two additional pedestrian crossings to access the trail along the east side of Maine Avenue would be incorporated at the intersections of Eastridge Avenue as well as E 6th Street. Pedestrian crossings are already included within the project at the intersections of Nobes Road, Clearview Blvd., Raell Drive, E 4th Street, and E 8th Street.
- Pedestrian crossing signage for the trail crossings at S 21st Street and S Grant Avenue would be improved.
- To maintain on-street parking on one side of Nebraska Avenue several changes have been made to the proposed on-street bike facilities along Nebraska Avenue. The proposed project improvements to Nebraska Avenue are listed below.
    - From Beaver Creek Park to E 1st Street: The proposed off-street 8-foot-wide trail along the east side of Nebraska Avenue would remain as part of the project improvements. On-street parking would be maintained as it currently exists today.
    - From E 1st Street to E 4th Street: The proposed two-way cycle track on the west side Nebraska Avenue would be removed from the project and converted to an off-street 8-foot-wide trail along the east side of Nebraska Avenue. On-street parking would be maintained as it currently exists today.
    - From E 4th Street to E 14th Street: The proposed two-way cycle track on the west side of Nebraska Avenue would remain as part of the project improvements. Parallel parking along the west side of Nebraska Avenue would be removed with the proposed improvements. Parallel parking along the east side of Nebraska Avenue would be maintained as it currently exists today.
    - From E 14th Street to the Fairgrounds: The proposed bike lanes on Nebraska Avenue would be removed from the project and converted to shared lanes. On-street parking would be maintained as it currently exists today.

How is the trail going to be kept safe?

- This project has been designed from a safety standpoint to reduce the number of conflict points with vehicles. Conflicts with vehicle is the most significant safety issue for trail users.
- The project has been reviewed by a senior active transportation industry expert trained in CPTED (Crime Prevention Through Environmental Design). Increasing sightlines and sight distance specifically along the old railroad ROW corridor is another key safety design measure.
- Trees, fencing and steep backslopes would function as natural and manmade buffers to deter trespassing onto private property along the old railroad ROW corridor.
- Emergency vehicles have multiple points of access for all portions of the trail. The trail's topography is such that emergency vehicles can traverse the trail if necessary. York first responders already have protocols and training in place to access trails away from streets for the Beaver Creek trail.

How may the trail affect my property?

To construct and maintain the trail, the proposed project would require permanent or temporary property rights in the form of ROW, permanent easements or temporary easements. ROW and easement acquisition would be managed by The Nebraska Department of Transportation (NDOT). Their general process is to perform an appraisal of the area of land that is to be acquired, contact the landowner for negotiations and process the acquisition of ROW or easements resulting in a payment to the property owner.

Will the trail have lighting?

Current cost estimates anticipate that lighting would only initially be included on the pedestrian bridge. As solar lighting technology improves, the cost and feasibility of including more lighting would be considered.

Will fencing be constructed along the trail?

Fencing may be included along certain segments of the trail. Properties that currently have fencing would be compensated through the ROW process for the removal and relocation of their fence to the new edge of their property line.

Who will maintain the trail and be liable for accidents on the trail?

The City of York (the City) would be responsible for trail maintenance (i.e., mowing, repairing, and removing snow) to ensure trail accessibility and to make the trail visually appealing. Liability for users who have accidents on the trail would be the responsibility of the City and in the City's overall liability insurance policy.

How is cost being considered?

The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs.

Future maintenance, lighting, amenity or law enforcement costs are not included within the project estimate and would be the responsibility of various City departments depending on the future needs of the trail.

What is NDOT's involvement in this project?

NDOT supports the proposed *Project Access York* project through many different roles, project coordination, National Environmental Policy Act (NEPA) reviews, permitting and procuring, and it is committed to working in partnership with the City to ensure the project adheres to regulations and requirements throughout the many different phases of the project lifecycle.

NDOT congratulates the City on its work to apply for and be awarded the $15 million in federal RAISE Grant funding for this project.

How was the bridge location chosen?

Multiple locations for the proposed pedestrian bridge over US-81 were evaluated early on in the design process. Four options were presented to the public in March of 2023 at the public open house between Noami/McGowan and 35th Street. Consensus from the public open house preferred a bridge location south of David Drive rather than north near 35th Street. Constructability, cost, and ramp locations were evaluated for locations south of David Drive. The location selected near Noami Road & McGowan Street provided the most technically feasible and cost-effective solution while placing access points to the bridge near high-pedestrian traffic areas. The ramps on either end of the bridge would be constructed to be ADA (American Disability Act) compliant. Stairs and/or elevators would not be included with the construction of the bridge.

What alternative routes have been explored for the southern portion of the trail and why weren't alignments closer to Hwy 81 or Grant Avenue selected?

In March of 2023, the project team, in coordination with multiple community stakeholders, held a community day of planning called a design charrette. This design charrette was a day-long effort to build a preferred route for the proposed *Project Access York* project. During the design charrette, the project team reviewed the original alignment proposed under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant with the group and discussed the purpose and need of the project for each segment of the trail. Multiple breakout groups collaborated on each section of the proposed alignment and presented their agreed upon route to the overall group. The entire group discussed, debated, and agreed on the alignment that would be carried forward into design, the preferred route. At the end of the day, each segment of the trail with the original and revised alignments were presented at a public information open house meeting.

The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. **The most important safety principle for trail design is reducing conflict points with traffic.** The majority of crashes between bicyclists and vehicles occur at intersections and driveways (*1*). **The route along the railroad right of way corridor provides long stretches of trail with no driveways or intersections. Any other route compromises safety by adding multiple additional driveways and/or intersections.**

The current proposed route along the old railroad ROW corridor is preferred for additional reasons including:

- It impacts the fewest property owners of the explored alternatives.
- It is the most economic option.
- It does not impact any utilities.
- The old railroad line includes a platform for placing the trail similar to what has been done across Nebraska as well as nationwide. See examples at https://www.railstotrails.org/

The sections below outline the other routes explored along with additional the reasons why they were removed from consideration.

The original route proposed under the RAISE Grant along the east side of US-81/Lincoln Avenue between S 21st Street and Nobes Road was evaluated and removed from consideration for the following reasons:

- NDOT prefers to keep trails out of the state highway right of way (ROW) to maintain the safety of the highway corridor.
- Maintaining a safe separation between trail users and vehicular traffic on Lincoln Avenue would result in filling in the Regulatory Floodway at the bottom of the embankment which is not permitted by the United States Army Corps of Engineers (USACE).
    - To prevent this, the trail would have to be built into the roadway embankment with retaining walls or would have to utilize excessively steep slopes with safety railings, which would contribute to significant cost increases.
- Eight (8) additional driveway or intersection crossings would be introduced by constructing the trail along US-81/Lincoln Avenue and Nobes Road over to Beaver Creek Park. Many of these driveway and intersection crossings are high-volume and each additional crossing poses a safety risk for trail users.
- Driveway reconstruction along with retaining walls, safety railings and drainage improvements would be needed to avoid or mitigate existing drainage patterns, parking, and circulation for the properties adjacent to Lincoln Avenue and Nobes Road. Additional utilities above and below ground would be impacted along this route as well.
- This route would be approximately 0.2 miles longer than the preferred route.
- The total estimated construction cost for realigning the trail to this path is approximately $730,000 more than the preferred route not including additional design, utility, or ROW costs.

Alternative routes along the east and west sides of Grant Avenue up to Nobes Road and over to Beaver Creek Park, as shown within the original RAISE Grant, were evaluated and removed from consideration for the following reasons:

- Eight (8) to 12 additional properties would be impacted by either of these routes, in addition to impacts already anticipated by the preferred route. Impacts to properties are anticipated, due to the inability to construct the trail within existing ROW south of the Beaver Creek crossing due to the narrow ROW corridor, existing drainage swales and overhead power poles. North of the Beaver Creek crossing, potential impacts to buildings, commercial parking and property circulation would require the trail to be located within existing ROW which would lead to additional roadway drainage improvements involving curb and gutter construction, storm sewer improvements, and relocations.
- Nineteen (19) to 20 additional driveway or intersection crossings would be introduced by constructing the trail along either the east or west side of Grant Avenue up to Nobes Road over to Beaver Creek Park. Many of these driveway and intersection crossings are high-volume and each additional crossing poses a safety risk for trail users.
- Driveway reconstruction, box culvert extension, channel regrading, curb and gutter construction, storm sewer improvements, guardrail and utility relocations would be needed to construct the trail along either of these routes.
- The total estimated construction cost for realigning the trail to either of these routes is approximately $440,000 more than the preferred route not including additional design, utility, or ROW costs.

A route along S 21st Street to Blackburn Avenue was additionally evaluated and removed from consideration for the following reasons:

- Six (6) additional driveway or intersection crossings would be introduced by constructing the trail along S 21st Street and Blackburn Avenue to Beaver Creek Park. Each additional crossing poses a safety risk for trail users.
- Because of the minimal existing ROW width along S 21st Street and Blackburn Avenue, the trail would potentially impact existing overhead power lines as well as two different center pivot irrigation systems.
- This route would be approximately 0.2 miles longer than the preferred route.

A revised alternative alignment which diverts from the current proposed trail route just south of the church on the old railroad ROW and proceeds east to ultimately head north along the west side of Grant Avenue up to the currently proposed trail crossing of Grant Avenue near the Beaver Creek tributary was additionally evaluated and removed from consideration for the following reasons:

- Two (2) additional properties would be impacted by this route, in addition to impacts already anticipated by the preferred route. Impacts to properties are anticipated, due to the inability to construct the trail within existing ROW south of the Beaver Creek crossing due to the narrow ROW corridor, existing drainage swales and overhead power poles.
- Nine (9) additional driveway crossings would be introduced by constructing the trail along this segment. 1 of these driveway crossings is a higher-volume and each additional crossing poses a safety risk for trail users.
- The total estimated construction cost for realigning the trail to this route is approximately $100,000 more than the preferred route not including additional design, utility, or ROW costs.

What about questions not listed here?

Not all feedback can be incorporated into the design of the project while still maintaining the purpose of the project and the key values of safety, cost effectiveness, and benefit to the community expected to use the trails. Connecting all parts of the city is the heart of the project and rationale for receiving the $15 million grant. As discussed in this FAQ, the railroad right of way corridor remains the best alignment based on the core values of safety, cost effectiveness and benefit to the community expected to use the trail. Each person who submitted a question or comment would receive an individual response to their question if they provided their contact information.

References

1. Hunter, W.W., J.C. Stutts, W.E. Pein, and C.L. Cox. *Pedestrian and Bicycle Crash Types of the Early 1990's.* FHWA-RD-95-163. Federal Highway Administration, Washington, DC, 1996.

DPS-93(15) Project Access York; C.N. 43010
Public Information Open House Comment Matrix

No.	Name	Comment	Response
1	Ryan Gieck 402-289-7107 kg3company@gmail.com	Good afternoon Paul, I am a landowner who owns property that will be needed for part of the new bike path included in the Project Access York. As part of this process I have been trying to gather as much information as possible as I feel I am getting contradicting answers from the LPA and Engineer for the project. I saw your name as the NDOT RC I am hoping that you can help me understand the answers I rec'd better. I have included two maps for context. The first is the map of the original trail proposal in the awarded grant and the second was presented to me in my landowner meeting. **2 images The highlighted route in Green matches the Blue route in the original Grant and the Purple line is new route that was shown to me in my meeting. I simply asked "Why is this route different than what was in the original grant proposal" and I was told that the State ROW was not able to be used for bike paths from the Engineer. That response caused more questions below that I did not get any answer to and still have not gotten answers on: 1. Both routes use the state right of way on the North part of both routes so why can't it be extended as originally	Dear Ryan, As a representative of the City of York, I acknowledge that you are one of the landowners who is most impacted by the trail project. I can appreciate that even though you would be compensated for the land that would be purchased, it is still a sacrifice for your family. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Once we understood the critical safety importance of the rail corridor alignment, we choose not to invest additional engineering time and dollars into the other reasons for not using other alignments. We did not apply for a permit to relocate along highway 81 for the safety reasons and the other reasons outlined in the attached FAQ. As we move into the next phase of the project the land required for the trail will be appraised. After that the Nebraska Department of Transportation

		proposed? From my research I have found is the following from NDOT: **insert image This makes no mention that it cannot be used so now I have the following questions: 2. Did the LPA apply for these necessary permits? Did the state decline them is why we were told the state ROWcould not be used? 3. Is Lincoln Ave actually City or State ROW as I am not sure since this goes is the business district rather than Hwy. 81I know this all probably sounding confusing but I just can't understand why it is okay to use state ROW and that the route needed to be altered because of this. Can you please help me with just simple and direct answers so I can understand the situation better.	(NDOT) will contact you about purchasing land. We have been assured that they work hard to negotiate with property owners to get to an agreed upon settlement. Thank you again for your participation!
2	Brandon Lehman Blehman3@gmail.com 402-430-4341	(Part 1) Mr. Kieper, I was at the York City Council meeting last night and one of the agenda items raised questions about Project Access York. No one in the meeting could answer who the project liaison is for Project Access York. I found your contact information in the Professional Services Agreement, Supplement No.1. As a citizen of York, I would just like to know who was designated as the Project Liaison. Thank you.	Dear Brandon, As you are aware, the city took down your questions and answered them after the meeting. As we announced, we took questions at the meeting and responded afterwords to make sure that we release accurate information for all questions asked. Regarding your comment about notifications for the public open house in March 2023, the City provided multiple notices to the general public in the newspaper, on social media and through our

		(Part 2) Thank you for the response. It's been challenging to find answers or someone who can answer questions definitively about the project. I'm okay with the original "Village 81" route proposed in the RAISE grant. Unfortunately, landowners were not notified of the public meeting in March 2023 for input on the trail. In that meeting, they changed the route so it is now behind my home. The city administrator, mayor, and council members say it is up to Olsson Engineering where the trail will be located and are not willing to represent the concerns of all our neighbors, some will now have to give up land instead of using existing public right-of-way. Was anyone from NDOT at the March 2023 meeting?	text alert system. It was not clear which property owners would be impacted before the day started. The meetings during the day and the open house that night created the alignment that was then further developed to become the current proposed alignment. The conceptual alignments shared at the open house were a result of a design charrette earlier that same day with staff from the City of York, York County, York Public Schools, York University, the Nebraska Department of Transportation (NDOT) and Olsson. City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. However, the ultimate choices must be in the best interest of the entire community. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

			addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
3	Mona Lambert 22 York Mobile Plaza York, NE 68467 402-366-6262 Luckylady100@hotmail.com	My comment for the Project Access is that there are people for it And people against it. I just hope that all people are heard For the good and bad reasons. I feel that maybe a compromise. For the route could be figured out. York can grow in a positive way if All are heard And listened to.	Dear Mona, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. Every comment has been read and considered. The City is also following the required public involvement process set forth by the Federal Highway Administration (FHWA) to use federal funds like the RAISE grant program, which is providing funding for this project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

4	Richard McDougall 5 Country Club Terrace York, NE 68467 402-366-9342 rmcdougall@neb.rr.com	I believe this a wonderful opportunity to connect our entire community, and lays the foundation for future residential and commercial development. The trail route provides families the ability to safely access the many outdoor recreational facilities of York. This project not only enhances the present quality of life for residents but also lays the groundwork for sustainable development enjoyment for future generations.	Dear Richard, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached. Updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
5	Suzanne Phinney 4 Country Club Terrace York, NE 68467	I am a nurse that has worked in this community for over a dozen years. I am aware that the benefits of a healthy lifestyle can positively impact both physical and mental well-being. Part of that healthy lifestyle comes from being physically active. Walking, jogging, or biking outside among other community members is a wonderful way to promote physical, emotional, and psychological well-being. This trail expansion project will be an excellent addition to York and will support the goal of achieving a more healthy community.	Dear Suzanne, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

6	Laura McDougall 5 Country Club Terrace York, NE 68467 402-366-6485 laurafourcorners@gmail.com	I am writing to thank the City of York for the future planning and efforts made regarding Project Access York. It is a wonderful way for our community to provide safer and more accessible ways to commute around our community—whether for pleasure or by necessity. It will lower barriers for some, and create attractive options in our community for physical activity and social connection. There will also be economic benefit to our community. As an avid biker and walker, I have had many close calls with inattentive drivers when sharing the road. I am really looking forward to safer paths around the community. Thank you for being forward-looking and making York an attractive place for families. Bravo!	Dear Laura, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
7	Mitchell Meyer 1319 N. Indiana Ave. York, NE 68467 308-385-5103 mitchell.meyer@hotmail.com	A huge issue that I have not heard addressed is that the city of York does not have a “disorderly conduct” or “drunk and disorderly” law or city ordinance. So, if the derelicts come in from the interstate, there is nothing law enforcement can do. Also, our city and city parks do not have curfews or closing times. So, if homeless walk into town off the interstate on the proposed path, there is nothing law enforcement can do to make them leave. Few people know that, homeless transients often set up makeshift camps behind Walmart, Motel 6 etc. with this proposed path leading them straight in our city parks, there is a very real	Dear Mitchell, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. As we go through the stages of design, law enforcement would continue to be consulted for input. We are pleased to hear that the shelter is expected to open again soon. The broader challenge of how to address unsheltered persons camping in public spaces is one that many communities face. It’s an important challenge for us to tackle even before the trail arrives. I (Sue Crawford) hope that you can be a resource as we consider those questions.

		concern that, they will move into town, and set up their camps in the parks. If they do, there is literally nothing Law Enforcement can do about it at this time. We're stuck with them until they decided to move on, if they do. Also, since the closing of our only homeless shelter (Living Water Rescue Mission), this becomes an even more real poss ibility.	An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
8	Russ Powell 1511 Michigan Avenue York, NE 68467 308-385-5103 russpowell58@gmail.com	I had no idea this was being proposed until I saw all the yard signs and large campaign signs and asked a person about it. So I did as much background as I could find and then looked at the various maps you have provided on-line. I have to admit that I'm a bit confused as to why there is all the anti-project sentiment. I can understand if someone had questions about parking being closed down on one side of a street in their neighborhood but all the signage cannot possibly be because of that. It appears to me that it will be a nice addition to the community and area. Will be fascinating to attend the meeting on May 28th.	Dear Russ, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We are resolving the concern about parking. We agree that the trail project would be a nice addition to the community. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

9	Jake Owens 144 Beech Avenue York, NE 68467 402-350-6401 jake.central@gmail.com	This is an excellent program that will be of huge benefit to our community. Of special note is the way this project will serve the often underserved blue-collar workers who walk daily to the interstate to produce the large amount of income our community receives out there.	Dear Jake, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We appreciate your support for the workers who would be one of the groups that benefits from the project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
10	Teresa Willcock 2004 North Nebraska Avenue York, NE 68467 402-366-5922 tmwillcock@gmail.com	I think the bike trail is a great idea. Better safety for bike riders & walkers. I foresee families using it & not having to worry about their children getting hit. I personally ride & sometimes it can be very scary when cars past me. As far as the fear mongering of sex trafficking, maybe there needs to be more education to adults & kids how social media is used to lure people. I don't foresee anyone grabbing someone off a trail & carry them out. They most certainly could access our city by their car & our current connection of our roads!	Dear Teresa, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We are excited about the safety benefits that would come with the project. I (Sue Crawford) know that there are some educational programs in the community working to educate parents and children on social media safety. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

			addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
11	Anonymous	Thank you for all your efforts! I look forward to the project moving forward	Dear Neighbor, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

12	Marie Wilson – also 44, 53, 62, 99 1915 East 8th Street York, NE 68467 402-366-9342 mariephylliswilson@gmail.com	It would be running through the 55 plus community we don't need any traffic or people in our area as we are already isolated and don't need the public traveling through our yards and it's fearful to me	Dear Marie, The City of York appreciates your comments concerning the proposed **Project Access York Trail** project. Regarding your comments about safety, as we go through the stages of design, law enforcement would continue to be consulted for input. Unfortunately, no community is entirely immune from the dangers of crime. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. The trail on 8th Street would be on the street and would not run through yards. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

13	Abbie Rhodes 519 East 7th Street York, NE 68467 abbierhodes11@gmail.com	As a runner and someone who cycles, I'm excited for a longer trail system. Right now we find ourselves driving to other towns to use their trail systems. Walking and riding on streets of York is not safe. Drivers are always speeding or on phones, not paying attention. I have also twisted my ankle which resulted in a fall that hurt my back on a side walk here in town after stepping on an uneven crack and couldn't do much for 2 weeks. A new trail system is going to be welcomed by the people who live active lives and enjoy being outside, I will also feel more comfortable running a trail and not have to worry about being hit by a car.	Dear Abbie, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We share your excitement about the safety benefits of the trails. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

14	Teresa Marie Willcock 2004 North Nebraska Avenue York, NE 68467 402-366-5922 tmwillcock@gmail.com	Sue, I did not put in my comments on public fb page, but wanted to voice my only concern is that I read yesterday, that there would be no parking either side of Nebraska Ave 16th street on up. I myself am not concerned as I have plenty of parking in my drive & beyond. Have a field east of my house, but for others living on that street, it would be a hardship for any visitors. Sincerely, Teresa Willcock	Dear Teresa, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
15	Charles Trauger 1119 West ELM Street York, NE 68467 402-710-1289 charlie.trauger@gmail.com	As a York resident, I strongly support the proposed bike trail connecting York to the area near the Interstate south of town. This trail would provide a safe, designated path for bicyclists and pedestrians away from vehicle traffic. Not only would it promote active lifestyles and recreational opportunities, but it could serve as an alternative transportation corridor for commuters working in south York. I urge the city council to approve this	Dear Charles, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We share your excitement about what the project brings to our community. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website.

		project to make our community more bike and pedestrian friendly.	Updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
16	Jeff Steckman 931 West 4th Street York, NE 68467 402-366-4709 JSTECKMAN@CORNERSTONECONNECT.COM	Looks great and will provide a great service! Thank you for all of your work.	Dear Jeff, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
17	Patrick Snipes 2345 South Lincoln Avenue York, NE, 68467 402-710-2771 pp1967mustang@gmail.com	Comment: Since, WE the People of York Nebraska, SHOULD have a RIGHT to vote on the costs of this plan, for the Maintenance, Protection cost (Police and Ambulance protection costs), upgrades, and unforeseen cost for this project? I also think there should be more than one project (sections (North, Middle and South) with each section be voted	Dear Patrick, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about public involvement, the City is following the required process set forth by the Federal Highway

		on by the PEOPLE of York Nebraska since we will have to pay for this project now and in the future!	Administration to use federal funds like the RAISE grant program, which is providing funding for this project. Regarding your comment about cost, current project costs are estimates and would continue to be reviewed as the project progresses. The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

18	David Dohmen 1623 Clearview Boulevard York, NE 68467 402-366-9487 dmfohmen@gmail.com	I support the York Trailways proposal. Coming from Grand Island, a similar project was done through the city. Our kids used the trail system extensively and crime was never a concern. Instead, it opened opportunities for families to utilize as they travelled by bike, walking or jogging. It would be tragic to prohibit others from enjoying such an amenity because of made-up speculation. I understand the "Not In My Backyard" perception. However, personal experience and success in other communities leads me to logically conclude this would enhance York, not hurt or endanger.	Dear David, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for sharing your positive experiences with trails in other communities. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
19	Matthew Leif 1801 Paradise Pond View York, NE 68467 402-366-1060 Mleif@cornerstoneconnect.com	Awesome project! I've enjoyed Beaver Creek trails over the years and will look forward to more enjoyment through the expansion. Thank you for battering our York community !	Dear Matthew, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We are glad that you are enjoying the Beaver Creek trails. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

20	Michael Seachord 1512 North Maine Avenue York, NE 68467 402-710-8711 1512 N Maine Ave	I am with many other residents of York who are fully against this project taking place as you can see the many people of York with signs in their yards in opposition. There are many reasons to oppose this project and next to none in support of it, This whole project should be scraped and not waste the tax dollars both federal and local that would go into this. I for one do not want to give up part of my property for this project as I own a house on the proposed route. Please consider this government over reach and end this project.	Dear Michael, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. However, the ultimate choices must be in the best interest of the entire community. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

21	Granada Dooley 331 South Delaware Avenue York, NE 68467 402-363-8886 Godooley@gmail.com	Very nice plan. Concerned about cost of maintenance. How will camping transient issue be handled? Is lighting included? Will homeowners get a deal on fencing their private property if it's other than out front of their property? Very welcoming for a healthy lifestyle.	Dear Granada, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Regarding your comment about transients, law enforcement has been and would continue to be consulted for input. As the new homeless shelter staff come on board, they would be consulted as well. Regarding your comment about lighting, it is anticipated that lighting would only be included on the pedestrian bridge. As solar lighting technology improves, the cost and feasibility of including more lighting would be considered. Regarding your comment about impacts to fencing, the estimation and payment for impacts to your fencing would take place during the right-of-way (ROW) phase. The bridge is an important component of the project. The need for a safer crossing has been discussed as a need in the community for some time. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

			Thank you again for your participation!
22	Glenn Dallmann 802 North Iowa Avenue York, NE 68467 402-710-0704 gdallmann6@gmail.com	I'm unable to attend today's meeting (5/28), but I wanted to express my support for this project. The citizens of York will benefit from having an interconnected trail system. Trails get people out and provide safe places for exercise and recreation. We love the Lincoln trail system for this reason. Trails provide a safe path for people to walk out to the interstate to shop or work. I've worked with many people who don't have a car but have to walk on the side of the freeway. Trails will enhance the sense of community that will attract people to York. Trails provide a place for children to bike and move about the city with greater safety than the streets. The dominant reason that I hear against the trails is a fear of the possibility of the trails bringing criminally minded people into the city. I believe it's irrational to connect the "possibility of harm" to any project. Anything we do has inherent risks. These risks need to be mitigated to the best of our ability. But to fear the possibility of harm is to live in fear, which isn't healthy for anyone. I also haven't seen any data that supports	Dear Glenn, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We appreciate you taking time to share your reasons for support of the project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		this fear. I appreciate the visionary leadership of the city and all the work that has gone into this project so far. I hope that many concerns will be answered tonight and this this project will continue to move forward. Thank you.	
23	Jim Edmonson 1 Edison Avenue York, NE 68467 602-568-1513 ajdback@msn.com	1. York needs to dump their "at large" System and go to district representation. We are not being represented. We have no policy. This must Stop! 2. Should have been reoccuring community meeting and info distribution to affected communities. Total lack of transparency and shadows of unsustainability. 3. Should have surveyed community if any of us wants and given community input.__	Dear Jim, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about public involvement, the idea itself came from a public input process tied to the 2017 comprehensive plan, which was then voted on by the Planning Commission and the City Council at the time. The City is following the required public involvement process set forth by the Federal Highway Administration (FHWA) to use federal funds like the RAISE grant program, which is providing funding for this project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. However, the ultimate choices must be in the best interest of the entire community.

			An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
24	Pamela Edmondson 1 Edison Avenue York, NE 68467 480-321-6391 pamelaedmo@gmail.com	Why are there no meetings planned (outside of City Council) where questions can be asked by the public? We were notified by individuals handing out flyers to the homes that will be impacted by this trail. Why does there seem to be no transparency with this whole project? From what I have been led to understand, estimated costs of this project sits at 17.5m which is a little over a million from the federal funds allotted.	Dear Pamela, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about public involvement, the City is following the required public involvement process set forth by the Federal Highway Administration (FHWA) to use federal funds like the RAISE grant program, which is providing funding for this project. The process has included two open public meetings outside of city council meetings thus far. Regarding your comment about cost, current project costs are estimates and would continue to be reviewed as the project progresses. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital

			version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
25	Jake Owens. [repeat of 9] 144 Beech Avenue York, NE 68467 402-350-6401 jake.central@gmail.com	I am strongly in favor of this project as proposed. As a former director at an anti-human trafficking org, I am happy to report that there would be no realistic safety concerns on this trail. It will serve a vulnerable population that makes the city a great deal of revenue, and I would be sad for a few malcontents to ruin this opportunity.	Combined with response #9
26	Steve Moseley 16 Fairview Drive York, NE 68467 402-710-0727 stevemoseley42@gmail.com	Just here to see what all the negative signs and hysterical nonsense is about. Sounds like a great idea to me.	Dear Steve, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to be a part of the process! An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

27	Granada Dooley 331 South Delaware Avenue York, NE 68467 402-363-8886 godooley@gmail.com	Concern bridge is excessive: If school bus drop off on one side is the concern. Just instruct kids not to cross Hwy. Get back on bus drive to opposite side again wait for pickup. Those rules applied for 33yrs of my career. If you instruct them to use your bridge – same results a few may not comply. What about elevators on each end & circular stairs cost?	Combined with response #21
28	Kevin Leapley 908 South Hutchins Avenue York, NE 68467	Add to design connection from west side of fairgrounds east word to cornerstone soccer fields, ok if no money to build it on but at least include it in the design	Dear Kevin, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for raising the question of connecting the trail to the soccer fields. That would need to be a future project. It is good for us to hear these ideas for the future. An FAQ page with responses to comments and questions provided by the community during the

			open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
29	Valinda Luttig 2125 North Nebraska Avenue York, NE 68467 402-362-1948 threenore2002@yahoo.com	I live on Neb. Ave just south of the fair grounds- The street has no PARKING on the west side of the street, SO NOW-no parking in front of my house with that parking, there is only room for one car. A fire hydrant + mailbox eliminate any parking in front of my house-This is not acceptable! I enjoy my friends coming to see me! Why not Put it on the east side where there is No PARKING signs	Dear Valinda, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

30	John Turnbull 711 North Maine Avenue York, NE 68467 402-362-6875 john.turnbull@windstream.net	THE TRAIL OLONG MAINE AVE FROM NOBES ROAD TO 8th STREET NEEDS MORE ACCESS POINTS THAN PROPOSED. ONE EVERY 500' OR SO WOULD BE GREAT. PEOPLE IN THE RESIDENTIAL AREAS WEST OF MAINE NEED GOOD ACCESS. IT WILL BECOME A NEIGHBOR HOOD TRAIL SYSTEM r	Dear John, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for taking time to provide detailed suggestions! Revisions are being made to the design to allow for additional pedestrian crossings to access the trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
31	Emily Perry 601 North Lincoln Avenue York, NE 68467 402-710-2121 eperry@yorkdevco.com	I believe this will be a great benefit to our workforce who currently travels highway to get to their place of employment. Also, it will enhance the safety of travelers looking to cross the highway. In addition, it will bring great recreation opportunities + opportunities for business/economic growth.	Dear Emily, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We share your excitement about the community benefits of the trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

			addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
32	Anonymous	I want you to know and ask. Wish or Want or a Need? There are so many other things that could be a project instead of a Trail! What to of people of York area will benefit from the trail. Then there is maintance!	Dear Neighbor, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
33	C. Eugene Miller 13 Fairview Drive York, NE 68467 402-366-0803	The overpass would be better at David drive to me the Trail to Town is a BAD idea Buy a Handy bus for shuttle. A trail from down town to Ball Park out east would be O.K.	Dear C. Eugene, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. We respectfully disagree that connecting the community is a bad idea. Regarding your comment about the bridge location, the proposed location came from public comment at the first open house.

			An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
34	Jeff and Sondra Hermanson	As you are well aware, the proposed York trail and bike lanes will take approximately 30 feet from the north, northwest, and partial west side of our farmland. Sondra Hermanson received this land as an inheritance from her parent just last year. It has both a sentimental value and financial value for our family. There are concerns that we have addressed below, very real concerns that could have lasting repercussions for our family and the city of York. 1) Loss of farm income due to reduction of farmable land. Our farmer has told us the City of York has already taken access to the land from the northeast corner of the property when it constructed a wider park entrance. 2) The overall value the of the land may be negatively impacted as a	Dear Sondra and Jeff, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about the impacts to your property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months. Regarding your comment about safety, as we go through the stages of design, law enforcement would continue to be consulted for input. Unfortunately, no community is entirely immune from the dangers of crime. The City would be liable for accidents and injuries on the trails.

		result of this project and in our opinion the liability to our family is increased as discussed later. 3) The irrigation pivot will have to be moved at considerable expense. 4) There will be an increase of trash on the farmland which again negatively impacts the use of the land for farming. 5) Liability of trail for the renting farmer and our family. a) Water on trial from overspray of irrigation pivot will make trail slick and hazardous. b) Overspray of chemicals when used can cause health problems. c) Secluded area not visible from street can cause problems such as robbery, assaults, rapes, etc. The land that has been selected is very secluded and not visible from the street. Out lawyer is very concerned about our liability if someone is hurt on the rail or even more so if someone is assaulted and moved to our property where they are robbed, raped, or worse. See articles below. 6) Articles form Lincoln Journal Star April 4, 2024---Woman or run knocked to ground and robbed at 33rd and Sheridan trailhead.	An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		July 27, 2023---27 year old Lincoln man sent to prison for raping a teenage girl along west Lincoln bike trail in 2021. August 31, 2022---Biker assaulted and robbed by three men while riding Mopac Trail in East Lincoln. April 12, 2021---Lincoln Police investigating several cases of sexual assault on city trails. November 24, 2020---Teens threaten family after confrontation on Bike Trail. September 27, 2018---Teens robbed two men at gunpoint as men walked in downtown Lincoln bike trail. This is just a sampling of the problems associated with trail and bike paths. You may believe this cannot happen in York, Nebraska but we believed that about Lincoln also. In conclusion, if a bike trail must be built, we believe a better solution would be to build one along existing well lighted streets and corridors that would benefit people, Trails to and from schools, libraries, swimming pools and local neighborhoods would be more conducive to building a better	

		community. We do not believe anyone especially children should be running, walking, or biking in secluded areas or around major highways and interstate areas with the increase in sex trafficking. Our neighbor and her husband are very much involved with trafficking in Nebraska and would be glad to give you input on this subject.	
35	Anonymous	No Dedicated Bike Trail Down Wes_ Ave. A lot of elderly drivers won't understand a shared lane with bikers.	Dear Neighbor, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

36	Anonymous	Believe the Bridge is too much of the budget, divvy up to other components (lighting) Don't believe trail south of town will be utilized ➔ Rather spread $ on improving 8th or other in town trails Unlit trails won't provide significant improvement to safely, if lit then the whole project would improve	Dear Neighbor, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about safety and lighting, law enforcement would continue to be consulted for discussions of security measures and policies for the trail. Regarding your comment about cost, current project costs are estimates and would continue to be reviewed as the project progresses. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

37	Susan K. Cox 1100 North Wisconsin Avenue York, NE 68467 402-362-0505 tcoxb@neb.rr.com	Thank you for open house and staff to answer questions and listening to public input. The proposed changes for Nebraska Avenue from 16th street north to NO PARKING on both sides of the street would be an unbelievable change for those residents with company, ect. Fair time, events, wedding. Please rethink. And I live no where close to there.	Dear Susan, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Thank you for raising this concern even though you do not live on that street. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
38	Jennifer Sheppard City Council Jennifersheppard72@gmail.com	For Denny 16th to 19th-can park on 1 side now I think 19th to Fairgrounds- no parking both side ➔ Concerning to homeowner's who have limited parking already & zero alley access to have both sides with zero parking	Dear Jennifer, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Thank you for making sure that this concern was heard and addressed.

			An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
39	David Yowell 1411 East Lawn Plaza Drive York, NE 68467 402-580-4569 dsyowell1009@gamil.com	Thank you for your time and energy into this Project. It truly reflects your commitment to the City of York. Build It!	Dear David, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to provide a message of support. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

40	Cheri Collingham 1402 Road 11 York, NE 68467 402-363-8176	Why not simply connect the service road that ends next to Sahling , to the service road at Holthus Convention center? That would save millions on a new pedestrian only sidewalk and greatly reduce the traffic congestion turning on and off the highway. This would also make interchange access much safer for drivers and pedestrians of all ages. Have you considered the traffic that backs up at the service road turning onto the highway near the old Burger King? It's very hard to get out of the Wendy's side during the lunch hours! Also, why not build a bridge near the center of this interchange instead of on one end? I see more people crossing the highway on foot from Sapp Bros to Walmart, not from McDonald's to Wendy's. No one will walk south just to use a bridge. The remote location of this proposal does not seem safe for anyone. I would not want anyone I know walking near the interstate but in such a remote location with no cameras! Are you considering the restroom facilities along all these proposed trails? Beaver Creek's trails have been a target of vandalism for decades. The alternative would be no restrooms, and who would be in charge of cleanup then, would that fall on adjacent property owners?	Dear Cheri, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail. Regarding your comment about amenities and maintenance along the trail, restroom facilities are not included with the project. The City of York would be responsible for trail maintenance (i.e., mowing, repairing, and removing snow) to ensure trail accessibility and to make the trail visually appealing. Regarding your comment about the bridge, the entrance is very close to the WalMart parking lot. We received more public input in favor of the location near Wendy's. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

41	John Bulin 420 East 8th Street York, NE 68467 402-366-6365 bulinjohn1949@gmail.com	Who is the person that Applied for the grant originally? And who authorized it?	Dear John, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) applied for the grant with authorization from the Mayor. The grant application was for a project approved as a future project for the City by the Planning Commission and the City Council as they approved the 2017 Comprehensive Plan. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
42	Vicki McVicker 737 East 19th Street York, NE 68467	the counsel needs to learn responsibility for spending money. If you are given a grant you stick within the amount given. We the people have to live within our means which is harder by the day. If I don't pay my taxes the bankers take my home. If I don't budget and overdraft the bank charges me up the Ying yang. My 4 year old Granddaughter knows if we can't afford it we do not get it. SHAME on the counsel members who are willing to go	Dear Vicki, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs.

		1.1 million dollars over the allotted grant. We are just trying to get by you want to take away land and then raise taxes to pay more. If it's so popular put it on the ballot.	An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. Updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
43	Sandra Brumbaugh 2217 North Nebraska Avenue York, NE 68467 402-362-3439	My home is at 2217 N Nebraska Avenue. No parking signs are in place on the East side of Nebraska Ave now as they have been for the last few years, Will they remain if no parking is ordered for the West side of the street? If so, where are numerous guests to my home to park when I need overflow space from my driveway. Also if a bike trail is required in this area, I fail to see the need since I rarely see bikers passing by my property.	Dear Sandra, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

44	Marie Wilson –repeat of 12 1915 East 8th Street York, NE 68467 402-710-8812 buckie90717@gmail.com	I am very concerned with the route of the path. I understand the path in principle. What I don't understand is connecting 80 and 81 to residential, school, ball complex and soccer to the same trail. I understand the overpass and paths to employment, not so much to shopping as we have shopping in town. Connecting to Beaver Creek and the isolation of that path as it stands is dangerous, it can not be policed as the path is not accessible. The underpass has always given me pause as I approach it walking, particularly early mornings and evening walks. It reeks of urine and is full of graffiti. Now with the vandalism to public restroom and the fire at the underpass, I can't help but consider the mentality that is currently taking place. I, of course realize drugs and crimes are quite prevalent within our community, and the path invites additional criminal activity through the entire unpolicable areas. I don't understand why we would extend that invitation further to near the wells within and transients from the Hwy and Interstate. We might as well post a sign stating you can find our children and our elderly if you follow this path. What an open opportunity for "groomers" frequently passing children graduating striking a repor. In addition to those dangers, let me add cutting through a field from Maine Street to East 8th Street in a 50	(Response provided by Councilwoman Northrup) Thank you for writing to me and sharing your concerns. Your voice should be heard. The topics you bring up and the passion that you show in your email are valid and need to be addressed. Rest assured that I will honor and share your concerns and opinions with the council and the city administration. Transparency and respect are my number one focus. This is a quality of life issue for you and for many. Please continue to let the city council and administration know how you are feeling. I would encourage you to get your neighbors to continue to write to us and to comment on that open comment site. If you need help with this, let me know and I can run over to help you. I am also willing to meet with you as a group if you would like. I would like to see where the trail impacts you for myself so I can speak intelligently. Feel free to contact me at 402-469-1683 if you would like to discuss this topic, or any other topic further. Leave me a voice mail if I don't answer right away so I don't think it is a spam call. You are welcome to text me before you call as well. Sincerely, Vicki Northrop York City Council

		pluss community, primarily single elderly individuals is a danger I don't think you are considering. Should we no longer go in our yards or open our doors in the evening hours to catch a cool breeze? Although you consider there to be low crime, based on statistics from other cities, and I don't know that their trails access the Interstae and Hwy, which are drug trafficking hubs. Ido know I don't want to become a low crime statistic. Example, my garage door is broken and Excel Dev. Group maintenance can not access the part until next week, so my belongings are available to criminals. With a bike patch maybe 20 feet from my door this becomes a personal safety risk for agin! G adults and I	Combined with response #12
45	Birgie Niemann 96 Ash Avenue York, NE 68467 970-366-1522 scotbirg@msn.com	While I think the idea of a hiking/biking trail is a great idea, I have safety concerns about the proposed path that would go behind New Heights Assembly of God property and the adjacent property to the north. I noticed the other day there were a couple of wooden "structures" in the grove of trees. The way they looked made me wonder if someone had to set up camp. If so, what were they doing? I didn't feel safe to go investigate. Recently two of the restrooms along Beaver Creek Trail were vandalized, and that heightens my safety concerns about this section of the proposed trail. Is	Dear Birgie, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about safety, law enforcement would continue to be consulted for input on security measures and policies for the trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

		there a way to make the proposed path more visible? If not, what safeguards will be in place to protect users?	addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
46	Angela Loven 926 North Burlington Avenue York, NE 68467 402-363-9328 nhachurchangela@gmail.com	I want to say that I do not oppose the trail. I would like to recommend that the trail path behind West South Grant on the old railroad track be reconsidered to be moved to the front as originally proposed in the grant. After speaking with the engineers and NDOT it seems that it is still a reasonable path and would alleviate many of the concerns some have voiced. It would be more open, visible and accessible to maintain and should an emergency arise it would have the same ease of access. NDOT made it sound like utilities are moved all the time for projects like this and that it shouldn't deter it as an option. Working with NPPD might even be beneficial to have the lines buried. I believe many along the west side of S. Grant would be favorable to this move and would not oppose it. Thank you for giving me the opportunity to leave a comment.	Dear Angela, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Emergency vehicles have multiple points of access for all portions of the trail. The trail's topography is such that emergency vehicles can traverse the trail if necessary. York first responders already have protocols and training in

			place to access trails away from streets for the Beaver Creek trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
47	Alexandra Adams 656 East 8th Street York, NE 68467 402-710-0826 afriedli@huskers.unl.edu	Who is the demographic that they expect to use this trail? Has the identified demographic of York residents, specifically, been surveyed and identified this particular trail in this exact location as a need? What other locations were considered and why was this location decided on? Will it be lit and will there be any other amenities such as washrooms or water fountains along it? Will they have a specific location to store bikes while people are at work by the interstate? Will there be any sort of surveillance to assure people do not get their property stolen? Will this be considered a main thorough-way for persons commuting to work by the interstate from in town? If so, what is the plan for snow removal/long term maintenance so people can still utilize the trail after the conclusion of the grant. Will the trail	Dear Alexandra, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about trail users, trails are designed for and benefit users of all demographics and abilities who use the trail for recreation and transportation. The attached FAQ page includes details on the other pathways considered and why the current alignment is preferred. The City has held open meetings and accepted public input on the location of the trail. Regarding your comments about safety, law enforcement would continue to be consulted for input for discussions of security measures and policies for the trail.

		pass any main roads; if so, will there need to be changes to traffic patterns? Are there plans for public education for trail safety? Will helmets be a requirement? What other safety steps have been considered? How will they assure no motorized vehicles go on the trail?	Regarding your comment about amenities and maintenance along the trail, restroom facilities, water fountains, security cameras and bike racks are not included with the project but may be added in the future as funds become available. The City of York would be responsible for trail maintenance (i.e., mowing, repairing, and removing snow) to ensure trail accessibility and to make the trail visually appealing. Rules and regulations for trail users would be posted on signs at key points along the trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
48	Jeremy Escher 1410 North Blackburn Avenue York, NE 68467 308-340-5811 jeremyescher@hotmail.com	There are parts of this project I agree with, but I am against connecting the city trails to the businesses out by the interstate. With the I-80 corridor being one of the hot spots for Human Trafficking, why would we want to provide these traffickers a “dark alley” to potentially find their next victim. I would be all for enhancing the trail system within town and with building the overpass out by the interstate so that people have a safe way to get to	Dear Jeremy, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Connecting all parts of the city is the heart of the project and rationale for receiving the $15 million grant.

		restaurants and hotels across Highway 81. I ask that you thoughtfully reconsider connecting the city trails to the interstate interchange as I don't believe this is in the best interests and safety pf the citizens of York.	Regarding your comment about safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
49	Allie Payne 2023 North Linden Avenue York, NE 68467 402-710-6338 sue.ellie97@gmail.com	It's already enough that our town is along the interstate- welcoming more drugs and other illegal things into our town. Now y'all are making it easier for illegal things to take place in our town. With these new covered walkways it will be so much easier for criminal acts to happen. Y'all going to install security cameras and lighting? Y'all going to be okay with being responsible for any crimes that happen in the walkways? If a girl is raped or murdered in them, citizens will blame y'all. Wouldn't have happened if the council would have listened to us." This just isn't something the majority of us want our money used for. Use the money to make more affordable housing for the struggling families and homeless people here or make an arcade for the older kids to	Dear Allie, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

		enjoy. This project is part of why I will be sending my son to school out of town, I don't want him going to a school right next to a walkway that leads to the interstate, we don't know who w Ill be using it. The fact it leads to the road I live on honestly has me scared. Another reason I'm looking to move out of this town. We need drugs and crime to decrease in this town, not increase.	Thank you again for your participation!
50	Eric Eckert 25 Arbor Court York, NE 68467 402-366-1657 me@ericjeckert.com	I think the trail is a great idea and will be very beneficial to the York community. The only change I think would help would be to move the bridge from the Wendy's area. While that would be good for anyone on that south side, if someone was going from Jimmy Johns to Sapp Bros, there's no way they are going to walk all the way down to use the bridge. I think making the bridge more centrally located would help in this regard.	Dear Eric, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Regarding your comment about the bridge location, the proposed location came from public comment at the first open house. There was a lot of conversation about the location of the bridge. In the end the concern about a central location was that people from each end wouldn't walk to it, so it was best to put it as the busiest end where we see the most kids and busses stop. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

			Thank you again for your participation!
51a	Janeen & Keith Berg 1503 North Ohio Avenue York, NE 68467 402-366-2351 cyclones21berg@gmail.com	Our concerns regarding the trail extension to the interstate is NOT related to fear of or lack of compassion for transient or homeless people. Some people have tried to shame York citizens to feel that a lack of support for the trail is lack of human compassion or acceptance. That is not the case. #1 We have concerns of the City of York's lack of fiscal responsibility related to the construction and maintenance of the trail. The City of York will be responsible for at least 2 million dollars for the construction of the trail. The federal grant only covers a set amount and does not cover the entire cost of the trail. The 2 million dollars difference will probably increase in the next several years before the trail is completed. -----Where is the 2 million dollars going to come from the City's budget? Exactly what part of the budget is it coming from? If it has already been budgeted, what area did it come from? ----What is the estimated	Dear Janeen & Keith, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about cost, current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs. Regarding on-going costs, the City has reduced our property tax levy for three years in a row while increasing staff and services. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets. Regarding your comment about law enforcement and safety, law enforcement would continue to be

		cost of maintaining the trail in the com ing decades? How many work hours are estimated to be needed to mow the trail area per year? How many work hours are estimated to be needed for snow removal on the trail per year? What other maintenance costs will be accrued yearly? What area of the City of York's budget are those costs going to come from every year? ----Will there be lights along the trail? What is the estimated cost of the lights and the maintenance of the lights? #2 Another concern is related to bicycle/pedestrian safety along the trail . There are no sidewalks in the interstate commercial area, and we are not aware of any sidewalks being planned for the interstate area. So if or when someone rides or walks per trail to the interstate commercial area, how will they go from one business to another business? It seems likely bicycles and pedestrians will be crossing parking lots and traveling on the streets out in the interstate commercial area. With the large number of vehicles, including semis and large equipment, traveling in th	consulted for discussions of security measures and policies for the trail. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Additional details are also available at the website mentioned above. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

51b	Janeen & Keith Berg 1503 North Ohio Avenue York, NE 68467 402-366-2351 cyclones21berg@gmail.com	(Part 2 of our Comments:) With the large number of vehicles, including semis and large equipment, traveling in the interstate commercial area is a major safety concern. #3 The route from the interstate to Beaver Creek trail does not seem like the best route. Eminent domain use should not be used for dividing farmland, pastures, and personal property. It's a matter of 'doing the right thing'. How would the city administrator, mayor, and city council members feel if it was their property being taken? No amount of money through eminent domain purchase can substitute for the citizen's use of their land, privacy and feelings of how they have been treated. #4 The use of Nebraska Avenue as a route is also wrong. Taking away those homeowner's street parking is also not 'doing the right thing'. A large percentage of the homes along Nebraska Avenue do not have garages or off-street parking. It's just not a considerate or safe route. (Part 3 will be sent in an additional comment page)	(see response #51a)

51c	Janeen & Keith Berg 1503 North Ohio Avenue York, NE 68467 402-366-2351 cyclones21berg@gmail.com	(Part 3 of our Comment Form) #5 The use of more than half of the grant money on a pedestrian bridge over highway 81 (on the very south end of the interstate commercial area) seems excessive and a waste of taxpayer money. What formal assessment of need for the pedestrian bridge has been done, and by whom? Where is that assessment of need documentation and why has it not been provided to the public? The stoplight, located more in the middle of the interstate commercial area, seems like the logical place for pedestrians to cross the highway, with sidewalks leading to the stoplight crossing. Why not place pedestrian crosswalk lights at that area? The $8.6 million for the pedestrian bridge could be used in other expenses for the trail.	(See response #51a)
52	Jason Neber 1709 Duke Circle York, NE 68467 402-366-0601 jnaber@live.com	I live on the corner of Duke Circle and Main. It is proposed that the trail run down the 150' of city easement and our property. My concerns are. 1. There is a gas main buried in this exact same location that supplies the new home addition to the North and East of Duke circle. It is my understanding per Mechanical Code that the only way this is approved would be IF the gas main was sleeved and vented at both ends. (It's Not) 2.. Very few kids from the middle school even use our sidewalk. None in the winter. 3. I am required to scoop the sidewalk that no one uses in	Dear Jason, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about the gas main, potential impacts to buried utilities would be coordinated with the utility company and addressed with the project as needed. Regarding your comment about maintenance, snow removal along the trail would be the

		the winter. Which is 150' long. The city plows put the snow on the right of way and sidewalk. Then I am back to scooping. I was informed during the meeting that the city will still plow the snow onto the trail. Then at that point the City of York will be required to come with bobcats and scoop up the snow and haul away. Does this make sense? They told me that If I have to scoop my old sidewalk that the City would have the exact same scooping responsibility. Thanks for your cooperation,	responsibility of the City to ensure the trail is accessible during the winter. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
53	Marie Wilson – repeat of 12, 44 1915 East 8th Street York, NE 68467 402-710-8812 buckie90717@gmail.com	Thank you for your response and concern for our quality of life here on E. 8th Street. I have spoken with neighbors and they thanked me for sending emails to you and fellow council members. I'm sure you understand that most of my neighbors are not text savvy and are equally concerned about making waves and somehow loosing our homes as we are renters. I have sent emails to Excel Dev. Group as well as NIFA as they are investors. I, of course, am not sure where they land on the issue. Thank you in advance... I just spoke with 6 neighbors when I checked my mail today and none knew of the meeting at Houltus meeting,, or that they had any rights or resources to speak their concerns of our quality of life here on E. 8th St. I guided them to the city of	Combined with response #12

		York site and how to access the drop down menu and submit there concerns. Also, a concern is the county/city trucks using E. 8th street to access their shop at the eastern end of E. 8th, right now they are dumping all of the overburden from Levitt Field. This is very regular for our street, 4 to 5 trips an hour. That's a danger to cyclist, pedestrians as well as city workers coming in and out. I live at 1915 E 8th St, York, NE 68467 402 710-8812. We are having inspections here on Thursday with Excel Dev. Corp and FIFA Representatives so residents will have a chance to bring it up again. It's random so we don't know which houses, I know I will keep my eyes peeled whichever house they go to. Also, we have terrible phone service in this area, and could/would have a difficult time calling for.help from trail crime, just as we do with getting emergency services here. Interestingly enough you are the only person from City government that has responded to my email...thank you again for caring about the vulnerable and our grandchildren, why haven't they considered E. 9th Street for access it is already established between Maine Street and Wisconsin. Thanks, I will.	

54	Matt and Jill Montegomery 1706 Duke Circle York, NE 68467 402-440-4141 mattmontgomery@hotmail.com	First of all, we are in favor of more trails in the city of York. However, we believe there are some concerns with the current design. We are strongly against the trails being constructed in the middle of City of York residents' private property. There are certainly alternative options that make more design sense. Eminent domain is a poor option in general to acquire advocates for the proposed project. An architectural design that infringes on one's property sure looks much better when it's not your property that is being volunteered by someone other than yourself. Do you want a trail constructed 10-15 feet from your home? Answer the question honest and you quickly see why there is frustration with the proposed plan. Our next concerns are more personal in nature. The trail plan currently travels the east side of Maine from approximately 15th to 18th street. Currently there are sidewalks on both sides (east and west) of the street. We see students exiting from the York Middle School utilizing the sidewalk on the west side of Maine frequently and have never recognized any congestion or accidents from too heavy of foot, scooter, or bicycle traffic with the current standard width sidewalk. Is there really a need for destruction of the sidewalk on the east side? Where would the problem lie with a bike lane painted on the street just as it has been	Dear Matt and Jill, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Regarding your comment about the proposed trail alignment that heavily impacts two property owners, the current alignment for that part of the trail best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic**.** Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Regarding your comment about the gas main, potential impacts to buried utilities would be coordinated with the utility company and addressed with the project as needed. Regarding your comment about maintenance, snow removal along the trail would be the responsibility of the City to ensure the trail is accessible during the winter. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital

		proposed on Nebraska Avenue? Our other concerns include access to gas lines that run on the east side of Maine in those blocks. A bigger concern yet is the responsibility of snow removal from the proposed trail on the east side of Maine. I have heard plenty of times it is the duty of the city to maintain the trail, even in the winter. However, I know quite well how snow removal has gone in the past. There have been multiple occasions over the years that the cul-de-sac in Duke Circle isn't touched by the city for 24-36 hours after a snow and that is if it is a weekday. There were two episodes last year alone that a private payloader owned by a resident was u! sed to clear the e	version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
55	Robert J. Cooper 507 North Blackburn Avenue York, NE 68467	Dr. Crawford: I have followed, with great interest, the development of the trail project, now called Project Access York. In my 43 years of working for and with Rural Electric utilities I was often fascinated by some of the ways they found to spend their money. I view the trail project as an optional type of project, one that should come after things like streets, sewers, water lines, parks, etc. Something that is nice, but not really necessary or an actual requirement for something. We have many nice streets, parks, and	Dear Mr. Cooper, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. The City of York has lowered the property tax levy for three years in a row. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets. The current alignment best meets the

		sidewalks, in York, for people to walk, and ride their bicycles on. A “special” area for this type of activity hardly seems necessary in my opinion; and the money could be used elsewhere for things that the city and its people really need. The design and building of any proposed trail should be done so that it impacts current land owners and residents the very least, and should not involve the condemnation of anyone’s property. Taking the proposed tri; across more than a mile of private ground that will affect current land owners, business and farming does bot seem to be a good idea too me. Also, the proposed route from South Grant Avenue too the area of the Wal-Mart store is far from populated areas, and would make users of any trail subject to personal attacks, and much worse it would appear. A veteran, retired police officer, at the recent open house, stated to may of us that the proposed route would be very difficult to patrol, and to protect the users of any trail. A route along side or closer to Highway 81 would be much better for everyone involved, he said; and makes sense to me. Physical maintenance of a trail, as proposed, would also be difficult and expensive, being so far away from other infrastructure, and also possibly require special equipment to maintain it	transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Regarding your comment about the bridge location, the proposed location came from public comment at the first open house. When we reviewed data on where people shop in the interchange area, McDonalds is one of the most visited spots. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		due to its size. Not including lighting of the trail in the proposal seems like a poor idea, as it would greatly reduce the amount of security for users of any trail. Lighting can also be costly to install and maintain, but I would think it to be necessary on this project. The placement of the proposed pedestrian bridge between the Wendy's Area and the Area of McDonald's seems like an out of the way place, as there is no traffic flow or pattern there now. The traffic path for pedestrians, as I understand it, is at the stop light north of there. Also, people will not walk from the area of the auto parts store more than a block south to cross over if they are going too Sapp Brothers truck stop. It appears some more thought needs to go in to this part of the overall idea. A pedestrian overpass will be costly to maintain, I would think, and could result in other issues that could go along with having one, one's that aren't too pleasant. Finally, I don't see any sidewalks anywhere out around the interchange and the fast-food restaurants. Are ore sidewalks part of the project as well? I hope that you and your staff, and the City Council, will consider my comments on this proposed project, along with those from other citizens and interested parties. I hope that you	

		will do what is right for the City of York and its residents. Sincerely, Robert J. Cooper cc. J. Paul	
56	Frank and Kathy Wiens 613 Road 15 Bradshaw, NE 68319 402-363-8330 & 402-366-9088 fmw123@windstream.net	Our property is one of the proposed properties to be used for the Access York Project trail. We do not want this trail on our property, we would lose 300' x 20' of ground. According to the map, 8th St is not using any private property but instead using the street for a bike lane. We strongly urge the bike lane be continued onto Maine Ave at 8th St to 10th St which is a low traffic area. The bike trail here would eliminate the need for eminate domain by using Maine and 10th as is proposed for E 8th St. Please reconsider the placement of the trail on our property.	Dear Frank & Kathy, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comments and concerns about constructing the trail along Maine to 10th Street, significant costs would be incurred and more properties impacted by constructing the trail further north along Maine Street. Regarding your comment about the impacts to your property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

			addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
57	Sandra Teegerstrom 330 Regency Drive York, NE 68467 sandi10352@gmail.com	I have no problems with some trails, but I have a real problem with the Nebraska avenue plan. Some of the houses and businesses on Nebraska Avenue donâ€™t have 9 feet to spare. Also no parking on Nebraska Avenue from 16 to fairgrounds is unheard of.	Dear Sandra, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your concerns about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. The 9’ sidewalk in the illustration was a misrepresentation that was not caught in editing. There are no 9’ sidewalks being added to Nebraska Avenue. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

			Thank you again for your participation!
58	Anonymous	Love the project!!! This is one of the many good things the city is doing to move our community forward.	Dear Neighbor, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

59	Rex Rasmussen 1355 South Country Club Ave York, NE 68467 402-366-2847 rentsbyrex@gmail.com	I own a apartment at 823 North Nebraska Ave right at the corner of 9th and Nebraska. Its my understanding that you want to eliminate parking on the west side of Nebraska avenue in this area. I object to this for the following reasons. Many times the east side of Nebraska is full of parked cars from residents in the area that don't have sufficient room on their property to park all their own vehicles and they use on street parking. We also don't have any extra parking on our property and need the parking on the west side for visitors at our complex. Nebraska Ave is a nice wide street and a major thoroughfare. I fail to see how eliminating west side parking will enhance the new trail, but it will negatively effect people that need parking in the area. Rex Rasmussen 402 366 2847	Dear Rex, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street all up and down Nebraska. Although Nebraska Avenue is wide, it is not wide enough to accommodate a bike lane you're your property without limiting parking on one side. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
60	Staci Naber 1709 Duke Circle York, NE 68467 402-366-0910 stacin@windstream.net	In regards to the new walk/bike path: It has come to our attention that it is planned to locate down a portion of Maine Street, which would include our home on Duke Circle and Maine. I am very against having a large path placed in our yard, especially when a sidewalk is located directly across the street. First, What does this do for resale on our home, if we don't like it, why would a buyer think it would be okay.	Dear Staci, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Access to trails tends to increase property values instead of decreasing them. The City would be in charge of snow removal.

		Secondly, who is going to clear the snow, we are the last to even get our cul-de-sac cleared. Third, we have been told during construction, they will be allowed 5 feet on our property, We recently had a custom $5,000 concrete edging placed around our landscaping, this would be disturbed if that is the case and could never be matched. My question to you, would you like a path placed in your yard, would you like your yard destroyed that you have maintained??? We have four young grand children, would you like a public walkway near where they play??? These are only a few of my concerns, and I truly pray you would see our thoughts on this project.	Impacts to your existing landscaping would be determined during the right of way acquisition process. During that process, compensation for any damages would be determined by a right of way appraisal agent. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
61	Beverly Bornschlegl 822 West Nobes Road York, NE 68467 402-362-6010 bevborns@gmail.com	The number that will use this does not warrant the exorbitant cost. Cut back on this project as much as possible! It also sounds very unsafe for children to use.	Dear Beverly, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

62	Marie Wilson – repeat of 12, 44, 53, 62, 99 1915 East 8th Street 68467 402-710-8812 buckie90717@gmail.com	The city said their investigation indicates the trail has low crime statistics.The trail will run thru a senior community. Vulnerable seniors don't want to be statistics. Who will clean debris tossed and left by riders and pedestrians? This project is over budget, $ and continues grow. Too many unknowns on isolated unpoliced areas and little facts on the impact to quality of life for those living along trail in these areas. So much potential for unwanted interaction from those traveling our path emanating from Interstate 81 and Hwy 80.	Combined with response #12
63	Shellie Rathjen 3 Edison Avenue York, NE 68467 402-366-7013 srathjen@windstream.net	Thank you City of York for applying for grants to improve our community. Walking trails throughout the City and connecting the businesses and parks is an improvement for the community. I believe this will benefit the community and promote our ball parks and walking trails. Please continue the great work and know that Citizens of York are wanting community improvements.	Dear Shellie, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to express your support. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

64	Lori Suddarth 1613 East 6th Street York, NE 68467 402-362-3271 suddarthzl@yahoo.com	Biking in York, as York is set up now, is hard to do and unsafe. We are excited to have a safe and usable bike trail in York. Kids need a safer way to get to schools and the pool. We also will love the opportunity to be able to bike multiple miles not having to cross intersections every block or so. We think it will be a great motivator to bike for exercise and possibly then get a treat at Dairy Queen! The biking trail is a win-win for York!	Dear Lori, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We are glad to hear your excitement for the new safe biking options that would be available. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
65	Megan Brown 1806 East 14th Street York, NE 68467 402-310-4572 mebrown1244@gmail.com	Truly the only need for safe pedestrian travel is down at the interchange and then from the interchange to the downtown business district of York. There is not a need to create a complete access trail leading from the interchange directly to our schools. The infrastructure of York's residential area provides safe and easily maneuvered pedestrian walkways for our citizens. Also, the area around the pool and existing Beaver Creek Trail provides ample walking and cycling needs for the citizens of York. Although many people want to believe that no harm could come from this trail, there is a substantial probability that allowing anyone, citizen of York or not, direct	Dear Megan, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

		access to our schools without proper safety precautions is simply asking for trouble. Please stop the trail at Beaver Creek. We don't need to increase any and all pedestrian traffic in our residential and school areas.	Thank you again for your participation!
66	Anonymous	Why are the Olssons (the engineers) creating the matrix the questions? This seams like a conflict of interest. What is to say they will actually include negative feedback or accurately reflect the concerns. Shouldn't this be done by a non interested 3rd party?	Dear Neighbor, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. The analysis of comments considered the negative and positive points submitted. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

67	Jeff Beins 710 North Florida Avenue York, NE 68466 402-536-0434	The project needs to move forward for the good of the community and long range future growth of york to the south. East and all directions. For the concerns related to the areas more remote specifically the rail right of way. Ensure that the project adds adequate fencing either tastefully chain link or privacy with adequate lighting like the linear park beaver creek trail has and add some security cameras to key worry spots. This should suffice in the concerns of those along the route. The reality is that all of that was once railroad with active train traffic and this should pf became trails in the mid 80s when the railroad evacuated the lime we should have a walking biking trail that runs from york to mccool. The rails to trails program nebraska missed that one . Take all of Nebraska Avenue and make no parking on the west with the trail and allow on the east With some minor adjustments and additions it should be a positive addition to our community Also. Please require that Olsson contract with as many Local contractors as possible for electrical , dirt work and concrete. There's plenty of local tax paying concrete members of our community that can easily follow a plan and be able to be sub contracted for specific sections of the new basic trail system	Dear Jeff, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Trees, fencing and steep backslopes would function as natural and manmade buffers to deter trespassing onto private property along the old railroad right-of-way corridor. Current cost estimates anticipate that lighting would only initially be included on the pedestrian bridge. As solar lighting technology improves, the cost and feasibility of including more lighting would be considered. Fencing may be included along certain segments of the trail. Properties that currently have fencing would be compensated through the right-of-row (ROW) process for the removal and relocation of their fence to the new edge of their property line. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. I (Sue Crawford) appreciate your concern for how the project can be bid in a way that encourages the use of local contractors. It is an important conversation for us to have; however, NDOT follows the process prescribed in state statute for prime contractors to bid on projects and how projects are awarded. Accordingly, projects are

			awarded to the lowest responsive bidder. Prime contractors, however, employ subcontractors to complete many aspects of a project. Local contractors are often utilized for these subcontracting opportunities when practicable. I have heard others in York express interest in a rails to trails project to McCool. That would be a different project for a different day. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
68	Norma Gibbs 1605 North Maine York, NE 68467	I am opposed to the trail. It will run about ½ block north of my property and I don't know what type of people you are trying to bring to town. I am an older woman and won't feel safe living in my house. Why would we want to bring drug dealers into out neighborhoods and around the schools. We don't need those people in York.	Dear Norma, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about safety, a law enforcement representative was part of the original planning process. As we go through the next stages, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

			An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
69	Anonymous	Project Access York will be a fantastic addition to the city of York. Additional trails, safer school crossings and a safe way to travel from the interstate corridor to tow. My house is along the trail route and I am excited to have quick access.	Dear Neighbor, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. I (Sue Crawford) am glad to hear that you are excited to have the trail near your house. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

70	Anonymous	I saw a patron run across the highway between Wendy's and McDonalds yesterday¦ thank you for being proactive and offering these visitors a safe place to get across the highway.	Dear Neighbor, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share evidence of how important the trail would be for safety in the interchange area. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
71	John C. Turnbull 711 Maine Avenue York, NE 68467 402-362-6875 john.turnbull@windstream.net	Dear Dr. Crawford, I am in favor of the proposed Project Access York trail project. It will be a good project that will get used. We see many people walking and riding bikes by our house from the local neighborhoods. We need the trail for safety reasons as well as recreation and transportation. The existing sidewalks are not wide enough for a mix of walkers and bikers, but the trail would be. I understand that the York Polie Department recently did a traffic count on Maine and that count showed a high level of traffic. We certainly are experiencing a lot of out of town traffic	(combined with previous response #30)

		to the City ball field complex, much more than before the ball field complex was built. I have reviewed the maps of the trail and I have recommendation. That is to provide more access points along Nobes Road and Maine Avenue. The North Map shows that trail users will have many access points from Nebraska Avenue to Mincks Park. Those points are where the trail crosses streets. However that is not the case along Nobes Road and Maine Avenue. The trail is planned to parallel Maine Avenue for about 3,900 feet (0.7 of a mile) with only 5 access points. The access points are Nobes Road, Clearview Drive, Raell Drive, 4th Street and 8th Street. The distances between the proposed access points are: Nobes to Clearview – 460 feet, Clearview to Raell – 960 feet, Raell to 4th – 1,170 feet, and finally 4th to 8th is – 1,310 feet (1/4 mile !). Six of eleven interesting streets along Maine Avenue would have no direct access to the trail. Access points across from each intersection would be ideal. That would encourage people living in the southeast part of town to take advantage of the trail.	

		Sincerely, John C. Turnbull CC: Mayor Redfern and City Council	
72	Sheila Kulhanek 2010 North Nebraska Avenue York, NE 68467 402-362-7831 sk63125@windstream.net	TO WHOM IT MAY CONCERN: Dr Sue Crawford, Barry Redfern, Jeff Pieper, Tony North, Vicki Northrop, Stephen Postier, Jennifer Sheppard, Scott VanEsch, Matthew Wagner, Jerry Wilkinson (I have been told that some of these email addresses are either incorrect or not read by the person they are sent to.) I was told that the walkway/bike path was to improve access to jobs, food and the quality of life amenities. Jobs along Nebraska Nebraska Avenue are North of 25th Street. The people at those jobs do not ride bikes to work. The soccer field was also mentioned as being more accessible. That is east on 25th Street Not a safe place for a bike path to continue. I noticed that there were radars posted on Nebraska Avenue. I saw one on the corner of 16th and Nebraska and one several blocks south of that. Try posting on from 19th Street and Nebraska north to	Dear Sheila, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Regarding your comment about the proposed trail alignment alternatives and bridge location, detailed information about the route and the alternatives considered is available on the attached FAQ sheet. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

		25th Street to check for safety. Early morning, lunch time and after 4:00 it is like a race track. Very few people are going 25 mph or less. The City took the parking away from the east side of Nebraska Avenue because that is the route for the emergency vehicles to use. Now the City wants to take parking away from the west side also. Three (3) feet from each side will be used as the bike path. I have a short driveway. I ask where visitors are suppose to park if you have more than one visitor. I was told to park on the side street. I am in the middle of a double block. Not everyone is able to walk that far – especially with the irregular sidewalks. I ask about the safety of bikers when emergency vehicles went past. I was told that bikers can get out of the way but a parked car can't move away. The City also wants to widen the sidewalk on the west side of Nebraska from 14th Street south. The street was made wider a few years ago. If the sidewalks are made wider now, the residents will have very little yard. And the walkers will be almost at their doors. Consider the path from Beaver Creek on Kingsley going south to West Nobes Road to around the Country Club and back to the park. Much less traffic there so walkers and bikers would have a safer route.	Thank you again for your participation!

		I am also opposed to the walkway going through residential yards. That will make the resale value of the property less. Will that lower the property taxes on that property? I do not believe that the walkway over Highway 81 is worth the cost. The only ones benefiting from that will be Arbys, McDonalds and Wendys.	
73	Brandon Wardyn 1322 South Grant Avenue York, NE 68467 402-266-1061 bwardyn@yahoo.com	Entire feedback below. I have several severe issues with the proposed designs and overall scope of project access York Issue #1. the pedestrian overpass is a waste of taxpayer dollars and should be scrapped all together. I am appalled that this component has made it this far in the process and frankly disappointed no one in city leadership has questioned it to this point. The York interchange is not a pedestrian area and to spend 8 million dollars on a pedestrian crossing is irrational. It is one of the most egregious uses of taxpayer money I have heard of. To spend it simply because its “federal money” is a lack of leadership. The city administrator claims it cannot be changed, and that will be exactly her words in response to this. This is completely false. It may be what she and the Olsen representative want you to hear, but the design of everything is under city control. The original grant	Dear Brandon, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. Every comment has been read and considered. The proposed location for the pedestrian overpass came from public comments at the first open house. Connecting the trail network to the businesses near the interstate provides transportation options for employees and patrons of those businesses living in York who do not have access to personal vehicles. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail

		does not meet all the merit criteria (if you read the actual grant it even admits this in the actual application) and there is no wording anywhere that indicates X..Y…Z has to be done to receive all or a portion of the grant. issue #2. Connecting to the interchange is not needed. every one of the financial reasons listed in the grant application will be offset by losses by businesses in the actual town of York. I find it very concerning that city leadership would preferentially favor business at the interchange over local business in town. There are zero sidewalks at the interchange area, there are multiple gas stations and truck service centers.....the exact places you do NOT want pedestrian traffic. Again, how does no one in city leadership challenge this? Surrounding communities are laughing at us for even considering connecting to the interchange.....and rightfully so. To be honest, its embarrassing for York and indicates a lack of community involvement in this project. Its to the point that we need to hold people accountable so here it is: the city administrator and mayor want to connect to the interstate; an engineering firm is more than happy to take the money to do the project. So three people all with self serving reasons for completing the project have pushed it to this point.	intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. The project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition and the city has been in contact with potentially impacted property owners. A law enforcement representative was part of the original planning process. As we go through the next stages, law enforcement would continue to be consulted for discussions of security measures and policies for the trail. Projects funded by the RAISE grant are required to meet specific criteria and objectives as outlined in the grant agreement. The scope of work, as initially proposed and approved, is based on these requirements, and is designed to achieve the goals set forth in the approved application. Once a project has been awarded funding, any changes to the scope or design must be carefully considered and must meet the criteria for a substantial amendment. Substantial amendments typically involve a rigorous review process and require justification that the proposed changes are in line with the original intent of the project, as well as the goals of the grant program. It is important to emphasize that altering the project would jeopardize the funding and would lead to significant delays.

		Again, the city administrator will tell you that this has to be done to get the grant. In fact, she has the mayor saying this in private conversations. As in point #1 above, connecting to the interchange is not a condition of the grant. Connecting to the interstate was put in the grant by the city administrator, who has also been the one driving the narrative that it has to happen. issue #3: South Trail route: Not standing up for land owners in York The route of the proposed south trail was obviously drawn up by engineers who don't live in York and simply "want to get the project done". There are viable options along 21st street and Blackburn OR along the 81/lincoln Ave. frontage road to place this trail OR the best option is to not have a south trail at all. None of which would involve taking land from York residents that live or own land along the old RR path; either of those routes would have much less impact on local residents. Is no one in city leadership willing to stand up for the residents of York? Again, route changes were exclusively handled by the city administrator as our local “representative”, the mayor may have been a token participant in some discussions, but the real decisions are made by the city administrator operating well beyond her assigned duties. A simple “use city	An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		ROW for the trail" directive to Olssen engineers would have saved a lot of stress for everyone. Its obvious though that the city administrator is putting her self-interests ahead of York residents once again. My other massive concern with the south trail is that zero consideration has been given to residents and businesses about the transient population being drawn through their backyards of personal residences and businesses. As concerns have been raised, they are met with condescending and rude/dismissive responses from Olssen engineers, the mayor and city administrator. I wonder if the route would look the same if the mayor, lead engineer from Olssen's or city administrator had a path through their BACKYARD that directed all transients from highways 34 & 81 as well as I80 to walk through, loiter on, and even camp out on? I'm sure all of them would enjoy a relaxing Saturday evening in their backyard with a group of transients. If you think I'm exaggerating then you haven't spent any time at all at the interchange area…… This may sound dramatic, but its reality for business and property owners along whatever route the city administrator chooses.	

		issue #4. Hiding behind the engineers and red tape of the RAISE grant process Misleading the public by stating "it has to be done this way". I have read the grant application and am familiar with the RAISE grant program: nothing "has to be done". At any point the city can say "no, we don't want the trail there" or "design a trail system along this route". MANY times I have heard off the record comments from city leaders that lead people to believe there is nothing the city can do. This needs to stop immediately as it's a tactic used to keep people quiet and push things through without any feedback or opposition. The lack of knowledge about the RAISE grant by the city council is actively being used as a shield to hide behind. It has been stated that we need to fulfill the key objectives of the grant to spend the money. If you have read the grant, the original proposal does not meet all 8 merit criteria, in fact if you dig deep, I would argue most criteria are not met in the original grant and in my opinion should not have been funded at all. In addition to that, several components of the original grant have already been changed. So why are some components available to be changed/added/removed but others are not? Again, it's time to hold people accountable here so I will tell you, it's because the city administrator, mayor	

		and engineers decided to change them on their own. The engineers are given way too much decision making power in this process and city administration is allowing it to happen. Olssen works for the city of York, lets not forget that. My main take home for point #4 is that the city administrator makes changes to the grant as she pleases. The mayor doesn't know any details and takes the path of least resistance and simply agrees with city administrator. HOWEVER, when the public wants to suggest changes, the city administrator says nothing can be changed. Issue #5 Complete control of project by city administrator The city administrator and Olssen are pushing this project along and they are looking for one vote from the city council, an overall up or down vote. City admin strategy here is to sink enough upfront costs on this project before the vote that the council feel pressured to approve. I was hoping city leadership would see this, but I am not convinced they have so I am putting it here. The city administrator will be very quick in a rebuttal about the poorly advertised "feedback" sessions she has had. The sessions might have been valuable if an independent council would have been put in charge of digesting the feedback and implementing the grant. As it was, the city administrator was involved, and in most cases had	

		complete control, of each step. This project should have had an independent board appointed to oversee implementation. It's not too late for that, despite what the city admin will tell you.	
74	Hannah Miller 1411 Road I York, NE 68467 402-710-2136 hannahsandall@gmail.com	Comment: I'm in favor of this overall vision of the proposed project. As a life-long member of York, I feel it would benefit residents who need this transport access and will only improve the quality of life for the residents of York. I can also see great future potential for future green spaces! At the open house, I asked about the placement of the pedestrian bridge as it would be beneficial to be closer to Walmart. But, Olsson explained the need for more open land to fit with the elevation needed which then makes sense for its current proposed placement. My only current concern that I did not ask more explanation on at the open house is the "shared lanes" and safety for the bicyclists especially on Nebraska Ave. And why the random	Dear Hannah, The City of York appreciates your comments and your support for the proposed **Project Access York** trail project. Regarding your comments about the shared lanes on 8th Street, the shared lane connection from Delaware to Maine Street provides a designated route for York University students to access the trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

		one on 8th Street between Delaware and Maine? Like I said, I'm in favor of this and think the benefits heavily outweigh the low-risk concerns.	Thank you again for your participation!
75	Scott Rathjen 3 Edison Ave York, NE 68467 402-366-8390 rathjen3@windstream.net	Comment: I think this is a good project for the City of York. A big draw to the larger Cities is the amount of hike/bike trails available for the public to use. York needs to grow, and this will be a good step toward drawing new residents. The next phase of the project in the future, should include the extension of the hike/bike trial out to Recharge Lake.	Dear Scott, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. I understand that a path to Recharge Lake is the part of the community dream that we were not able to accommodate in this project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

76	Kristie Holoch 903 W 4th St York, NE 68467 402-366-2089 kristieholoch@gmail.com	Comment: I think the expanded bike/walking path is a great idea. Thanks	Dear Kristie, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your support. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
77	Austin Johnson 903 Road 11 York, NE 68467 402-366-4331 aj5farms@yahoo.com	Comment: While I do believe the population and youth need to get out more, I do not believe connecting a sidewalk out to the interstate is a safe idea let alone good use of large amount of tax dollars whether it's from the federal government or local. Our interchange is a prime target for sex trafficking and having two young girls myself. Was having a trail going out there with nobody around young kids or even vulnerable adults could be easy targets, especially with the way, everyone is so deep into phones these days with not being aware of their surroundings. Also curious about how land not currently owned by the city will be obtained as we have had an experience on a city project myself	Dear Austin, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about law enforcement and safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail. Regarding your comment about the acquisition of property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. An FAQ page with responses to comments and questions provided by the community during the

		where things were not made clear and changed throughout the process after. For many of the citizens who are currently on land where it would cross it will devalue their land, and on the courthouse valuation side I could see them trying to add value to their land for higher tax with added concrete and "accessibility"	open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
78	Kellie Tuttle 1022 nebraska ave York, NE 68467	Comment: Having the walkway so close to people's homes is not a good idea. Yes there are already sidewalks but I feel a public path will draw more traffic Who wants to have to worry about things being messed with/stolen off their property or have to keep curtains closed more often for privacy. What about the homeowners pets that will have to deal with traffic walking so close to their property. Or people walking pets and letting them use your lawn as a bathroom? Nebraska ave is a very busy street with traffic that does not abide by speed limits. It would take a second for a child to dart off path into traffic. Yes I have heard the many comments about just call the police with issues but let's be real..unless there is a officer placed running traffic	Dear Kellie, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your concerns about the 9' walkway, the 9' sidewalk in the illustration was a misrepresentation that was not caught in editing. There are no 9' sidewalks being added to Nebraska Avenue. The trail plans have also been revised to protect parking on one side of Nebraska Avenue throughout. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital

		all day on this street nothing will change. What will it do to property values when said walkway runs within feet of your front door. I know the thought of walking out my front door and having a 9 foot wide public path in my front yard is not something I would like. I am all for a public walkway but not so darn close to people's homes. Especially down such a busy street. It just invites trouble.	version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
78a	Kellie Tuttle 1022 nebraska ave York, NE 68467	Comment: Having the walkway so close to people's homes is not a good idea. Yes there are already sidewalks but I feel a public path will draw more traffic Who wants to have to worry about things being messed with/stolen off their property or have to keep curtains closed more often for privacy. What about the homeowners pets that will have to deal with traffic walking so close to their property. Or people walking pets and letting them use your lawn as a bathroom? Nebraska ave is a very busy street with traffic that does not abide by speed limits. It would take a second for a child to dart off path into traffic. Yes I have heard the many comments about just call the police with issues but let's be real..unless there is a officer placed running traffic	Duplicate comment; combine with response #78

		all day on this street nothing will change. What will it do to property values when said walkway runs within feet of your front door. I know the thought of walking out my front door and having a 9 foot wide public path in my front yard is not something I would like. I am all for a public walkway but not so darn close to people's homes. Especially down such a busy street. It just invites trouble.	
79	Jay Colburn 223 S Paradise Lane York, NE 68467 308-631-4757 Jjc077@gmail.com	I think the project is a good way to help York to continue growing.	Dear Jay, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to express your support. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

80a	Stacy Gieck 1110 S Grant Ave York, NE 68467 402-362-1824 sgieck@yahoo.com	Please accept our concerns and comments regarding Project Access York below: We have several reservations and concerns in regards to the proposed Village 81 (South) Trail to the interchange and we believe that both the original proposed routes on Lincoln and Grant Ave make more sense than using the RR ROW north of S 21st. Line of sight is a major concern of ours as using the old RR ROW has no line of sight from any direction. This lack of visibility creates unnecessary loitering and safety issues for trail users and trespassing and vandalism concerns for nearby property owners. If line of sight is a safety concern from corn fields ruling out Blackburn Ave, then the trees and elevation pitch should rule out the RR ROW route as well. Personal property rights are important. The property that we live on was the reason we moved to York 16 years ago. We chose to commute 35+ miles each way to have this property that we own. Using the RR ROW route is taking land on not one, but two sides of our property and we will lose over two acres of land that we USE for pasture. The RR had a bridge spanning the drainage gulch that the proposed route would be placed on, so the benefit of grade and less dirt work does not exist. There is	Duplicate comment, see response 80b

		no need to take more land away from property owners. Continuing on Lincoln Ave rather than turning onto the RR ROW also seems more feasible to us, but we have been told that due to flood mitigation, it is not an option. All of this flood water you don't want to mitigate on Lincoln Ave drains in the exact location of the proposed route and will be a recurring maintenance issue. We believe that Grant Ave is a better option for the trail to tie into the RR ROW south of 21st St. This stretch is flat and straight resulting in less construction cost than the RR ROW. Only four houses are located on the west side of the street. Residents from these houses leaving their long driveways cannot be any more of a traffic safety concern than the rest of t he trail all throughout the city. Visib	
80b	Stacy Gieck 1110 S Grant Ave York, NE 68467 402-362-1824 sgieck@yahoo.com	• Please accept our concerns and comments regarding Project Access York below: We have several reservations and concerns with regards to the proposed Village 81 (South) Trail to the interchange and we believe that both the original proposed routes on Lincoln and Grant Ave make more sense than using the RR ROW north of S 21st. 1. Line of sight is a major concern of ours as using the old RR ROW has no line of sight from any direction. This	Dear Stacy, As a representative of the City of York, I (Sue Crawford) acknowledge that you are one of the landowners who is most impacted the trail project. I can appreciate that even though you would be compensated for the land that would be purchased, it is still a sacrifice for your family. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most

		lack of visibility creates unnecessary loitering and safety issues for trail users and trespassing and vandalism concerns for nearby property owners. If line of sight is a safety concern from corn fields ruling out Blackburn Ave, then the trees and elevation pitch should rule out the RR ROW route as well. 2. Personal property rights are important. The property that we live on was the reason we moved to York 16 years ago. We chose to commute 35+ miles each way to have this property that we own. Using the RR ROW route is taking land on not one, but two sides of our property and we will lose over two acres of land that we USE for pasture. The RR had a bridge spanning the drainage gulch that the proposed route would be placed on, so the benefit of grade and less dirt work does not exist. There is no need to take more land away from property owners. 3. Continuing on Lincoln Ave rather than turning onto the RR ROW also seems more feasible to us, but we have been told that due to flood mitigation, it is not an option. All of this flood water you don't want to mitigate on Lincoln Ave drains in the exact location of the proposed route and will be a recurring maintenance issue.	accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Regarding your comment about the impacts to your property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		We believe that Grant Ave is a better option for the trail to tie into the RR ROW south of 21st St. 1. This stretch is flat and straight resulting in less construction cost than the RR ROW. 2. Only four houses are located on the west side of the street. Residents from these houses leaving their long driveways cannot be any more of a traffic safety concern than the rest of the trail all throughout the city. 3. Visible from the street and from property owners homes. 4. The four houses and church on the west side of this street would prefer this route and requested this route at the open house. Although this would now require negotiations with more land owners, it may be easier than negotiating with land owners who are against the existing proposed route. 5. It gives 18 more homes that are on Grant or a street that ties into Grant direct access to the trail that they would not have access to via the RR ROW, providing more benefits to residents. Overall, constructing a pedestrian trail to the I-80 interchange doesn't seem like the best use of the limited grant funds. We would rather see funds for this project spent improving the pedestrian infrastructure and expanding trails around the city where the residents of York actually live. This would provide more residents greater	

		access and use of the trails, especially our children. We understand that there would be some benefit from a connecting trail for those that work at the interchange; however, the number of people benefiting from keeping the trails closer to where everyone lives would be a better use of funds. Sincerely, Ryan and Stacy	
81	Robin Lewis 25 Eastridge Drive North York, NE 68467 402-366-3569 robinannsworld@gmail.com	The bike/walking path is such an incredible opportunity to provide a valuable amenity for the citizens. All my personal research has shown that building this will NOT increase crime, but does provide connections for safe travel to all citizens, and increases property values for those that have ease of access to the path. I travel often to other states to use bike paths and believe this addition to our community will provide fun! It will also help people to have safe access to stores that may not be able to have the use of a car. I love that certain areas provide a bike lane on the street. This is something that York has needed for a long time.	Dear Robin, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your personal research and your personal experience. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

82	Ryan Aspegren 211 Cedar Trail York, NE 68467 402-759-1419 ryanadpt@gmail.com	Thank you for allowing public comments. I was not able to attend the open house because of work, but do have one concern. The maps suggest that the trail would cross S Grant Ave. between Skips Towing & K9 Kennels. Living off of S Grant Ave. for many years, there has been multiple instances where individuals decide S Grant Ave. is a great place to street race. My concern is where the proposed path would cross it is not a well lit area; therefore adding improved street lights would be suggested if the path does cross there, and hopefully the vehicle speeding will subside so that pedestrians are safe. If possible, I would like to see the trail connect by Casey's. Crossing S Grant Ave., along with bordering a cornfield are liabilities that could be avoided.	Dear Ryan, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for raising an important safety concern about safety on South Grant. We have revised the plans to improve pedestrian crossing signage and marking in this area. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

83	Greg & Karen Bergen 1224 S Grant Ave Tork, NE 68467 402-366-0348 402-366-1345 gbergen@mainskaycomm.net kbergen05@gmail.com	We respectfully request that other options for bringing the trail from the interstate to town be thoroughly investigated. 1. S. Lincoln Ave. 2. S Grant Ave. 3. Blackburn Ave. With any of the above options Tork could use a large amount of their own right of way. The above options would be in plain sight which is imperative. The majority of the rail road right of way that is being proposed to bring the trail from the interstate to lawn will be completely isolated from pblic view which will invite problems. The residents and the Church on the west side of S Grant Ave. are open to the trail coming past the front of their utilities along S Grant Ave. It might save them money in the long run. We feel that taking our persononal pasture land that we use should not be done. There are other viable options that need to be explored. We are concerned about liability issues having horses next to the trail.	Dear Karen and Greg, As a representative of the City of York, I (Sue Crawford) acknowledge that you are one of the landowners who is most impacted the trail project. I can appreciate that even though you would be compensated for the land that would be purchased, it is still a sacrifice for your family. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Other alignments were considered, the rail right of way alignment clearly best meets criteria for selecting a trail alignment. Regarding your comment about the impacts to property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital

			version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
84	Michelle Brekke	To Whom It May Concern, My husband and I have been residents of York for 22 years and are supportive of the proposed trail system expansion. However, I believe it is crucial not to take land from homeownwers who are against the trail passing through their property. The trail should be routed in front of or around homes, not through backyards. Regarding the Sharrow on Nebraska Avenue, I feel this is not a suitable option. Removing homehowner's parking is unfair, and the tail would function more like a road rather than a true trail system. While I understand the intent to provide safe transportation for workers, the trail must be cleared of snow and ice to be effective. Nebraska Avenue, being a street, is already	Dear Michelle, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. We worked hard to be as least intrusive on properties as possible. Almost all of the areas of the trail where new property is needed are on the edges of the property. However, there is one property that is more heavily impacted. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of

		cleared, which raises questions about the trail's practicality. Perhaps improving city transport services and ensuring they are well-avertised could better serve those neeing reliable transportation. Could a grant be pursued for this purpose? I also have concerns about the proposed walking bridge by McDonald's. I doubt it will see significant use, as many will likely continue crossing Lincoln Avenue directly. A pedestrian crossing with traffic lights at David Drive would be more beneficial. Enhancing the interchnage's appearance by removing trash, mowing, and planting bushes could make a more positive impact. My vision for a trail system in York is at least a 10-mile journey around the outskirts, connecting to scenic trails and reaching recharge lake. This would create a truly remarkable trail system. Thank you for your consideration.	trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Regarding your comment about the bridge, its hard to know how many people would use it. We do know from cell phone data that McDonalds has one of the highest concentration of customers in the area, behind WalMart. The proposed location came from public comment at the first open house. These monies cannot be used for city transport services nor a recreational trail outside of town. Those are both great ideas for future projects. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

85	Roger Wolfe Jr. 1229 North Delaware Avenue York, NE 68467 402-362-2742 Confederate_wolfe@hotmail.com	Dr. Crawford, For nearly four decades I have been a member of this community and for 35 years was a sworn officer for the City. One thing that has not changed over the years, the people fear the government of the City of York. People have confided with me for years because I did not fear the powers that be and I wrote editorials in the paper when it was still locally owned. Over the years this has only gotten worse. When Jack Vavra first came to York as City Administrator, he tried to enforce a city ordinance about sidewalks. For a couple decades the ordinance was not enforced so people could afford housing. Then he came in here and tried to get little old ladies and men who were retired to put in sidewalks where none existed. The financial burden was heavy, and he was met with a petition drive, which was successful. The ordinance now reflects that petition drive. Jack confided with me shortly afterward that he misread the people of York. He began to move with more openness and feeling. He still made mistakes, but his demeanor definitely changed. He became more humble and approachable. There is a group of folks, who like to run this town with little regard to the citizens wishes. People who ramrod things through without consideration of the citizenry. They like to make their	Dear Roger, The City of York appreciates your comments concerning the proposed **Project Access York** trail project – and your many years of service to the police department. I (Sue Crawford) cannot change what happened in the past. This project is about moving forward. The city government support for this project came from public input sessions confirmed by decisions that were made in the city chambers multiple times in different years. Regarding your comment about the impacts to property owners, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		decisions outside of the city hall and at a particular place here in town. Some call them the elite, I call them the Great York Railroad. Some of these people are fine people but there are others who just like the power. This Project Access is just another example of the Great York Railroad. The first thing I noticed is that the announcement to the public came AFTER the citizens could challenge incumbents in the primary. I personally know several people, had they known would have run for council. With the aim of stopping or vastly changing it. About twenty or so years ago, this was floated. But the idea then was somehow to attach the residential area and schools to Recharge Lake. I may be mistaken but I think the current Mayors mom was involved with that. Now there was grumbling about that back then. But at least it made sense. The idea to route it south does not make that much sense. In fact, that route would run two ways like any route. Now statistics can be made to push any agenda, and the fact that there is not that much crime at the interchange reflects the proactive law enforcement in the area. All one needs to do is read the paper and you can see what travels on 180 and believe me, they are only interdicting a small fraction of the illegal substances traveling both on I 8-and HWY 81.	

		Make a an easily accessible route and that knowledge will spread like wildfire. We already have ·about a million dollars in shrfrikage at Walmart. This ·is due to their policies but there are roving gangs of thieves who prey on the Walmart. Every store has a similar story. Just think of the loss of revenue to the City on just that alone. Now compound that by letting our middle schoolers have access without their parents to the retail stores out there. I have spoken to more than one employee and manager out there who just do not know what they will do when those kids and the peer pressure on them starts in. We have a lot of great folks in this town but after 35 years of law enforcement, you would be doggoned surprise how many good kids and their parents get caught up in shoplifting. Over the years I was shocked by some of the people I had to deal with, folks in a thousand years I would have never thought were engaged in some of the things they were caught at. Do we really want to increase the temptation on our young people. Peer pressure is a strange thing. Now, I will get to the meat of this situation. How it is going to impact peoples lives in an adverse way. How would you like to have your animals shelters/barns on one side of this path, while your pasture is only	

		accessible by trucking those critters to the other side? How would you like to have some of your farm ground cut off from the rest of your farm? How would you like to have to move a pivot and a well to accommodate something that will not benefit you at all. How would you like to have half your parking taken away from you, on a street with little off street parking? How would you like to be sitting on your porch ·and not have any yard with people walking all over what had once been your yard, all paved over? Once that bridge gets installed, the homeless community will spread the word ,and it will probably be a place for them to congregate to panhandle or what ever they want to do. Now, is there a problem at the interchange? Sure is, and it is mostly the truckers who are trying to get from Petro to the fast food and retail outlets on the north side. And those folks spend a lot of money in York. Most of the people who are coming off the interstate have vehicles and they can get from one side to other by auto. And for the foot traffic, there should be a dedicated crosswalk, and the speed limit is excessively high out there. I realize it is a highway but other communities have highways going through their towns and are able to control the speed.	

		The whole way this has been handled has been anti-democratic at the very least. There has been little accountability. And if you are going to say that little propaganda meeting at the Holthus Center has accountability all I can tell you is that of the people who went to that, most were already opposed but I am aware of several people who were tepidly for the project are not anymore just because of the way it was set up. Now, I have been against this since I first of heard of it, but I did go out to the meeting at Holthus with an open mind. And what was the first placard I saw, was where the money came from. It is a Keynesian ideology to start out with, and it came from leftists who want our great grandchildren in debt. That is the main reason the money should not be used. All that funding should be sent back to the District of Columbia and be paid on the debt. Government does not create the economy, the economy creates opportunities for government. It is not free money as I have heard some less than literate folks who know nothing about economics say. We pay for this every time we buy anything at these inflated prices. And what I have learned about grants, you usually have to either give something up or add someth1ng to get it. Makes me wonder what it is.	

		The biggest thing that appalls me, government should be under the feet of the people and not the other way around. For nearly forty years, that is all I have heard from the citizenry of this community, that they are afraid of the city government. It should be the other way around. One thing, that could go a long way, would be to allow the citizens to vote on this. Well, I said my piece, but I held back. I am a conservative. And by principle, I am against workfare projects. They did not work years ago without creating and economic fiasco and it certainly will be detrimental today.	
86	Matt Brackhan 1703 East 15th St. York, NE 68467 402-363-2993 brackhanma@gmail.com	My name is Matt Brackhan and I live at the corner of 15 street and Maine Avenue. I am an advocate of the trails having grown up in York and utilized them. I am excited about the possible addition of more trail surface, however I do have some questions and thoughts below: 1. More trail surface could be awesome for York 2. Connecting integral pieces of York could be fantastic 3. Apparently the maps at the latest public meeting were the second rendition of the trail route. I had not seen the first rendition. The trail is currently slated to run along the West	Dear Matt, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. I (Sue Crawford) appreciate the thoughtful and respectful questions. The project must follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months. At that point the specific details of property impacts would be discussed. Up to this point the potential impacts are all still just that, potential.

		side of my property. I understand prior to this rendition it was supposed to run through the YES windbreak and the new housing development prior to crossing over to YMS. I feel as though cutting a minimal route through the windbreak without taking it out entirely would be beneficial? By going through the new development people would be buying property with the knowledge that a trail exists near their property or potentially borders it. That would alleviate altering current homeowners property. This would also reduce the number of street crossings for the trail by at least 3 crossings and maybe 4. The current trail route will cross my driveway. I am questioning the safety and liability of crossing a driveway. I lived in Kearney for eight years and utilized the trails often. Those trails are perhaps the best in the state. They do not cross driveways and street crossings include bridges and/or underpasses. 4. If the trail goes in as currently planned, during the construction phase: -While I do not have access to my garage with my vehicles who covers any weather related damages to my vehicles? -Who will move my sprinklers? -Who will fit and purchase new sprinkler line, heads, etc.?	If sprinklers are impacted, the estimation and payment for your sprinkler system would take place during the right-of-way (ROW) phase. Regarding your comment about the previous alignment of the trail through the York Elementary School windbreak, impacts to utilities, a well, and the setbacks to the homes that are to be constructed along that route resulted in the trail being realigned to reside within existing City ROW along 15th Street and Maine Avenue. Regarding your comment about access to your property during construction, during construction, the contractor would contact you prior to the trail construction adjacent to your property and through your driveway. The contractor would work with you to provide street parking and access to your property during construction. Regarding your comment about reseeding grass, the contractor would be responsible for seeding and establishing grass within the disturbed areas of your property after construction is completed. Regarding your comment about maintenance, snow removal along the trail would be the responsibility of the City to ensure the trail is accessible during the winter. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

		-Who is reseeding the grass and who is paying to water in new seed? Once construction is completed? -What will snow removal look like? I am told the sidewalk will be 8-10' and extend to the curb. That would significantly increase my snow removal responsibility and between plows on the street and sidewalk removal I would likely need to move the snow multiple times? 5. As a property owner that is directly impacted I have not yet received any direct communication. I would appreciate transparency and dialogue so we can all be on the same page. 6. I am concerned about imminent domain and I am not sure that it is a positive concept when put to use between constituents and government in this case. I appreciate all of the hard work, thought and preparation that has gone into further developing the trail system in York. I understand that many of the questions and considerations that I have provided may very well have been deeply considered and researched. I am simply seeking a more thorough understanding and offering my thoughts and concerns as an impacted property owner and a constituent of York.	addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		Thank you.	
87	Shannon Legg 2414 E 16th St York, NE 68467 402-363-1035 husker63071@gmail.com	While I am not sure some of the basis for this project is on point or has a firm foundation I support most of the project. I would like to see the connection to I80 terminate at 21st street, pick up at 35th street, and develop a pedestrian walkway over I80 as it is very dangerous for people to try to walk over from hotels and businesses.	Dear Shannon, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about the proposed trail alignment and bridge location, detailed information about the route and the alternatives considered is available on the attached FAQ page. In addition, updates on the project will continue to be posted on the City of York Website. Before we submitted the grant, we asked about options to cross I-80. Improving access across I-80 would be very valuable. Unfortunately, there was not a feasible way to include that in this project.

			Thank you for your interest in the project.
88	Pellie Thomas 824 Kingsley Ave York, NE 68467 402-710-3286 mpthomas5@hotmail.com	What a great win for the City of York. My husband and I have walked from the north side of town to Walmart several times and having a trail will make this much safer, easier, and more enjoyable. I see people walking to and from I-80 on Highway 81 all the time and it's very dangerous for them, as people drive so distracted now. I am also excited about the overpass. With all the hotels, restaurants, and shops near I-80, this will make it so much safer and easier for people to take advantage of all York has to offer.	Dear Pellie, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to describe how the trail would be a win for your family along with the community. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

89	Aaron Fesenmeyer 729 N Blackburn Ave York, NE 68467 aaron.fesenmeyer@gmail.com	Greetings City of York Council, Administrator, FHWA and others involved in this project, I'm writing to ask some questions and offer some comments regarding Project Access York. I have been listening to various thoughts and opinions from those for the project, as well as those who are not necessarily opposed, but would like some significant changes. I've attended the latest open house to look at the project plans. I am not totally sure what the grant requires us to do, but some of the project plans seem unnecessary. I appreciate the desire to increase bicycle traffic and provide some further outdoor active trail and space for the city, but is it necessary to eliminate residential parking for housing to do so (I'm specifically thinking of the N Nebraska Ave portion of the proposed project)? I can think of instances on our city's calendar where that portion of street gets used for events at the fairgrounds. Encouraging bicycles may be good, but I'm not convinced that will reduce vehicle traffic to the area. Second, I have reservations about a pedestrian bridge across Hwy 81, especially at the proposed location. The height requirement, given semi traffic along 81 makes that kinda high, and it certainly could not be used by bicyclists, nor those with physical disabilities impairments. Why not put in a crosswalk at the existing light system	Dear Aaron, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your concern about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Regarding your comment about the bridge location, the proposed location came from public comment at the first open house. There have been many conversations about the bridge location. The McDonalds is one of the stops in the area that gets the most foot traffic. The bridge is being designed to ADA standards, so it would be built to accommodate bikes and mobility devices. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		at David Drive? My experience has been that is a better middle area where most of the foot traffic occurs. Third, I realize that the statistics regarding human trafficking along back trails may not be high, but connecting the interstate to areas of foot traffic, even ending near our schools, does not seem wise to me. It is true that even our existing locations can't guarantee 100% safety. But if part of this trail's purpose is for those who don't have a vehicle to transport them to jobs along the interstate, then wouldn't it make more sense that such a connection be more visible? Fourth, I'm concerned with a project that would seek to make use of eminent domain!	
89a	Aaron Fesenmeyer 729 N Blackburn Ave York, NE 68467 aaron.fesenmeyer@gmail.com	Thank you for getting back to me, Sue, I greatly appreciate this. If memory serves, the comment continued along the lines as follows: Fourth, I'm concerned with a project that would seek to make use of eminent domain generally. If I looked at the maps of the project correctly, the trail would cut through private property, including private property that is economically viable for the city and county of York. Again, I am not against trails per se, but isn't there property already in possession of the city which could be used to accomplish the same aim?	(continued comment, combine with response #89)

		Hopefully I've communicated my concerns and questions in a way that is not divisive, as that is not my intent. Thank you for taking these, and hopefully many others, into consideration with this proposed project. Blessings in Christ, Aaron Fesenmeyer	
90	Lance Loven 1522 S Grant Ave York, NE 68467 402-362-6357 nhachurchlance@gmail.com	This is Pastor Lance from New Heights Church in York at 1522 South Grant Avenue. We are excited about the possibilities of a walking/biking path in York. Our church board and church staff have discussed the path many times. At this time, we would prefer to see the walking/biking path move back to South Grant Avenue and not go behind our property in the woods. We prefer the street because of visibility and lighting and the overall safety factor. Thanks	Dear Lance, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) appreciate your efforts to navigate how to be a good neighbor and community partner amidst the pressures created by responses to the project. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Any route down the West side of Grant Street interferes with the traffic coming to your church as well.

			I hope that the project becomes a valuable part of your neighborhood as it develops. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
91	Michael Runge 223 E 19th St York, NE 68467 402-363-1358 rungemd@gmail.com	I am in favor of the trail expansion and pedestrian bridge. However, some area of the trail need to be looked at further and try to come up with better ideas on how to minimally affect current owners. For example, on Nebraska Ave from 16th St to the Fairground, it is proposed there be no parking on both sides of street. This may be adequate from 16th St to 19th St because there are thru streets every block, but North of 19th St there are no thru streets, only A Street that leads to the Hospital. For people who utilize on-street parking in this area, they would have to walk several blocks in order to park and get back to their residence. Also, on the illustration, it shows there is sidewalk on both sides of Nebraska Ave from 16th St to the Fairground. There are	Dear Michael, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for taking time to outline specific concerns to be considered on Nebraska Avenue. I (Sue Crawford) am pleased to tell you that we have spent considerable time discussing how to address concerns related to Nebraska Avenue. Revisions have now been made to the design to allow for on-street parking on one side of the street. The 9’ sidewalk in the illustration was a misrepresentation that was not caught in editing.

		not currently sidewalks on both sides of the street. The illustration shows the 2 car driving lanes in the middle of the street with a 1' buffer zone on each side with the bike lanes on the outside part of street. From there, there is an 18' planting strip with a 4' sidewalk then another 1' buffer area. This would be 23' from the edge of the street on to the property owners land. Looking at that route, there are old, massive trees that would need to be taken down and many other obstacles. The sidewalks would be up against some residences front doors and crossing driveways. In my opinion, at least one lane of parking needs to be left on Nebraska Ave for on street parking from 16th St to the Fairgrounds. Also, the sidewalks need to not be done in that area if there are not sidewalks already. This would cause significant change to the landscape of the neighborhood and I feel would be more dangerous to the pedestrians that may use the area currently.	There are no 9’ sidewalks being added to Nebraska Avenue. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

92	Dalane Epp 1615 S Lincoln Ave York, NE 68467 402-366-6699 eppvet03@gmail.com	1. Trail connecting interstate area to town should not be in a secluded area. The old railroad is definitely secluded all year long north of 21st St and will be secluded for several months many years between 21st St and 35th St. (Cornfields on both sides!) 2. The trail connecting interstate area to town should be a bike lane/pedestrian path right along Hwy 81. This is the most direct route, is the most visible route and is the only possible route that doesn't impact private property owners. 3. Trail should be designed so that the city doesn't have to use eminent domain and take private property from the people who live here. 4. Engineers are claiming they are designing the trail to have as little impact to property owners as possible. Taking acres of land from multiple property owners across multiple parts of the trail doesn't follow. 5. Using $8,000,000 to build a pedestrian bridge across Hwy81 near interstate that will very rarely be used by the citizens of York is ridiculous no matter where the money is coming from. 6. How does the trail decrease in total length by over a mile, become a "sharrow" for a long stretch (which only requires painting lines on existing streets), and yet go up on estimated cost by over a million dollars from projections just 1 year ago???	Dear Dalane, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs. The City of York has lowered the property tax levy for three years in a row. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets. Responses to your comments about the proposed trail alignment and bridge location, detailed information about the route and the alternatives considered, along with other FAQ points are included in the attached FAQ document. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

93	Nathan Smith ncsmith18@hotmail.com	Dr. Crawford, First, I wish to state that we do frequently walk and ride our bikes on the streets and trails of York. However, this project seems to have come about shrowded in secrecy and as a way of chasing after grant money rather than actual needs. The city's representatives that applied for this grant obviously had to submit some type of proposal. However, it appears that they then tried to keep that proposal a secret from the public until people concerned about the route began investigating. This lack of transparency makes me skeptical of other info that is being put out and question what other ulterior motives or "surprises" we'll find out about later. By the time the public was notified for input, it seems that it is too late to make many changes and that the entire project will be underway without ever being on a ballot to be voted on. While a walking bridge across highway 81 might be helpful to a few people, the cost of the project seems excessive even if it is using grant money. In addition, being on the hook for essentially a blank check to complete the project is extremely concerning since we seem to have trouble staying solvent as it is and many people have reported huge increases in their property taxes. In addition, with the	Dear Nathan, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) appreciate your concern for the residents that live on Nebraska Avenue. Revisions have been made to the design to allow for on-street parking on one side of the street. The city government support for this project came from public input sessions confirmed by decisions that were made in the city chambers multiple times in different years. The original idea for the grant project came out of the 2017 Comprehensive Community Plan. The City has prepared news releases and used our website and social media to work to get the word out at each step in the project. The York News Times and Just Melanie have run several stories on the project over the past 2 years. The City of York has lowered the property tax levy for three years in a row. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

		location being so far south, it seems that people further north will still just walk across rather than go so far out of their way. As far as the route, I think that using existing public land should be a primary focus rather than taking private property for the installation. Is there a reason the path can't follow the access road out to Wal-Mart? Another issue is property devaluation. Many people want to be near a bike path, but no one wants it running through their front yard. Has the city thought about the obvious…. Installing normal sidewalks for people to walk on in higher traffic areas of town? And as far as that goes, there are a lot of people that already ride their bikes and walk on the existing streets in residential areas, so the argument about "improving access" seems weak. The existing trails and parks have had recent issues with vandalism, I expect this proposed trail will not improve that situation. For the section that runs between Wal-Mart and town, I would recommend installing a nice-looking tall fence for the residents whose backyard it passes through. Areas of the path that are not immediately along a road need to be 9' wide to allow a police or ambulance on it if necessary.	addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		Another point I picked up on at the public information session was that the study did a careful evaluation to make sure no “under-privileged” populations would be adversely affected. However, I think that getting rid of street parking along Nebraska Avenue would do just that. These are not large mansions with an abundance of garage and driveway space, but modest homes that owners should be able to park in front, as was the expectation when those homes were purchased.	
94	Catherine Bergen 13 Arbor Heights York, NE 68467 402-710-0714 cbergen15@gmail.com	I am generally in favor of expanding bike trails in York, especially since I grew up on a street that wasn't really safe to bike or walk on. I do have a few concerns about the proposed trail path. I think that where the trail will cross S. 21st St. and S. Grant Ave. are both dangerous considering the speeds at which vehicles drive down both of those roads. Vehicles drive very fast coming west on S. 21st and the proposed crossing area is where there is a slight hill, making visibility difficult for pedestrians looking east for those vehicles before crossing. As far as S. Grant, vehicles sped on that street when the speed limit was 50 and continue to speed the same now that it is 4o. I am curious what markings, lights, etc. you would put at these two	Dear Catherine, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about the proposed trail crossings at S 21st Street and Grant Avenue, improved pedestrian crossing signage and marking would be included at these two crossings. Thank you for sharing your personal experiences and personal safety concerns. The section in the attached FAQ sheet on safety discusses how the trail is being designed to improve safety and the reason that the rail corridor trail is overall the safest option.

		crossings. My other concern is the section of the path that follows the old railroad right-of-way starting at S. 21st St., going behind Agri-Products, through pasture ground, and ultimately curving around near Skip's Towing. I'm aware that you may think I only oppose this because it cuts through the middle of my parents' pasture, but I do genuinely have concerns about this path. I spent a lot of time in that area as a child and it is secluded, particularly near Wochner Reservoir. If there was a trail here I personally would not travel through it by myself. I lived in Lincoln for seven years through undergrad and law school and lived near the Mopac Trail, close to Vine St. between 38th and 48th St. I always felt safe in myneighborhood and took a lot of walks, but after two scary encounters on that trail, I stuck to the neighborhood streets and never traveled on that trail by myself again. There were just enough trees and seclusion that made women in particular very vulnerable, even in broad daylight. I had a roommate that was chased while biking in that area, again during the day. I am aware that Lincoln in very different from York, but I think any type of seclusion like that is asking for trouble and putting people in a vulnerable position. While it ! may be more diffic	An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

95	Carrie Colburn 207 E 6th St York, NE 68467 402-730-4171 carrieacolburn@gmail.com	Hello- I am in support of the trail system and look forward to the enhancements it will bring.	Dear Carrie, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your support. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
96	Kevin Uhler 1102 N Maine York, NE 68467 kuhler@neb.rr.com	Thank you for your attention to this. I think that this decision to move forward with the trail has been made. I have the following concerns about the project: 1) The cost of the project will continue to increase before it is built and the cost to our local tax base is already significant. 2) From my understanding of the goal of this project, I don't see why forcing it through private property (as opposed to right of way/service roads, etc.) has any benefit. It only serves to increase the cost, concern of over-reach and create hard feelings. 3) The scope of this seems to be above and beyond the original purpose and is likely to not be used much anyway. The amount of effort, cost and hard feelings don't seem worth the perceived gain. 4)	Dear Kevin, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. The project aims to use mostly city of York right of way. Where private property is required, for all but one property the trail stays close to the edge. So, the intent is to be as least intrusive as possible. However, the alignment also needs to be safe and connect key points. The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs.

		The additional trail spaces will required maintenance and upkeep (snow, mow, weeds, concrete, etc.) 5) we have already had transient concerns within the Beaver creek trail areas. How are we prepared to handle more of this in larger areas (some that are proposed to not be accessible easily by vehicles). Do we have planned police patrols, ambulance access, etc? What is the city liability? My preference is that the project does not happen. If it has to happen at this point, I do not think we are prepared to handle the concerns raised above and think the scope should be limited and use as much public owned property as possible with no/very little personal property invasion.	The City of York has lowered the property tax levy for three years in a row. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
97	Susan Rockenbach 2028 N Nebraska Ave York, NE 68467 402-363-8789 rockenbach.susan@gmail.com	We do not support the bike lanes on Nebraska Avenue, as it would take away parking on both sides of our street. Nebraska Ave is not a busy enough street to need bike lanes. We also would not support a change that would take any of our property to change the sidewalk. Our street is functioning very well and this money would be better used other places. We do not support the trail to the interstate. It would be nice if the community could vote on this project.	Dear Susan, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Also, the 9’ sidewalk in the illustration for Nebraska Avenue was a misrepresentation that was not caught in editing. There are no 9’ sidewalks being added to Nebraska Avenue.

			An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
98	Kym Heberlee 1610 Meadow Ln York, NE 68467 620-874-8236 kym.heberlee@gmail.com	I do not feel that we need to build a path directly beside all of our schools. If we need to repair or create new sidewalks around the schools, so that children can get to and from school safely that is one thing but I don't think it needs to be connected to a path that comes from the interstate. Moving here 4 years ago I felt safe about living close to the interstate because York has done a good job of keeping interstate traffic at the interstate and not bringing it down to the city. The pathway seems like we are inviting the traffic, good and bad, down to the city. And it's unnecessary! Keep our kids and our schools safe by keeping the path along the main road where it is routinely monitored and busy which will deter	Dear Kim, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Our York police do a great job of proactive policing to keep our entire community safe. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		traffickers from prowling the path for an easy victim and keep our kids safe.	
99	Marie Wilson – repeat of 12, 44, 53, 62 1915 E. 8th Street York, NE 68467 402-710-8812 Buckie90717@gmail.com	As tonight being the last opportunity to share my observations. I do not believe connecting the Interstate and the Hwy to our inner city bike path a hazard. We have plenty of crime within our borders now. Connecting E. 8th street to Maine Street is a strange plan considering your running thru a 50 plus community at N. Town Estates. 10th Street is already and established street already, why are we going thru on a non existent path. E. 8th Street is a highly congested roadway as the city shop uses this E. 8th to access their compound. You would still be connecting the University to the bike path. E. 8th and Wisconsin is hazardous for residents, riders and City trucks. Also, with respect to Nebraska Ave., N.E. Avenue would be a perfect	Combined with response #12

		route to the Fairgrounds and connected Miller Park. I have a belief in your considering my observations. Than You for your consideration...	
100	Erik Geilenkirchen 306 East Nobes Rd Apt 201 York, NE 68467 308-660-0957 erikjgeilenkirchen@gmail.com	I think this is a wonderful idea! We need more bike paths in town. Bicycling is a wonderful hobby and will help boost this community.	Dear Erik, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your excitement for increasing our bike paths. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

101	Valerie Paul	I am excited to have more trails for running and riding bikes. There are currently limited options for long distances on trails. This will be much safer than having to go on streets, I have seen several people walking or running on streets.	Dear Valerie, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your experiences with the current trails and your support for expansions. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
102	Amy Lehman 1430 S Grant Ave York, NE 68467 402-430-0961	1. Families on South Grant Avenue currently have no safe pedestrian or bicycle access to schools, recreational, and city facilities in York. The road serves a new residential development area in the Cedar Trail neighborhood and residences along Grant Avenue, as well as one of the larger church congregations in York. Citizens must use the existing road with no shoulders or sidewalks to access the heart of York without an automobile. This is extremely unsafe with a speed limit of 40 mph. It is common, especially during the summer months, for kids to be riding their bikes on this street. Moving the connecting trail to South Grant Avenue would provide a safe	Dear Amy, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) appreciate the concern that you raise about property owners not understanding that the postcard created for multiple outreach audiences was sent because they were near the trail. This is a lesson that I would take to any future project. I appreciate your efforts to go door to door mobilizing Nebraska Avenue residents. It was helpful to make sure that they were expressing their concerns and now we have been able to address their concerns.

		pedestrian path to York's amenities for residents in this area. Living along South Grant Avenue, I would prefer to have the trail in my front yard, even if it affects my property. 2. When I spoke with a representative from Olsson at the Open House, I asked about the possibility of having a trail on Blackburn Avenue south of the new bridge. I was told that this route is not an option because there are cornfields on both sides of the road creating a line-of-sight issue, which is a safety concern. I then asked the Olsson representative about the visibility of the proposed connecting trail from the Beaver Creek trail to the Interstate, and he said it would be a safety concern for that area as well. The proposed connecting trail from the Beaver Creek trail to the Interstate should be disqualified for safety reasons. The proposed trail has line-of-sight issues with the additional concern of being outside of the public eye. What is considered a "bully corridor" for the possibility of an additional fence being built in the north part of town near Duke Circle has led to the trail being re-routed to go in the yards of five houses and to cross three streets to avoid this safety concern. The proposed connecting trail is a natural "bully corridor," yet for this area of the trail we are being told that the	I can understand the desire for trail infrastructure for the new houses in the Grant Street area. Hopefully future projects would continue to improve walkability in your area. The proposed project needs to focus on the safest pathways for the targets identified in the grant. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		trees and natural barriers that limit the line-of-sight are a benefit to keeping people on the trail. Keeping people on the trail cannot be both a "bully corridor" meaning a safety concern that merits crossing additional streets and driveways, as well as being a safety enhancement for a more scenic portion of the trail. The connecting trail should be moved to be adjacent to an existing road like it is everywhere else on the trail. 3. I walked much of the proposed trail north of Beaver Creek over the Memorial Day weekend. I knocked on many doors and talked to many residents. I did not find any residents adjacent to the trail who had been notified that they were adjacent to the trail prior to the open house. Some of the residents had received a nondescript mailer that made no specific mention that their property or adjacent city-owned right-of-way was affected by the project. No property owners, if they received the mailer, considered this mailer as a notification that their property was adjacent to the trail, or even knew that their properties were affected. This was less than a week prior to the second open house.	

103	Lisa Hurley 601 N. Lincoln Ave. York, NE 68467 402-363-3333 lhurley@yorkdevco.com	I have always believed we must improve walkability in the 80/81 Business District area. For years, downtown businesses have asked us to connect better to bring visitors downtown. I have also had several business people staying at our hotels who are disappointed that there is no easy way for them to get in an easy walk or run either in the morning or at the end of their day. The portion of this project that extends to the interstate is vital to truly connect our community as one, while protecting those who need to walk to work, and our visitors in that district. I am thrilled with the rest of the project connecting up to the school district and around. I hope someday we can extend the walkability and bike-friendly aspects of this project out to jobs located on the north side of town. I hope that the pedestrian overpass is designed in a creative/artistic manner, perhaps playing off of the balloon. Quality of Life/ Community Amenities are important to retaining and recruiting talent as well as the developers who will build our housing and additional jobs.	Dear Lisa, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to provide details of your experiences and of the economic development impact of the trail An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

104	Kimberly Mortensen Business Development Specialist Cornerstone Bank, 529 Lincoln Ave, York, NE 68467 Phone:402-363-7422 Cell:402-366-4185 kmortensen@cornerstoneconnect.com	I'm thrilled about the proposed trail connecting the interchange with downtown! Not only will it promote a healthier lifestyle by encouraging walking and biking, but it will also strengthen the sense of community by providing a scenic route for residents and visitors to enjoy. This trail is a wonderful initiative that will enhance the accessibility and connectivity of our neighborhood, making it even more vibrant and welcoming for everyone. I can't wait to lace up my sneakers and explore all the beauty our community has to offer along this new pathway!	Dear Kimberly, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for sharing your enthusiasm. I (Sue Crawford) look forward to joining you on a lovely long walk! An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
105	Julie Cast 303 Regency Dr York, NE 68467	No parking on both sides of the street on north Nebraska Avenue will cause a huge inconvenience for current and future residents who live in this area. There are only 2 side streets from 19th Street to the fairgrounds and sidewalks on only 1 side of the street most or all of the way from 16th Street to the fairgrounds. A lot of the homes in this area only have single garages/driveways. Where are visiting family and friends supposed to safely park? Also, if someone has contractors working on their home they will have nowhere close to legally park. In my opinion, this would cause a safety issue with people parking and then walking on the street to get to where	Dear Julie, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. The comments from residents on Nebraska Avenue like you have been very helpful. Revisions have been made to the design to allow for on-street parking on one side of the street. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

		they need to go. This could also cause more people to have to park on 19th St. 19th Street is already a little difficult to navigate when people park on both sides of the street from Nebraska Ave to East Ave with the slight incline. This is especially true when school is in session and there is more traffic. Currently, when people are parked on 19th St near the corner of 19th & Nebraska Ave it obstructs the view of oncoming traffic when stopped at the Nebraska Ave stop signs. In my opinion the change on Nebraska Ave would increase the already issues on 19th Street. I have also been told that North Nebraska Avenue is one of the main emergency routes to the hospital for first responders. Not sure why we would want to put a bike lane on the same street that our first responders may heavily rely on to get to the emergency entrance of the hospital. Someone commented to me that there are busy streets in larger cities that have no parking on both sides of the street. I replied that I would not buy a home on a street that does not have parking on at least one side of the street. So again in my opinion, this change could deter future homeowners from wanting to purchase a home in this area. Thank you for your time	Thank you again for your participation!

106	Brandon Lehman – repeat 2 1430 South Grant Ave. York, NE 68467 blehman3@gmail.com	Was there a stakeholder meeting, and who are the stakeholders? Was anyone from law enforcement on the stakeholder committee? Were the concerns of the property owners from the 21 impacted properties recorded and addressed? Why weren't notifications sent out to potentially affected landowners for the first open house. Please quantify how this project will result in $2.9M/year in increased revenue for the next 10 years as found in the RAISE grant document. Safety for everyone on the trail is a priority over making it scenic. Trails out of the public view encourage unsavory activity. South Grant Ave. needs a place for pedestrians to walk or for people to ride their bikes. South Grant has no shoulder and current speed limit is 40 MPH. This is a greater hazard than walking on the wide shoulder on Hwy 81.	Combined with response #2

107	Nancy Neihart 1716 Duke Cir York, NE 68467 tnneihart1@gmail.com	I do not think there should be a bike lane on any of the busy residential streets. They are barely wide enough for two cars to pass each other with cars parked on the street..	Dear Nancy, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Any bike lanes in streets must meet federal safety guidelines in terms of width of the street for the cars and bikes. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
108	Tami Norquest 36 Edison Ave York, NE 68467	Please reconsider this. It is not needed to make York a better place to live. We have beautiful parks and a nice trail already. It is just a huge expense. We could do something else with the money. Just because it is offered, does not mean we need to take it. Please do not do this. I live on the north side of town and the traffic going North from 19th street is busy enough, but putting added cars parked on 19th street will be horrible. It's already thin and hard to drive on during school rush hour. Thank you.	Dear Tami, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) am not sure if your concern about added parking on 19th street relates to Nebraska Avenue. If so, I can let you know that revisions have been made to the design to allow for on-street parking on one side of the street. I don't see any other way that the trail would mean that more people park on 19th Street. If anything, it should reduce the cars in the area.

			An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
109	Jake Matzner PO Box 123 McCool Junction, NE 68401 402-724-3147 jrmcnst@gmail.com	It seems like this project was pushed through with those in charge knowing about it, approving it and the route and then in turn not letting the public and especially the people who's land would be affected by this project to have any input on it. I've also heard that the city council wouldn't take public comments or questions during some meetings and hope that this isn't true. If so this is not right and this is not how you do business as a city government. Being on a planning and zoning board in my local community here in York County, being in the construction industry and a firefighter/EMT and the EMS captain on my local department and I have lived around this area my entire life, I have come to learn the in and outs of local government and how things should	Combine response with #109a

		work and how transparent you need to be with your constituents. It seems that some transparency is lacking here. It actually kind of reminds me of the way the first company that was the developer of the K-Junction Solar Project, EDF went around and got all of the land leases without telling the public, neighbors and the local government what they were planning on doing. Now a public company, OPPD has bought the rights to the project and they are not being very transparent as well. I know these are two separate projects but correlation between is similar. Let's talk about the economic and safety impact of this trail. Connecting it to the interstate will a minimal impact on the economy of York. I believe in fact that it will bring more danger to the property owners and their families and their property along the proposed route to the interstate. From a safety standpoint you could potentially have people camping out and living along this route. This, like I said before is a safety issue for owners along the route and for people who want to use the route regularly for exercise. It also poses a unique and interesting problem for law enforcement and first responders in my opinion. You are now going to have to dedicate more man power to	

109 a	Thanks Jake Matzner JRM Construction 402-362-8785 jrmcnst@gmail.com PO Box 123 McCool Junction, NE 68401	Hi Sue, below here is the whole comment. Luckily I saved it on my phone in my notes app yesterday before I submitted it. Here it is again with a few changes. Thanks It seems like this project was pushed through with those in charge knowing about it, approving it and the route and then in turn not letting the public and especially the people who's land would be affected by this project to have any input on it. I've also heard that the city council wouldn't take some public comments or questions during some meetings and I hope that this isn't true. If so this is not right and this is not how you do business as a city government. Being on a planning and zoning board in my local community here in York County, being in the construction industry and a firefighter/EMT and the EMS captain on my local department and I have lived around this area my entire life, I have come to learn the ins and outs of local government and how things should work and how transparent you need to be with your constituents. It seems that some transparency is lacking here. It actually kind of reminds me of the way the first company that was the developer of the K-Junction Solar Project, EDF, who went around and got	Dear Jake, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) assure you that we have provided multiple opportunities for input and have followed all of the public input requirements. The original idea for the project came from public input sessions and Planning Commission and City Council support for the 2017 Comprehensive Plan that included expanding the trail system in this way as a desired future plan. We advertised the public input sessions through multiple traditional and social media outlets. We have followed a practice of taking questions during council meetings and posting responses to those questions after the meeting. This has been recommended as a way to improve the information that is shared. Per our city attorney's recommendation, we limit public speaking to items on the council agenda to comply with the Open Meetings Act. However, whenever anyone opposed to the trails has asked to be on the agenda, we have accommodated that request. At least one person from their group speaks at almost every council meeting. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

		all of the land leases without telling the public, the affected neighbors and the local government what they were planning on building and where. Now a public company, OPPD has bought the rights to the project and they are not being very transparent as well. I know these are two separate projects but correlation between them is similar in how the process is playing out. Let's talk about the economic and safety impact of this trail or route. Connecting it to the interstate will have a minimal impact on the economy of York. I believe in fact that it will bring more danger to the future users of the trail for exercise, the property owners and their families and their property along the proposed route to the interstate. From asafety standpoint you could potentially have people camping out and living along this route. This, like I said before is a safety issue for owners along the route and for people who want to use the route regularly for exercise. It also poses a unique and interesting problem for law enforcement and first responders in my opinion. You are now going to have to dedicate more man power to regularly patrol this new route and if there is an issue along the route like an accident, an assault or a medical issue then the logistical issues	addition, updates on the project will continue to be posted on the City of York Website. Thank you for your participation.

		or getting to a scene along the trail could lead to a longer response time and getting the right equipment to the scene could mean minutes which depending on the nature of the situation could mean life or death for a patient. Lighting along the trail also poses a safety issue to law enforcement and first responders responding to a call on the route at night. What if an assault would happen at night? How can law enforcement know for sure that the scene is safe for first responders to respond to the scene? With the area being so dense and so remote in certain locations assuring scene safety is a major issue. In my opinion this is bad idea to run the trail to the interstate along private property and potentially taking away certain people's property to build the trail. The trail is good idea in town and if you want to run it out to the interstate then do the work and create an elevated path in the ditch or right away along highway 81 out to the interstate. It seems like there is plenty of money there to do this. Also back to the transparency question. Maybe someone should go back to the approval process for this project and see if the right process and due	

		diligence was done in letting the place where the money came from, the federal government I'm guessing, know that if this project and route was approved by just a certain person or individuals and public input wasn't sought then maybe the process wasn't followed correctly and maybe this was a violation of the stipulations of when and how the money was being given out.	
110	Robert Aunkst roberthuskers1985@gmail.com	Was just wondering why you take that all the way to the interstate or out to Walmart to me I think it would benefit more instead of doing that route. Why don't we take it to recharge lake and back? I think that would benefit the campers also I guess I ...	Dear Robert, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. The specific grant that supports this proposed trail expansion project is from the U.S. Department of Transportation. It focuses on getting people to jobs, school, and other basic needs. A trail out to Recharge Lake would be a wonderful recreational trail. That would be a different project using different types of funds. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

			addition, updates on the project will continue to be posted on the City of York Website. . Thank you again for your participation!
111	Hannah Epp 1615 S Lincoln Ave York, NE 68461 thedrepps@yahoo.com	Suggestions: • Eliminate the pedestrian bridge in the I-80 corridor. Redirect the $8+M allocated for the bridge to benefit the taxpayers/residents who reside in York. Ideas include adding sidewalks and paving gravel streets. • Add trail miles/access points for residents and neighborhoods west of Lincoln Ave. The proposed trail additions are concentrated east of Lincoln Avenue and offer nothing to improve pedestrian infrastructure for residents who live west of Lincoln Avenue. • Add a trail connection from York University to the downtown business district. The proposed	Dear Hannah, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Your suggestions include ideas for many other future projects that would be valuable additions to the city of York infrastructure. The funds received were for specific transportation purposes, so these funds must be used for purposes related to the grant application. Transportation projects must focus on transportation criteria and then work to accommodate property owners after the best transportation alignment is selected. Consider the Hwy 81 expansion project that is happening now as a similar example. The possible routes are based on transportation criteria and input from the

		route does not effectively serve the University student body needing food or employment in the downtown area. A University-downtown trail link could offer students “safe ways to walk for shopping and jobs.” (RAISE Grant, p. 13) Concerns: • Utilizing acres of private property (significantly residential) for Project Access York. Public ROW is available and was shown on the Grant application maps. Use of private property should not have been included in preliminary engineering without prior discussion and consent of the property owners. • A detailed rendering of the pedestrian bridge and ramps ought to have been on display at the May 28, 2024 Open House. After months of engineering work and expenses, there was nothing to show. • Trail lighting and publicly visible trails ought to have been a top budget and planning priority at every stage of project development. The proposed trail alignments in secluded areas and lack of funds for trail	entire community, not the preferences of the nearby landowners. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		lighting shows a disregard for public safety. • Bike lanes and “sharrows” on busy, high density residential streets (Nebraska Ave and 8th Street) does not constitute safe pedestrian infrastructure. • Lack of documented, outside studies showing need for a multi-million dollar bridge and trail connecting the I-80 corridor to Beaver Creek. • Lack of plans to simultaneously improve pedestrian and bicycle infrastructure within the I-80 business corridor. As proposed, Project Access York does not meet the Grant Statement of Work for pedestrians to “safely move without a car” in the I-80/81 corridor. (p. 5)	

112	Rachel Crowdell 420 N. Burlington Ave York, NE 68467 402-363-1052 rlcrowdell@gmail.com	think this trail system would be a great addition to our community. However, Please please consider the placement of the trails and the safety of those that are going to be using them. Ie.Families, kids and people who will travel the trails alone. Will the trails be well lit to deter illegal activity? If the trail then runs along the street (with) is it only the line of paint one the road that is to keep folks "safe"? In this day there are so many distracted drivers it is very scary to think that they would be along side the trails. I urge you to take your time with the placement and plans as this would be a great addition to our community it could just as well be a problem and risk our safety if not done properly. Thank you to everyone investing their time in this project.	Dear Rachel, The City of York appreciates your suggestions and support for the proposed **Project Access York** trail project. Thank you for taking time to share your safety concerns. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. The engineering team includes a specialist in trail design to deter crime and our law enforcement would continue to be involved in planning to keep the trail as safe as possible. There are some parts of the trail, particularly on Nebraska Avenue, where bikes would be separated from cars by painted lanes. There are sidewalks in these areas that can be used by pedestrians and by cyclists who want to stay off the street here. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

113	Beth Burgess 19 Eastridge Ave York, NE 68467 206-890-1699 troyandbeth@gmail.com	Hello, Just writing you with a concern regarding the proposed project access York.... We (especially our children) are very interested in more walking/ biking trails in/around York...but.... If we are to have a trail that connects the Walmart area to town/neighborhoods... What are we FIRST going to do about the homeless camp behind Walmart? We come from a state that ignores safety concerns, cities full of trails that have been taken over by homeless camps, properties destroyed, needles, human waste etc ... trails that the regular citizen no longer can safely use...we do NOT want that here.	Dear Beth, The City of York appreciates your support for increasing trails throughout the city with projects like the proposed **Project Access York** trail project. Your family would be able to connect to the trail off Maine near your house. The broader challenge of how to address unsheltered persons camping in public spaces is one that many communities face. The police call data for the area around Walmart shows little evidence of crime threat to others in the area. Similarly, studies of trails in rural communities report very few crimes and leaders from cities in Nebraska with trails close to I-80 tell us that they have not had issues with crime on their trails.

			An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
114	Susan Beauchamp 2020 N Nebraska Ave York, NE 68467 402-366-4401 susanbeauchamp@gmail.com	Regarding the bike trails, I would propose that Nebraska Ave from 16th St. to 4-H Drive continue to have one side of street parking as many drives are short, most do not have alley access, and many families must park in the street. From 19th St. to A St. is a double block so that is even further for some people to have to park. The overpass is currently located near Wendy's, where most people won't use it unless they are right there wanting to go across the road. If the person is at DQ, much less Sapp Brothers, that is a hike to get to the bridge. It seems placing it closer to the lights would be a better more central location that would be used by more people. The trail from the interstate to town is another concern for many. Currently you are	Dear Susan, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Regarding your comments about Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. There have been many conversations about the bridge location. The McDonalds is one of the stops in the area that gets the most foot traffic. Others in previous input sessions pushed for the bridge to be in that Wendy's to McDonalds location.

		taking a good chunk of land from 2 homeowners and then going back into areas that can't be seen which can be a safety concern. Also, how will the trails be kept clear of snow and litter? You could run the trail either down Grant Ave or next to the access road coming off Hwy 81 into town then proceeding down the frontage road and straight on out to the interstate. These 2 options would allow for the trails to be a straighter shot to the interstate and would also put them in view of more traffic for a safer trail.	We worked hard to be as least intrusive on properties as possible. Almost all of the areas of the trail where new property is needed are on the edges of the property. However, there is one property that is much more heavily impacted. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

115	Chip Workman 1541 Duke Dr. York, NE 68467 402-362-5852 Chipworkman1417@gmail.com	Being next to the proposed trail route next to the middle school, I am not in favor of having any trail lights installed.	Dear Chip, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Your concern about reducing the impact of trail lighting for neighbors has been registered. At this point the plan does not add new lights in your area. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

116	Karen Howard 1002 W Nobes Rd York, NE 68467 402-710-2772 karenelisehoward@gmail.com	I feel this project is too expensive with little added benefit to the community. Connecting the town to the interstate seems unsafe. I feel it is not fair to the property owners to cut into their land, and Nebraska Avenue is not wide enough for additional lanes etc without further encroaching on the property owners. I would be very upset if you did this to my property.	Dear Karen, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. We worked hard to be as least intrusive on properties as possible. Almost all of the areas of the trail where new property is needed are on the edges of the property. However, there is one property that is much more heavily impacted. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street for the entire street. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In

			addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
117	Anne Runyan 1622 N. Ohio Cir York, NE 68467 402-366-4688 stahrway@gmail.com	We are concerned about light pollution on what will be part of the trail project… the path to the south of the middle school runs right next to our fence and we enjoy camping in the backyard and nighttime outdoor movies and we don't want light pollution there. Any minimal or waist high lighting is doable but nothing as bright as the middle school parking lots or tall street lights is what we're concerned about. We want to enjoy our backyard in the evening without being blown away by bright lights.	Dear Anne, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Your concern about reducing light pollution for neighbors has been registered. At this point the plan does not add new lights in your area. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

118	Annie Redfern 1120 West Nobes Rd. York, NE 68467 402-366-0491 artbyanabel@gmail.com	I am beyond excited about Project Access! This is amazing progress for our community. I am very proud of our city government and all they and our state have done to keep citizens informed. We are so fortunate to have this happening in York!	Dear Annie, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for taking time to share your reasons for supporting the project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
119	Stephen Postier 931 S Grant Ave York, NE 68467 402-366-8267 Postier362@gmail.com	The most recent released map has the proposed route going along the old railway west of Grant. With the lighting available already along Grant, I think that portion of the trail would better suited back on the original design. Not only would it be better lit for safety, but it would provide easier access for the housing development to the east of Grant. This provides a safer trail overall. One possible alternative would be going along Grant in front of the residential properties, turning west along the tree line next to the church, then getting on the railway bed. This would still eliminate the potential points of conflict of the commercial area, while increasing safety along the residential portion. I understand there may be	Dear Stephen, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) understand the desire for trail infrastructure for your family and the new houses in the Grant Street area. This project needs to focus on the safest pathways for the targets identified in the grant. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or

		utility issues, but could it be west of the utilities? Or has anyone contacted NPPD, to see about a partnership in burying the utilities along Grant as a joint project, to save them on their future maintenance expenses? In addition, as the original trai l proposed, having the trail connect to Nobes, even with just a sidewalk, and connect into the existing trail North of the culvert/creek is a better design, that's safer and more accessible for people. It affects less property. Is the Nebraska part of the trail necessary, since there's a newer sidewalk all along that road, 'r could that be eliminated for cost savings (possibly using that money to have the trail run along Grant)? If the trail has to go along the road for Nebraska, instead of utilizing existing sidewalks, there needs to be special attention given to the elimination of parking. In addition, the intersection of Nebraska and 14th, with the underpass, needs a well designed plan. I know it may not meet the technical federal requirements for a trail width, but utilizing the existing sidewalk that goes under the bridge for that short distance would be preferable to having bikes/pedestrians on the road, with that differently designed intersection. It could be widened back out to join the trail after the underpass.	roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. The city is currently working with the state of Nebraska to secure funding for a smaller project that adds wider sidewalks along West Nobes across Lincoln and in front of Walgreens and Dollar Fresh to better connect the west part of town and access to food to the entire trail structure. Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street for the entire street. We cannot alter the width of the underpass or change that intersection. Cyclists could walk their bikes on the small sidewalk beside the underpass to avoid this narrow part of the street. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

120	Teresa Lorang lovefourgolf@hotmail.com	For a route, against proposed route. For: route around the city including both East and West sides of town. Using current beaver creek route, connecting to Kiplinger, Harrison Park and finishing out to Nobes. Against: any funds from local tax payers, connection to South of Nobes, route should be farther West than Nebraska Ave.	Dear Teresa, The City of York appreciates your comments on the proposed **Project Access York** trail project. The project connects the west part of town through the Harrison Park section of the Beaver Creek trail. The city is currently working with the state of Nebraska to secure funding for a smaller project that adds a trail along West Nobes to better connect the west part of town to the entire trail structure. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

121	Jamie Johnson 10 Quail Cove West York, NE 68467 303-550-1747 Jhjohnson11@gmail.com	Would be nice to have better crosswalks and speed limit reductions in school zones. For example, Washington Ave by the elementary needs a cross walk with lights. Also Delaware between middle school and high school with lights so kids and parents can cross safely. There are limited sidewalks North of York General on Lincoln Ave. It is not very accessible to businesses on the North Side of town.	Dear Jamie, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. The project already includes safety lights for school crossings in the two areas that you identify in your comments. This project does not extend north of York General. Hopefully we can continue to improve walkability with future projects. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

122	Callie Hurley	I think this is great progress for the community and will help a lot of people. It will definitely aid in pedestrian safety out by the highway and interstate. There have been many times I have drove by people walking on the side of the highway out by Walmart or crossing the highway from Walmart towards Sapp Bros. It is important to connect the areas of town, in town and out by the interstate because both are very impactful economically for our community and we want to draw people into town. There are trails in rural areas (that connect metro and rural) all around the country and if taken care of, they are plenty safe.	Dear Callie, The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for sharing what you've seen in the community that demonstrates the need for the project An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!
123	Tim Lewis 25 Eastridge Drive North York, NE 68467 402-366-5631 Tim.lewis@york.edu	The Project Access York project has my full support. It also has the support and many friends and neighbors that were not able to attend the town meeting today. I hope the decision making body can separate the true benefits of this project from those who print fancy signs. The concerns by a vocal few people are not supported by any empirical evidence or research that show a greater risk for crime. However, the building of bike/walking trails is supported by many studies that show an increase in property values, business sales and quality of life for the communities that invest in this kind of infrastructure. As a bike rider, I plead with our city planners to provide me a	Dear Tim, The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for taking time to share your reasons for supporting the project. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website. Thank you again for your participation!

		safer way to access all parts of my city. Right now, I travel to Lincoln or Kearney to ride safely and spend my economic dollar in those towns. Our teens and college students need safe access to the jobs and businesses at the interstate. If parents have concerns about their child riding on the proposed trail without permission, I suggest they step up and train their child to know boundries. The solution to their problem is not to criticize this vision for York. This amenity will draw new families to our town that needs to find ways to grow our future. Check the facts and go for it!!!!	
124	Patrick Snipes 2345 S Lincoln Ave York, NE 68467 402-710-2771 Pp1967mustang@gmail.com	Was there a study of bike/pedestrian traffic, Police and Ambulance needs between the Holthus Center and Nobes Road ? Again this is FARMED AREAS with CORN FIELDS on each side! When will the City Council meet on issues pertaining to "Project Access York", I WANT TO BE THERE WHEN THESE ISSUES ARE discussed !!	See response #17

125	Teresa Willcock 2004 North Nebraska Avenue York, NE 68467 402-366-5922 tmwillcock@gmail.com	My ONLY comment is I do not like the idea of No Parking on Nebraska Ave from 16th to Fairgrounds, although I live at 2004 N.Nebraska I have plenty of parking in my back yard. But it dies affect others with little kids, elderly, handicapped, etc	See response #10
126	Marie Wilson – 1915 East 8th Street York, NE 68467 402-366-9342 mariephylliswilson@gmail.com	I throughly read the prediction of crime on the trail. What I did not see was prediction of crime near said trail. No prediction for allowing access to residents front and or back yards, or the nearthywell traffic emanating from the interstate to my door. Last night during the baseball games at the complex, while younger brother and sisters are at the playground while the older children play their night games, I asked parents and grandparents there "what they will do about the kids at the playground once the bike trail invites danger from the interstate to permeate the area? The answer was and is that the kids won't be playing there any more... How sad for our community! Because York was offered a grant the	See response #12

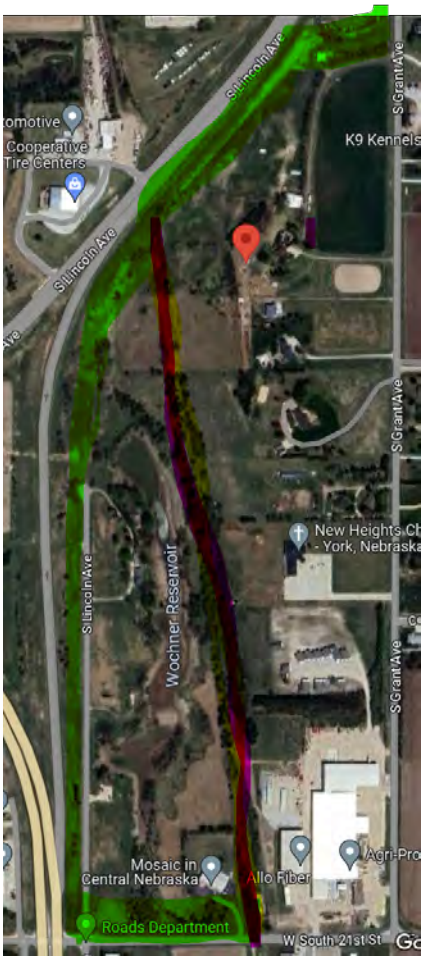
		City is gung ho to accept it, regardless of the uneasiness of the community. You speak of the number of residents that walk or ride bikes to work in York is 10%, that is for the city as a whole. The question really is the percentage of residents going for fast or food or Walmart . An overpass and an accessible path in that area is warranted. To connect that path throughout the city is unwarranted. We have sidewalks and quiet streets for walkers and riders now that function just fine. To upend our community for the sake of grant funding just to spend that money is not progress, it's peril to our safety.	

From: KG3 LLC <kg3company@gmail.com>
Sent: Tuesday, May 14, 2024 2:44 PM
To: Kieper, Paul <Paul.Kieper@nebraska.gov>
Subject: Project Access York DPS-93(15)

> You don't often get email from kg3company@gmail.com. Learn why this is important

Good afternoon Paul,
I am a landowner who owns property that will be needed for part of the new bike path included in the Project Access York. As part of this process I have been trying to gather as much information as possible as I feel I am getting contradicting answers from the LPA and Engineer for the project. I saw your name as the NDOT RC I am hoping that you can help me understand the answers I rec'd better. I have included two maps for context. The first is the map of the original trail proposal in the awarded grant and the second was presented to me in my landowner meeting.
.





The highlighted route in Green matches the Blue route in the original Grant and the Purple line is new route that was shown to me in my meeting.

I simply asked "Why is this route different than what was in the original grant proposal" and I was told that the State ROW was not able to be used for bike paths from the Engineer. That response caused more questions below that I did not get any answer to and still have not gotten answers on:

1. Both routes use the state right of way on the North part of both routes so why can't it be extended as originally proposed? From my research I have found is the following

80.50 OCCUPYING STATE RIGHT-OF-WAY

If the project will be built on state-owned ROW, the LPA must secure the necessary permits from the appropriate state authorities. For assistance in applying for a Permit to Occupy State ROW, the LPA should contact their NDOR District Engineer.

from NDOT:. *This makes no mention that it cannot be used so now I have the following questions:*

2. Did the LPA apply for these necessary permits? Did the state decline them is why we were told the state ROW could not be used?
3. Is Lincoln Ave actually City or State ROW as I am not sure since this goes is the business district rather than Hwy. 81

I know this all probably sounding confusing but I just can't understand why it is okay to use state ROW and that the route needed to be altered because of this. Can you please help me with just simple and direct answers so I can understand the situation better.

Thank you for your time and I would really appreciate any help from you,
Ryan Gieck

402-289-7107

1.

From: Soula, Jeffrey
Sent: Wednesday, May 15, 2024 12:55 PM
To: Kieper, Paul <Paul.Kieper@nebraska.gov>; kg3company@gmail.com
Cc: Taylor, Nicole <nicole.taylor@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; James Paul <jpaul@cityofyork.net>; Susan Opperman <sopperman@olsson.com>
Subject: RE: Project Access York DPS-93(15) 43010

Good Afternoon Ryan,

There will be a public meeting held for the Project Access York trail on May 28th from 4:30pm to 6:30pm at the Holthus Convention Center. I would encourage you to bring your questions below to the public meeting, both the city and design consultant will be present as well as NDOT staff. In addition to discussing this in person with the project staff, you can also submit an official comment on the project through that process which will get you a formal/documented response. Being a property owner along the project, you should be receiving a packet in the mail inviting you to the meeting as well as an official public comment form which you can fill out and mail back if you can't make the meeting.

Our understanding is that the State ROW permit was just one component and other more significant issues are the floodplains and floodway for that alignment and the strict regulations that go along with what you are allowed to construct in those areas.

Thank you,
Jeff Soula, PE
NDOT Local Projects Engineer

From: Brandon Lehman <blehman3@gmail.com>
Sent: Friday, May 3, 2024 2:54 PM
To: Kieper, Paul <Paul.Kieper@nebraska.gov>
Subject: Re: DPS-93(15) Project Access York

> You don't often get email from blehman3@gmail.com. Learn why this is important

Thank you for the response. It's been challenging to find answers or someone who can answer questions definitively about the project. I'm okay with the original "Village 81" route proposed in the RAISE grant. Unfortunately, landowners were not notified of the public meeting in March 2023 for input on the trail. In that meeting, they changed the route so it is now behind my home. The city administrator, mayor, and council members say it is up to Olsson Engineering where the trail will be located and are not willing to represent the concerns of all our neighbors, some will now have to give up land instead of using existing public right-of-way. Was anyone from NDOT at the March 2023 meeting?

Best Regards,

Brandon Lehman
1430 S. Grant Ave
402-430-4341

On Fri, May 3, 2024 at 11:03 AM Kieper, Paul <Paul.Kieper@nebraska.gov> wrote:

> Good Morning Brandon,
>
> The City of York must have a Full time employee designated to this project. James Paul or Sue Crawford can act as the PL. It appears we have James as the Lead PL.
>
> **From:** Brandon Lehman <blehman3@gmail.com>
> **Sent:** Friday, May 3, 2024 8:53 AM
> **To:** Kieper, Paul <Paul.Kieper@nebraska.gov>
> **Subject:** DPS-93(15) Project Access York
>
> > You don't often get email from blehman3@gmail.com. Learn why this is important
>
> Mr. Kieper,

I was at the York City Council meeting last night and one of the agenda items raised questions about Project Access York. No one in the meeting could answer who the project liaison is for Project Access York. I found your contact information in the Professional Services Agreement, Supplement No.1. As a citizen of York, I would just like to know who was designated as the Project Liaison. Thank you.

Brandon Lehman

402-430-4341

From: Soula, Jeffrey <jeffrey.soula@nebraska.gov>
Sent: Wednesday, May 15, 2024 1:46 PM
To: blehman3@gmail.com
Cc: Kieper, Paul <Paul.Kieper@nebraska.gov>; Sue Crawford <scrawford@cityofyork.net>; James Paul <jpaul@cityofyork.net>; Chase Jelden <cjelden@olsson.com>; Bui, Tony <tony.bui@nebraska.gov>; Taylor, Nicole <nicole.taylor@nebraska.gov>
Subject: RE: DPS-93(15) Project Access York, 43010

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Good Afternoon Brandon,

There will be a public meeting held for the Project Access York trail on May 28th from 4:30pm to 6:30pm at the Holthus Convention Center. I would encourage you to bring any questions you have on the alignment to the public meeting, both the city and design consultant will be present as well as NDOT staff. Being a property owner along the project, you should be receiving a packet in the mail inviting you to the meeting as well as an official public comment form which you can fill out and either bring to the meeting or mail back if you can't make the meeting. All comments received will be officially replied to as required by the environmental reviews.

Thank you,
Jeff Soula, PE
NDOT Local Projects Engineer

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Brandon,

As you are aware, the city took down your questions and answered them after the meeting. As we announced, we took questions at the meeting and responded afterwords to make sure that we release accurate information for all questions asked.

Regarding your comment about notifications for the public open house in March 2023, the City provided multiple notices to the general public in the newspaper, on social media and through our text alert system. It was not clear which property owners would be impacted before the day started. The meetings during the day and the open house that night created the alignment that was then further developed to become the current proposed alignment. The conceptual alignments shared at the open house were a result of a design charrette earlier that same day with staff from the City of York, York County, York Public Schools, York University, the Nebraska Department of Transportation (NDOT) and Olsson.

City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. However, the ultimate choices must be in the best interest of the entire community. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:29 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 17, 2024 8:53 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: My comment for the Project Access is that there are people for it And people against it. I just hope that all people are heard For the good and bad reasons. I feel that maybe a compromise For the route could be figured out. York can grow in a positive way if All are heard And listened to.

First_Name: Mona

Last_Name: Lambert

Address: 22 York mobile plaza

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: (402) 366-6262

Email: luckylady100@hotmail.com

submissionDate: 17-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Mona,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. Every comment has been read and considered.

The City is also following the required public involvement process set forth by the Federal Highway Administration (FHWA) to use federal funds like the RAISE grant program, which is providing funding for this project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 17, 2024 10:39 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I believe this is a wonderful opportunity to connect our entire community, and lays the foundation for future residential and commercial development. The trail route provides families the ability to safely access the many outdoor recreational facilities of York. This project not only enhances the present quality of life for residents but also lays the groundwork for sustainable development and enjoyment for future generations.

First_Name: Richard

Last_Name: McDougall

Address: 5 Country Club Terrace

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-9342

Email: rmcdougall@neb.rr.com

submissionDate: 17-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Richard,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached. Updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 17, 2024 11:31 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I am a nurse that has worked in this community for over a dozen years. I am aware that the benefits of a healthy lifestyle can positively impact both physical and mental well-being. Part of that healthy lifestyle comes from being physically active. Walking, jogging, or biking outside among other community members is a wonderful way to promote physical, emotional, and psychological well-being. This trail expansion project will be an excellent addition to York and will support the goal of achieving a more healthy community.

First_Name: Suzanne

Last_Name: Phinney

Address: 4 Country Club Terrace

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email:

submissionDate: 17-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Suzanne,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 17, 2024 4:19 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I am writing to thank the City of York for the future planning and efforts made regarding Project Access York. It is a wonderful way for our community to provide safer and more accessible ways to commute around our community--whether for pleasure or by necessity. It will lower barriers for some, and create attractive options in our community for physical activity and social connection. There will also be economic benefit to our community. As an avid biker and walker, I have had many close calls with inattentive drivers when sharing the road. I am really looking forward to safer paths around the community. Thank you for being forward-looking and making York an attractive place for families. Bravo!

First_Name: Laura

Last_Name: McDougall

Address: 5 County Club Terrace

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-6485

Email: laurafourcorners@gmail.com

submissionDate: 17-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Laura,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 17, 2024 10:44 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: A huge issue that I have not heard addressed is that the city of York does not have a “disorderly conduct” or “drunk and disorderly” law or city ordinance. So, if the derelicts come in from the interstate, there is nothing law enforcement can do. Also, our city and city parks do not have curfews or closing times. So, if homeless walk into town off the interstate on the proposed path, there is nothing law enforcement can do to make them leave. Few people know that, homeless transients often set up makeshift camps behind Walmart, Motel 6 etc. with this proposed path leading them straight in our city parks, there is a very real concern that, they will move into town, and set up their camps in the parks. If they do, there is literally nothing Law Enforcement can do about it at this time. We’re stuck with them until they decided to move on, if they do. Also, since the closing of our only homeless shelter (Living Water Rescue Mission), this becomes an even more real poss ibility.

First_Name: Mitchell

Last_Name: Meyer

Address: 1319 N. Indiana Ave.

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 3083835103

Email: mitchell.meyer@hotmail.com

submissionDate: 18-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Mitchell,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. As we go through the stages of design, law enforcement would continue to be consulted for input.

We are pleased to hear that the shelter is expected to open again soon. The broader challenge of how to address unsheltered persons camping in public spaces is one that many communities face. It's an important challenge for us to tackle even before the trail arrives. I (Sue Crawford) hope that you can be a resource as we consider those questions.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford

City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Saturday, May 18, 2024 11:24 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I had no idea this was being proposed until I saw all the yard signs and large campaign signs and asked a person about it. So I did as much background as I could find and then looked at the various maps you have provided on-line. I have to admit that Iâ€™m a bit confused as to why there is all the anti-project sentiment. I can understand if someone had questions about parking being closed down on one side of a street in their neighborhood but all the signage cannot possibly be because of that. It appears to me that it will be a nice addition to the community and area. Will be fascinating to attend the meeting on May 28th.

First_Name: Russ

Last_Name: Powell

Address: 1511 Michigan Avenue

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email: russpowell58@gmail.com

submissionDate: 18-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Russ,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We are resolving the concern about parking. We agree that the trail project would be a nice addition to the community.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Saturday, May 18, 2024 2:14 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: This is an excellent program that will be of huge benefit to our community. Of special note is the way this project will serve the often underserved blue-collar workers who walk daily to the interstate to produce the large amount of income our community receives out there.

First_Name: Jake

Last_Name: Owens

Address: 144 Beech Avenue

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023506401

Email: jake.central@gmail.com

submissionDate: 18-May-2024

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to:

Dr. Sue Crawford
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

I am strongly in favor of this project as proposed. As a former director at an ~~anti~~ (to) anti-human trafficking org, I am happy to report that there would be no realistic safety concerns on this trail. It will serve a vulnerable population that makes the city a great deal of revenue, and I would be sad for a few malcontents to ruin this opportunity.

(Please Print)

Name Jake Owens

Address 144 Beech Ave

City, State, Zip York NE 68467

Phone 402 - 350 - 6401

Email jake.central@gmail.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jake,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We appreciate your support for the workers who would be one of the groups that benefits from the project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Sunday, May 19, 2024 11:20 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I think the bike trail is a great idea. Better safety for bike riders & walkers. I foresee families using it & not having to worry about their children getting hit. I personally ride & sometimes it can be very scary when cars past me. As far as the fear mongering of sex trafficking, maybe there needs to be more education to adults & kids how social media is used to lure people. I don't foresee anyone grabbing someone off a trail & carry them out. They most certainly could access our city by their car & our current connection of our roads!

First_Name: Teresa

Last_Name: Willcock

Address: 2004 N. Nebraska Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023665922

Email: tmwillcock@gmail.com

submissionDate: 19-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Teresa,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We are excited about the safety benefits that would come with the project. I (Sue Crawford) know that there are some educational programs in the community working to educate parents and children on social media safety.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Sunday, May 19, 2024 4:16 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Thank you for all your efforts! I look forward to the project moving forward

First_Name:

Last_Name:

Address:

AddressTwo:

City:

State:

Zip:

Phone:

Email:

submissionDate: 19-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Neighbor,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:27 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Sunday, May 19, 2024 7:00 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: It would be running right through the 55 plus community we don't need any traffic or people in our area as we are already isolated and don't need the public traveling through our yards and it's fearful to me

First_Name: Marie

Last_Name: Wilson

Address: 1915 E. 8th Street

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email: Mariephylliswilson@gmail.com

submissionDate: 19-May-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 8:39 AM
To: Stacey Roach
Subject: FW: Public Comment Form - email with same message from same person also forwarded

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 31, 2024 2:24 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I am very concerned with the route of the path. I understand the path in principle. What I don't understand is connecting 80 and 81 to residential, school, ball complex and soccer to the same trail. I understand the overpass and paths to employment, not so much to shopping as we have shopping in town. Connecting to Beaver Creek and the isolation of that path as it stands is dangerous, it can not be policed as the path is not accessible. The underpass has always given me pause as I approach it walking, particularly early mornings and evening walks. It reeks of urine and is full of graffiti. Now with the vandalism to public restroom and the fire at the underpass, I can't help but consider the mentality that is currently taking place. I, of course realize drugs and crimes are quite prevalent within our community, and the path invites additional criminal activity through the entire unpolicable areas. I don't understand why we would extend that invitation further to nearthewells within and transients from the Hwy and Interstate. We might as well post a sign stating you can find our children and our elderly if you follow this path. What an open opportunity for "groomers" frequently passing children graduating striking a repor. In addition to those dangers, let me add cutting through a field from Maine Street to East 8th Street in a 50 pluss community, primarily single elderly individuals is a danger I don't think you are considering. Should we no longer go in our yards or open our doors in the evening hours to catch a cool breeze? Although you consider there to be low crime, based on statistics from other cities, and I don't know that their trails access the Interstae and Hwy, which are drug trafficking hubs. Ido know I don't want to become a low crime statistic. Example, my garage door is broken and Excel Dev. Group maintenance can not access the part until next week, so my belongings are available to criminals. With a bike patch maybe 20 feet from my door this becomes a personal safety risk for agin!
g adults and I

First_Name: Marie

Last_Name: Wilson

Address: 1915 E. 8th Street

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027108812

Email: Mariephylliswilson@gmail.com

submissionDate: 31-May-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 8:32 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Sunday, June 2, 2024 7:26 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I am very concerned with the route of the path. I understand the path in principle. What I don't understand is connecting 80 and 81 to residential, school, ball complex and soccer to the same trail. I understand the overpass and paths to employment, not so much to shopping as we have shopping in town. Connecting to Beaver Creek and the isolation of that path as it stands is dangerous, it can not be policed as the path is not accessible. The underpass has always given me pause as I approach it walking, particularly early mornings and evening walks. It reeks of urine and is full of graffiti. Now with the vandalism to public restroom and the fire at the underpass, I can't help but consider the mentality that is currently taking place. I, of course realize drugs and crimes are quite prevalent within our community, and the path invites additional criminal activity through the entire unpolicable areas. I don't understand why we would extend that invitation further to nearthewells within and transients from the Hwy and Interstate. We might as well post a sign stating you can find our children and our elderly if you follow this path. What an open opportunity for "groomers" frequently passing children graduating striking a repor. In addition to those dangers, let me add cutting through a field from Maine Street to East 8th Street in a 50 pluss community, primarily single elderly individuals is a danger I don't think you are considering. Should we no longer go in our yards or open our doors in the evening hours to catch a cool breeze? Although you consider there to be low crime, based on statistics from other cities, and I don't know that their trails access the Interstae and Hwy, which are drug trafficking hubs. Ido know I don't want to become a low crime statistic. Example, my garage door is broken and Excel Dev. Group maintenance can not access the part until next week, so my belongings are available to criminals. With a bike patch maybe 20 feet from my door this becomes a personal safety risk for agin!
g adults and I

First_Name: Marie

Last_Name: Wilson

Address: 1915 E. 8th Street

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027108812

Email: Buckie90717@gmail.com

submissionDate: 02-Jun-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 8:32 AM
To: Stacey Roach
Subject: FW: Project Access

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From: Vicki Northrop <VNorthrop@cityofyork.net>
Sent: Sunday, June 2, 2024 11:39 PM
To: Marie Wilson <buckie90717@gmail.com>; Sue Crawford <scrawford@cityofyork.net>; Barry.Redfern@midwestbank.com; cessnaflyerjeff@gmail.com; Tony North <TNorth@cityofyork.net>; SPostier@cityofyork.com; Jennifersheppard72@gmail.com; scottvanesch@gmail.com; mathew.t.wagner.civ@mail.mil; wilkinsonjw@yahoo.com; Barry Redfern <BRedfern@cityofyork.net>; info@exceldg.com
Subject: Re: Project Access

Thank you for writing to me and sharing your concerns. Your voice should be heard. The topics you bring up and the passion that you show in your email are valid and need to be addressed. Rest assured that I will honor and share your concerns and opinions with the council and the city administration. Transparency and respect are my number one focus. This is a quality of life issue for you and for many.

Please continue to let the city council and administration know how you are feeling. I would encourage you to get your neighbors to continue to write to us and to comment on that open comment site. If you need help with this, let me know and I can run over to help you. I am also willing to meet with you as a group if you would like. I would like to see where the trail impacts you for myself so I can speak intelligently.

Feel free to contact me at 402-469-1683 if you would like to discuss this topic, or any other topic further. Leave me a voice mail if I don't answer right
away so I don't think it is a spam call. You are welcome to text me before you call as well.

Sincerely,

Vicki Northrop
York City Council

From: Marie Wilson <buckie90717@gmail.com>
Sent: Friday, May 31, 2024 2:52:05 PM
To: Sue Crawford; Barry.Redfern@midwestbank.com; cessnaflyerjeff@gmail.com; Tony North; Vicki Northrop; SPostier@cityofyork.com; Jennifersheppard72@gmail.com; scottvanesch@gmail.com; mathew.t.wagner.civ@mail.mil;

wilkinsonjw@yahoo.com; Barry Redfern; info@exceldg.com
Subject: Project Access

I am very concerned with the route of the path. I understand the path in principle. What I don't understand is connecting 80 and 81 to residential, school, ball complex and soccer to the same trail. I understand the overpass and paths to employment, not so much to shopping as we have shopping in town. Connecting to Beaver Creek and the isolation of that path as it stands is dangerous, it can not be policed as the path is not accessible. The underpass has always given me pause as I approach it walking, particularly early mornings and evening walks. It reeks of urine and is full of graffiti. Now with the vandalism to public restroom and the fire at the underpass, I can't help but consider the mentality that is currently taking place. I, of course realize drugs and crimes are quite prevalent within our community, and the path invites additional criminal activity through the entire unpolicable areas. I don't understand why we would extend that invitation further to nearthewells within and transients from the Hwy and Interstate. We might as well post a sign stating you can find our children and our elderly if you follow this path. What an open opportunity for "groomers" frequently passing children gradualy striking a repor. In addition to those dangers, let me add cutting through a field from Maine Street to East 8th Street in a 50 pluss community, primarily single elderly individuals is a danger I don't think you are considering. Should we no longer go in our yards or open our doors in the evening hours to catch a cool breeze? Although you consider there to be low crime, based on statistics from other cities, and I don't know that their trails access the Interstae and Hwy, which are drug trafficking hubs. I do know I don't want to become a low crime statistic. Example, my garage door is broken and Excel Dev. Group maintenance can not access the part until next week, so my belongings are available to criminals. With a bike patch maybe 20 feet from my door this becomes a personal safety risk for aging adults and I am one of these. This trail has the potential to impact many of us in considerably uncertain and potentially dangerous ways.

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Tuesday, June 4, 2024 4:56 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 4, 2024 4:19 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Thank you for your response and concern for our quality of life here on E. 8th Street. I have spoken with neighbors and they thanked me for sending emails to you and fellow council members. I'm sure you understand that most of my neighbors are not text savvy and are equally concerned about making waves and somehow loosing our homes as we are renters. I have sent emails to Excel Dev. Group as well as NIFA as they are investors. I, of course, am not sure where they land on the issue. Thank you in advance... I just spoke with 6 neighbors when I checked my mail today and none knew of the meeting at Houltus meeting,, or that they had any rights or resources to speak their concerns of our quality of life here on E. 8th St. I guided them to the city of York site and how to access the drop down menu and submit there concerns. Also, a concern is the county/city trucks using E. 8th street to access their shop at the eastern end of E. 8th, right now they are dumping all of the overburd
en from Levitt Field. This is very regular for our street, 4 to 5 trips an hour. That's a danger to cyclist, pedestrians as well as city workers coming in and out. I live at 1915 E 8th St, York, NE 68467 402 710-8812. We are having inspections here on Thursday with Excel Dev. Corp and FIFA Representatives so residents will have a chance to bring it up again. It's random so we don't know which houses, I know I will keep my eyes peeled whichever house they go to. Also, we have terrible phone service in this area, and could/would have a difficult time calling for.help from trail crime, just as we do with getting emergency services here. Interestingly enough you are the only person from City government that has responded to my email...thank you again for caring about the vulnerable and our grandchildren, why haven't they considered E. 9th Street for access it is already established between Maine Street and Wisconsin. Show quoted text Thanks, I will. Show quoted text

First_Name: Marie

Last_Name: Wilson

Address: 1915 E. 8th Street

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027108812

Email: Buckie90717@gmail.com

submissionDate: 04-Jun-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Friday, June 7, 2024 12:19 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 5, 2024 8:40 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: The city said their investigation indicates the trail has low crime statisticsðŸ˜³ The trail will run thru a senior community. Vulnerable seniors don't want to be statistics. Who will clean debris tossed and left by riders and pedestrians? This project is over budget, $ and continues grow. Too many unknowns on isolated unpoliced areas and little facts on the impact to quality of life for those living along trail in these areas. So much potential for unwanted interaction from those traveling our path emanating from Interstate 81 and Hwy 80.

First_Name: Marie

Last_Name: Wilson

Address: 1915 E. 8th Street

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027108812

Email: Buckie90717@gmail.com

submissionDate: 05-Jun-2024

Comment: I throughly read the prediction of crime on the trail. What I did not see was prediction of crime near said trail. No prediction for allowing access to residents front and or back yards, or the nearthywell traffic emanating from the interstate to my door. Last night during the baseball games at the complex, while younger brother and sisters are at the playground while the older children play their night games, I asked parents and grandparents there "what they will do about the kids at the playground once the bike trail invites danger from the interstate to permeate the area? The answer was and is that the kids won't be playing there any more... How sad for our community! Because York was offered a grant the City is gung ho to accept it, regardless of the uneasiness of the community. You speak of the number of residents that walk or ride bikes to work in York is 10%, that is for the city as a whole. The question really is the percentage of residents going for fast or food or Walmart . An overpass and an accessible path in that area is warranted. To connect that path throughout the city is unwarranted. We have sidewalks and quiet streets for walkers and riders now that function just fine. To upend our community for the sake of grant funding just to spend that money is not progress, it's peril to our safety.

First_Name: Marie

Last_Name: Wilson

Address: 1915 E. 8th Street

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027108812

Email: Mariephylliswilson@gmail.com

submissionDate: 29-May-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:59 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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YORK NEBRASKA

Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 7:39 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: As tonight being the last opportunity to share my observations. I do not believe connecting the Interstate and the Hwy to our inner city bike path a hazard. We have plenty of crime within our borders now. Connecting E. 8th street to Maine Street is a strange plan considering your running thru a 50 plus community at N. Town Estates. 10th Street is already and established street already, why are we going thru on a non existent path. E. 8th Street is a highly congested roadway as the city shop uses this E. 8th to access their compound. You would still be connecting the University to the bike path. E. 8th and Wisconsin is hazardous for residents, riders and City trucks. Also, with respect to Nebraska Ave., N.E. Avenue would be a perfect route to the Fairgrounds and connected Miller Park. I have a belief in your considering my observations. Than You for your consideration...

First_Name: Marie

Last_Name: Wilson

Address: 1915 E. 8th Street

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027108812

Email: Buckie90717@gmail.com

submissionDate: 13-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Marie,

The City of York appreciates your comments concerning the proposed **Project Access York Trail** project.

Regarding your comments about safety, as we go through the stages of design, law enforcement would continue to be consulted for input. Unfortunately, no community is entirely immune from the dangers of crime.

The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. The trail on 8th Street would be on the street and would not run through yards.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:27 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Sunday, May 19, 2024 8:20 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: As a runner and someone who cycles, I'm excited for a longer trail system. Right now we find ourselves driving to other towns to use their trail systems. Walking and riding on streets of York is not safe. Drivers are always speeding or on phones, not paying attention. I have also twisted my ankel which resulted in a fall that hurt my back on a side walk here in town after stepping on an uneven crack and couldn't do much for 2 weeks. A new trail system is going to be welcomed by the people who live active lives and enjoy being outside. I will also feel more comfortable running a trail and not have to worry about being hit by a car.

First_Name: Abbie

Last_Name: Rhodes

Address: 519 East 7th street

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email: abbierhodes11@gmail.com

submissionDate: 20-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Abbie,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We share your excitement about the safety benefits of the trails.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:27 PM
To: Stacey Roach
Subject: FW: PAY comment

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-----Original Message-----
From: City Admin <cityadmin@cityofyork.net>
Sent: Monday, May 20, 2024 10:35 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: PAY comment

-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Sunday, May 19, 2024 11:25 AM
To: City Admin <cityadmin@cityofyork.net>
Subject: Contact the City

Name: Teresa Marie Willcock

Address: 2004 North Nebraska Avenue

City: York

State: NE

Zip: 68467

Phone: 4023665922

Email: tmwillcock@gmail.com

Inquiry: Sue, I did not put in my comments on public fb page, but wanted to voice my only concern is that I read yesterday, that there would be no parking either side of Nebraska Ave 16th street on up. I myself am not concerned as I have plenty of parking in my drive & beyond. Have a field east of my house, but for others living on that street, it would be a hardship for any visitors. Sincerely, Teresa Willcock

submissionDate: 19-May-2024

Comment: My ONLY comment is I do not like the idea of No Parking on Nebraska Ave from 16th to Fairgrounds, although I live at 2004 N.Nebraska I have plenty of parking in my back yard. But it dies affect others with little kids, elderly, handicapped, etc

First_Name: Teresa

Last_Name: Willcock

Address: 2004 North Nebraska Avenue

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023665922

Email: tmwillcock@gmail.com

submissionDate: 28-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Teresa,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:27 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Monday, May 20, 2024 1:49 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: As a York resident, I strongly support the proposed bike trail connecting York to the area near the Interstate south of town. This trail would provide a safe, designated path for bicyclists and pedestrians away from vehicle traffic. Not only would it promote active lifestyles and recreational opportunities, but it could serve as an alternative transportation corridor for commuters working in south York. I urge the city council to approve this project to make our community more bike and pedestrian friendly.

First_Name: Charles

Last_Name: Trauger

Address: 1119 W ELM ST

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone: 4027101289

Email: charlie.trauger@gmail.com

submissionDate: 20-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Charles,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We share your excitement about what the project brings to our community.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. Updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:27 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Monday, May 20, 2024 2:24 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Looks great and will provide a great service! Thank you for all of your work.

First_Name: Jeff

Last_Name: Steckman

Address: 931 W 4th St

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 14023664709

Email: JSTECKMAN@CORNERSTONECONNECT.COM

submissionDate: 20-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jeff,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:26 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 22, 2024 10:13 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Since , WE the People of York Nebraska, SHOULD have a RIGHT to vote on the costs of this plan, for the Maintenance, Protection cost (Police and Ambulance protection costs), upgrades, and unforeseen cost for this project ? I also think there should be more than one project (sections (North, Middle and South) with each section be voted on by the PEOPLE of York Nebraska since we will have to pay for this project now and in the future !

First_Name: Patrick

Last_Name: Snipes

Address: 2345 South Lincoln Avenue, York, NE, USA

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027102771

Email: pp1967mustang@gmail.com

submissionDate: 22-May-2024

Comment: Was there a study of bike/pedestrian traffic, Police and Ambulance needs between the Holthus Center and Nobes Road ? Again this is FARMED AREAS with CORN FIELDS on each side! When will the City Council meet on issues pertaining to "Project Access York", I WANT TO BE THERE WHEN THESE ISSUES ARE discussed !!

First_Name: Patrick

Last_Name: Snipes

Address: 2345 South Lincoln Avenue, York, NE, USA

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027102771

Email: pp1967mustang@gmail.com

submissionDate: 28-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Patrick,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about public involvement, the City is following the required process set forth by the Federal Highway Administration to use federal funds like the RAISE grant program, which is providing funding for this project.

Regarding your comment about cost, current project costs are estimates and would continue to be reviewed as the project progresses. The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:27 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Monday, May 20, 2024 4:37 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I support the York Trailways proposal. Coming from Grand Island, a similar project was done through the city. Our kids used the trail system extensively and crime was never a concern. Instead, it opened opportunities for families to utilize as they travelled by bike, walking or jogging. It would be tragic to prohibit others from enjoying such an amenity because of made-up speculation. I understand the "Not In My Backyard" perception. However, personal experience and success in other communities leads me to logically conclude this would enhance York, not hurt or endanger.

First_Name: David

Last_Name: Dohmen

Address: 1623 Clearview Blvd

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-9487

Email: dmdohmen@gmail.com

submissionDate: 20-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear David,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for sharing your positive experiences with trails in other communities.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:26 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 24, 2024 10:14 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Awesome project! Iâ€™ve enjoyed Beaver Creek trails over the years and will look forward to more enjoyment through the expansion. Thank you for bettering our York community !

First_Name: Matthew

Last_Name: Leif

Address: 1801 paradise pond view

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone: 402-366-1060

Email: Mleif@cornerstoneconnect.com

submissionDate: 24-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Matthew,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We are glad that you are enjoying the Beaver Creek trails.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:26 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 24, 2024 11:50 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I am with many other residents of York who are fully against this project taking place as you can see the many people of York with signs in their yards in opposition. There are many reasons to oppose this project and next to none in support of it. This whole project should be scraped and not waste the tax dollars both federal and local that would go into this. I for one do not want to give up part of my property for this project as I own a house on the proposed route. Please consider this government over reach and end this project.

First_Name: Michael

Last_Name: Seachord

Address: 1512 N Maine Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027108711

Email: 1512 N Maine Ave

submissionDate: 24-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Michael,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. However, the ultimate choices must be in the best interest of the entire community.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:26 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 24, 2024 8:43 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Very nice plan. Concerned about cost of maintenance. How will camping transient issue be handled? Is lighting included? Will homeowners get a deal on fencing their private property if it's other than out front of their property? Very welcoming for a healthy lifestyle.

First_Name: Granada

Last_Name: Dooley

Address: 331 S DELAWARE AVE

AddressTwo:

City: YORK

State: NE

Zip: 68467

Phone: 4023638886

Email: Godooley@gmail.com

submissionDate: 24-May-2024

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Concern bridge is excessive; If school bus drop off on one side is the concern. Just instruct kids not to cross Hwy. Get back on bus drive to opposite side again wait for pickup.

These rules applied for 33 yrs of my career.

If you instruct them to use your bridge - Same results a few may not comply.

What about elevators on each end & circular stairs Cost?

(Please Print)

Name Granada Dooley
Address 331 S. Delaware Ave
City, State, Zip York, NE
Phone 402 363-8886
Email gadooley@gmail.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Granada,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

Regarding your comment about transients, law enforcement has been and would continue to be consulted for input. As the new homeless shelter staff come on board, they would be consulted as well.

Regarding your comment about lighting, it is anticipated that lighting would only be included on the pedestrian bridge. As solar lighting technology improves, the cost and feasibility of including more lighting would be considered.

Regarding your comment about impacts to fencing, the estimation and payment for impacts to your fencing would take place during the right-of-way (ROW) phase. The bridge is an important component of the project. The need for a safer crossing has been discussed as a need in the community for some time.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, May 29, 2024 3:26 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, May 28, 2024 1:27 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I'm unable to attend today's meeting (5/28), but I wanted to express my support for this project. The citizens of York will benefit from having an interconnected trail system. Trails get people out and provide safe places for exercise and recreation. We love the Lincoln trail system for this reason. Trails provide a safe path for people to walk out to the interstate to shop or work. I've worked with many people who don't have a car but have to walk on the side of the freeway. Trails will enhance the sense of community that will attract people to York. Trails provide a place for children to bike and move about the city with greater safety than the streets. The dominant reason that I hear against the trails is a fear of the possibility of the trails bringing criminally minded people into the city. I believe it's irrational to connect the "possibility of harm" to any project. Anything we do has inherent risks. These risks need to be mitigated to the best of our ability. But to fear the possibility of harm is to live in fear, which isn't healthy for anyone. I also haven't seen any data that supports this fear. I appreciate the visionary leadership of the city and all the work that has gone into this project so far. I hope that many concerns will be answered tonight and this this project will continue to move forward. Thank you.

First_Name: Glenn

Last_Name: Dallmann

Address: 802 N Iowa Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027100704

Email: gdallmann6@gmail.com

submissionDate: 28-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Glenn,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We appreciate you taking time to share your reasons for support of the project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

(1) York needs to dump their "At Large" System & Go to District Representation. We are not being represented. We have no voice. This must Stop!

(2) Should have been Regular Community Meetings & Info Distributed to Affected Communities. Total Lack of Transparency & Shadows of Unanswered Ques.

(3) Should have Surveyed Community if this was wanted & Given Community Input & Ideas Prior?

(5) Some Individuals or Application, unto Eyes Only

(Please Print)

Name Jim Edmondson

Address 1 Edison Ave

City, State, Zip York, NE 68467

Phone 402-568-1513

Email ajdbackco msn.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jim,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about public involvement, the idea itself came from a public input process tied to the 2017 comprehensive plan, which was then voted on by the Planning Commission and the City Council at the time. The City is following the required public involvement process set forth by the Federal Highway Administration (FHWA) to use federal funds like the RAISE grant program, which is providing funding for this project.

City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. However, the ultimate choices must be in the best interest of the entire community.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Why are there no meetings planned (outside of City Council) where questions can be asked by the public? We were notified by individuals handing out flyers to the homes that will be impacted by this trail. Why does there seem to be no transparency with this whole project? From what I have been led to understand, estimated costs of this project sits at 17.5M which is a little over a million from the federal funds allotted.

(Please Print)

Name Pamela Edmondson
Address 1 Edison Ave
City, State, Zip York, NE 68467
Phone 480-321-6391
Email pamelaedmo@gmail.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Pamela,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about public involvement, the City is following the required public involvement process set forth by the Federal Highway Administration (FHWA) to use federal funds like the RAISE grant program, which is providing funding for this project. The process has included two open public meetings outside of city council meetings thus far.

Regarding your comment about cost, current project costs are estimates and would continue to be reviewed as the project progresses.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Just here to see what all the negative signs and hysterical nonsense is about. Sounds like a great idea to me.

(Please Print)

Name Steve Moseley

Address 16 Fairview Dr.

City, State, Zip York 68467

Phone 402 710-0727

Email Stevemoseley42@gmail.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

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Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Steve,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to be a part of the process!

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to:

Dr. Sue Crawford
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Add to design connection from West side of fairgrounds eastward to Cornerstone Soccer fields. OK if no money to build it now but at least include it in the design

(Please Print)

Name Kevin Leapley

Address 908 S Hutchins Ave

City, State, Zip York NE

Phone _____

Email _____

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Kevin,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for raising the question of connecting the trail to the soccer fields. That would need to be a future project. It is good for us to hear these ideas for the future.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

I live on Neb. Ave just south of the fair grounds - The street has NO PARKING on the East side of the street. SO NOW — No parking on the West side in front of my house. With that parking, there is only room for one car. A fire hydrant + mailbox eliminates any parking in front of my house. — SO Maybe Some one-1 person can Park @ my house — This is not acceptable! I enjoy my friends coming to see me!

Why not Put it on the east side where there is NO PARKING signs

(Please Print)

Name Valinda Luttig

Address 2125 N. Neb. Ave

City, State, Zip York, NE 68467

Phone 402 362-1948

Email threenor2002@yahoo.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Valinda,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

THE TRAIL ALONG MAINE AVE FROM NOBES ROAD TO 8TH STREET NEEDS MORE ACCESS POINTS THAN PROPOSED. ONE EVERY 500' OR SO WOULD BE GREAT. PEOPLE IN THE RESIDENTIAL AREAS WEST OF MAINE NEED GOOD ACCESS. IT WILL BECOME A NEIGHBORHOOD TRAIL SYSTEM.

(Please Print)

Name JOHN TURNBULL
Address 711 N. MAINE
City, State, Zip YORK NE 68467
Phone 402-362-6875
Email john.turnbull@windstream.net

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

John C. Turnbull

711 Maine Avenue
York, Nebraska 68467
402-362-6875
john.turnbull@windstream.net

10 June 2024

Dr. Sue Crawford
Administrator, City of York
100 E. 4th St
York, NE 68467

Dear Dr. Crawford,

I am in favor of the proposed Project Access York trail project. It will be a good project that will get used.

We see many people walking and riding bikes by our house from the local neighborhoods. We need the trail for safety reasons as well as recreation and transportation. The existing sidewalks are not wide enough for a mix of walkers and bikers, but the trail would be. I understand that the York Police Department recently did a traffic count on Maine and that count showed a high level of traffic. We certainly are experiencing a lot of out of town traffic to the City ball field complex, much more than before the ball field complex was built.

I have reviewed the maps of the trail and I have a recommendation. That is to provide more access points along Nobes Road and Maine Avenue. The North Map shows that trail users will have many access points from Nebraska Avenue to Mincks Park. Those points are where the trail crosses streets. However that is not the case along Nobes Road and Maine Avenue.

The trail is planned to parallel Maine Avenue for about 3,900 feet (0.7 of a mile) with only 5 access points. The access points are Nobes Road, Clearview Drive, Raell Drive, 4th Street and 8th Street. The distances between the proposed access points are:
Nobes to Clearview - 460 feet,
Clearview to Raell - 960 feet,
Raell to 4th - 1,170 feet, and finally
4th to 8th is - 1,310 feet (1/4 mile !).
Six of eleven intersecting streets along Maine Avenue would have no direct access to the trail.

Access points across from each intersection would be ideal. That would encourage people living in the southeast part of town to take advantage of the trail.

Sincerely,

John C. Turnbull

CC: Mayor Redfern and City Council

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear John,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Thank you for taking time to provide detailed suggestions! Revisions are being made to the design to allow for additional pedestrian crossings to access the trail.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to:

Dr. Sue Crawford
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

I believe this will be a great benefit to our workforce who currently travels highway to get to their place of employment. Also, it will enhance the safety of travelors looking to cross the highway. In addition, it will bring great recreation opportunites & opportunities for business/economic growth.

(Please Print)

Name Emily Perry
Address 601 N Lincoln Ave
City, State, Zip York NE 68467
Phone 402-710-2121
Email eperry@yorkdevco.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Emily,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We share your excitement about the community benefits of the trail.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

I want you to know a lot.
With a want or a need?
there are many other things that could be
a project instead of a Trail.
what % of People of York area will benefit
from the trail. then there is maintance!

(Please Print)

Name _____

Address _____

City, State, Zip _____

Phone _____

Email _____

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

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Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Neighbor, (32)

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

The overpass would be better at David drive
to me the Trail To Town is a BAD Idea

Buy a Handy bus for shuttles.
a trail from downTown to Ball Park out
east would be O.K.

(Please Print)

Name C. Eugene Miller
Address 13 Fairview dr
City, State, Zip York, NE. 68467
Phone 402 366 0823
Email

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear C. Eugene,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. We respectfully disagree that connecting the community is a bad idea.

Regarding your comment about the bridge location, the proposed location came from public comment at the first open house.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Dr. Sue Crawford
City Administrator
York, Ne. 68467

As you are well aware, the proposed York trail and bike lanes will take approximately 30 feet from the north, northwest, and partial west side of our farmland. Sondra Hermanson received this land as an inheritance from her parents just last year. It has both a sentimental value and financial value for our family. There are concerns that we have addressed below, very real concerns that could have lasting repercussions for our family and the city of York.

1. Loss of farm income due to reduction of farmable land. Our farmer has told us the City of York has already taken access to the land from the northeast corner of the property when it constructed a wider park entrance.

2. The overall value of the land may be negatively impacted as a result of this project and in our opinion the liability to our family is increased as discussed later.

3. The irrigation pivot will have to be moved at considerable expense.

4. There will be an increase of trash on the farmland which again negatively impacts the use of the land for farming.

5. Liability of trail for the renting farmer and our family.
   a. Water on trail from overspray of irrigation pivot will make trail slick and hazardous.

   b. Overspray of chemicals when used can cause health problems.

   c. Secluded area not visible from street can cause problems such as robbery, assaults, rapes, etc. The land that has been selected is very secluded and not visible from the street. Our lawyer is very concerned about our liability if someone is hurt on the trail or even more so if someone is assaulted and moved to our property where they are robbed, raped or worse. See articles below.

5. Articles from Lincoln Journal Star
   April 4, 2024—Woman on run knocked to ground and robbed at 33rd and Sheridan trailhead.

   July 27, 2023–24 year old Lincoln man sent to prison for raping a teenage girl along west Lincoln bike trail in 2021.

   August 31, 2022—Biker assaulted and robbed by three men while riding Mopac Trail in East Lincoln.

   April 12, 2021—Lincoln Police investigating several cases of sexual assault on city trails.

November 24, 2020—Teens threaten family after confrontation on Bike Trail.

September 27, 2018—Teens robbed two men at gunpoint as men walked on downtown Lincoln bike trail.

This is just a sampling of the problems associated with trail and bike paths. You may believe this cannot happen in York, Nebraska but we believed that about Lincoln also.

In conclusion, if a bike trail must be built, we believe a better solution would be to build one along existing well lighted streets and corridors that would benefit people. Trails to and from schools, libraries, swimming pools and local neighborhoods would be more conducive to building a better community. We do not believe anyone especially children should be running, walking, or biking in secluded areas or around major highways and interstate areas with the increase in sex trafficking. Our neighbor and her husband are very much involved with trafficking in Nebraska and would be glad to give you input on this subject.

Jeff and Sondra Hermanson

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Sondra and Jeff,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about the impacts to your property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months.

Regarding your comment about safety, as we go through the stages of design, law enforcement would continue to be consulted for input. Unfortunately, no community is entirely immune from the dangers of crime.

The City would be liable for accidents and injuries on the trails.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to:

Dr. Sue Crawford
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Non Dedicated Bike trail Down Nebraska Ave.

Alot of elder Drivers won't understand a Shared lane with Bikes.

(Please Print)

Name _____

Address _____

City, State, Zip _____

Phone _____

Email _____

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Neighbor, (35)

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

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Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to:

Dr. Sue Crawford
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Believe the Bridge is too much of the budget - divy up to other components (lighting)

Don't believe trail South of town will be utilized → rather spend $ on improving 8th or other in town trails

Unlit trails won't provide significant improvement to safety. if lit then the whole project would improve

(Please Print)

Name Econ Professor

Address

City, State, Zip

Phone

Email

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

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Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Neighbor, (36)

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about safety and lighting, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

Regarding your comment about cost, current project costs are estimates and would continue to be reviewed as the project progresses.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Thank you for open house & staff to answer questions & listening to public input.

The proposed changes for Nebraska Avenue from 16th street north to NO PARKING on both sides of the street would be any unbelievable change for those residents with company, etc. Fair time, events, weddings. Please rethink. And I live no where close to there.

(Please Print)

Name SUSAN K COX

Address 1100 N WISCONSIN AVE

City, State, Zip YORK, NE 68467

Phone 402-362-0505

Email tcox6@neb.rr.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

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YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Susan,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Thank you for raising this concern even though you do not live on that street.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

For Denny

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

16th to 19th - Can park on 1 side now I think
19th to Fairgrounds - No parking both side
↳ Concerning to homeowners who have limited parking already & Zero alley access to have both sides with zero parking

parking currently on West side now.

(Please Print)

Name Jennifer Sheppard
Address City Council
City, State, Zip
Phone
Email JenniferSheppard72@gmail.com

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Thank you for your participation.

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YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jennifer,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Thank you for making sure that this concern was heard and addressed.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Thank you for your time and energy into this project. It truly reflects your commitment to the City of York.

Build It!

(Please Print)

Name David Yowell

Address 1411 E. Lincoln Plaza Dr.

City, State, Zip York, Ne 68467

Phone 402-580-4569

Email dsyowell1009@gmail.com.

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear David,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to provide a message of support.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, May 30, 2024 9:03 AM
To: Stacey Roach
Subject: FW: Public Comment Form

This Message Is From an External Sender

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Thursday, May 30, 2024 8:53 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Why not simply connect the service road that ends next to Sahling , to the service road at Holthus Convention center? That would save millions on a new pedestrian only sidewalk and greatly reduce the traffic congestion turning on and off the highway. This would also make interchange access much safer for drivers and pedestrians of all ages. Have you considered the traffic that backs up at the service road turning onto the highway near the old Burger King? It's very hard to get out of the Wendy's side during the lunch hours! Also, why not build a bridge near the center of this interchange instead of on one end? I see more people crossing the highway on foot from Sapp Bros to Walmart, not from McDonald's to Wendy's. No one will walk south just to use a bridge. The remote location of this proposal does not seem safe for anyone. I would not want anyone I know walking near the interstate but in such a remote location with no cameras! Are you considering the restroom facil ities along all these proposed trails? Beaver Creek's trails have been a target of vandalism for decades. The alternative would be no restrooms, and who would be in charge of cleanup then, would that fall on adjacent property owners?

First_Name: Cheri

Last_Name: Collingham

Address: 1402 Road 11

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone: 402-363-8176

Email:

submissionDate: 30-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Cheri,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

Regarding your comment about amenities and maintenance along the trail, restroom facilities are not included with the project. The City of York would be responsible for trail maintenance (i.e., mowing, repairing, and removing snow) to ensure trail accessibility and to make the trail visually appealing.
Regarding your comment about the bridge, the entrance is very close to the WalMart parking lot. We received more public input in favor of the location near Wendy's.
An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, May 30, 2024 9:03 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 9:16 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Who is the person that Applied for the grant originally? And who authorized it?

First_Name: John

Last_Name: Bulin

Address: 420 E 8th St

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone: 402-366-6365

Email: bulinjohn1949@gmail.com

submissionDate: 30-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear John,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

I (Sue Crawford) applied for the grant with authorization from the Mayor. The grant application was for a project approved as a future project for the City by the Planning Commission and the City Council as they approved the 2017 Comprehensive Plan.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, May 30, 2024 10:59 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Thursday, May 30, 2024 10:15 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: the counsel needs to learn responsibility for spending money. If you are given a grant you stick within the amount given. We the people have to live within our means which is harder by the day. If I don't pay my taxes the bankers take my home. If I don't budget and overdraft the bank charges me up the Ying yang. My 4 year old Granddaughter knows if we can't afford it we do not get it. SHAME on the counsel members who are willing to go 1.1 million dollars over the allotted grant. We are just trying to get by and you want to take away land and then raise taxes to pay more. If it's so popular put it on the ballot.

First_Name: vicki

Last_Name: mcvicker

Address: 737 E. 19th st

AddressTwo:

City: york

State: ne

Zip: 68467

Phone:

Email:

submissionDate: 30-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Vicki,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. Updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Ms. Sandra Brumbaugh
2217 N. Nebraska Ave.
York, NE 68467

May 28, 2024

My home is at 2217 N Nebraska Avenue. No parking signs are in place on the East side of Nebraska Ave now as they have been for the last few years. Will they remain if no parking is ordered for the West side of the street? If so, where are numerous guests to my home to park when I need over-flow space from my driveway.

Also, if a bike trail is required in this area, I fail to see the need since I rarely see bikers passing by my property.

Phone # 402-362-3439

Sandra Brumbaugh

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Sandra,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 8:34 AM
To: Stacey Roach
Subject: FW: DPS-93(15) Project Access York; CN 43010

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From: SCOTT and BIRGIE NIEMANN <scotbirg@msn.com>
Sent: Friday, May 31, 2024 8:52 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: DPS-93(15) Project Access York; CN 43010

While I think the idea of a hiking/biking trail is a great idea, I have safety concerns about the proposed path that would go behind New Heights Assembly of God property and the adjacent property to the north. I noticed the other day there were a couple of wooden "structures" in the grove of trees. The way they looked made me wonder if someone had set up camp. If so, what were they doing? I didn't feel safe to go investigate. Recently two of the restrooms along Beaver Creek Trail were vandalized, and that heightens my safety concerns about this section of the proposed trail. Is there a way to make the proposed path more visible? If not, what safeguards will be in place to protect users?

Thank you.

Respectfully,
Birgie Niemann
96 Ash Avenue
York, NE 68467
Cell: 970-366-1522
scotbirg@msn.com

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Birgie,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about safety, law enforcement would continue to be consulted for input on security measures and policies for the trail.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 8:34 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 31, 2024 5:21 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I want to say that I do not oppose the trail. I would like to recommend that the trail path behind West South Grant on the old railroad track be reconsidered to be moved to the front as originally proposed in the grant. After speaking with the engineers and NDOT it seems that it is still a reasonable path and would alleviate many of the concerns some have voiced. It would be more open, visible and accessible to maintain and should an emergency arise it would have the same ease of access. NDOT made it sound like utilities are moved all the time for projects like this and that it shouldn't deter it as an option. Working with NPPD might even be beneficial to have the lines buried. I believe many along the west side of S. Grant would be favorable to this move and would not oppose it. Thank you for giving me the opportunity to leave a comment.

First_Name: Angela

Last_Name: Loven

Address: 926 N Burlington Avenue

AddressTwo:

City: York

State: NE

Zip:

Phone: (402) 363-9328

Email: nhachurchangela@gmail.com

submissionDate: 31-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Angela,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

Emergency vehicles have multiple points of access for all portions of the trail. The trail's topography is such that emergency vehicles can traverse the trail if necessary. York first responders already have protocols and training in place to access trails away from streets for the Beaver Creek trail.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 8:34 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, May 31, 2024 4:44 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Who is the demographic that they expect to use this trail? Has the identified demographic of York residents, specifically, been surveyed and identified this particular trail in this exact location as a need? What other locations were considered and why was this location decided on? Will it be lit and will there be any other amenities such as washrooms or water fountains along it? Will they have a specific location to store bikes while people are at work by the interstate? Will there be any sort of surveillance to assure people do not get their property stolen? Will this be considered a main thorough-way for persons commuting to work by the interstate from in town? If so, what is the plan for snow removal/long term maintenance so people can still utilize the trail after the conclusion of the grant. Will the trail pass any main roads; if so, will there need to be changes to traffic patterns? Are there plans for public education for trail safety? Will helmets be a requirement?
What other safety steps have been considered? How will they assure no motorized vehicles go on the trail?

First_Name: Alexandra

Last_Name: Adams

Address: 656 E 8th St

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone: 402-710-0826

Email: afriedli@huskers.unl.edu

submissionDate: 31-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Alexandra,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about trail users, trails are designed for and benefit users of all demographics and abilities who use the trail for recreation and transportation. The attached FAQ page includes details on the other pathways considered and why the current alignment is preferred. The City has held open meetings and accepted public input on the location of the trail.

Regarding your comments about safety, law enforcement would continue to be consulted for input for discussions of security measures and policies for the trail. Regarding your comment about amenities and maintenance along the trail, restroom facilities, water fountains, security cameras and bike racks are not included with the project but may be added in the future as funds become available. The City of York would be responsible for trail maintenance (i.e., mowing, repairing, and removing snow) to ensure trail accessibility and to make the trail visually appealing. Rules and regulations for trail users would be posted on signs at key points along the trail. An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 10:30 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Thursday, May 30, 2024 10:56 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: There are parts of this project I agree with, but I am against connecting the city trails to the businesses out by the interstate. With the I-80 corridor being one of the hot spots for Human Trafficking, why would we want to provide these traffickers a “dark alley” to potentially find their next victim. I would be all for enhancing the trail system within town and with building the overpass out by the interstate so that people have a safe way to get to restaurants and hotels across Highway 81. I ask that you thoughtfully reconsider connecting the city trails to the interstate interchange as I don’t believe this is in the best interests and safety of the citizens of York.

First_Name: Jeremy

Last_Name: Escher

Address: 1410 N Blackburn Ave

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone: 3083405811

Email: Jeremyescher@hotmail.com

submissionDate: 31-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jeremy,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Connecting all parts of the city is the heart of the project and rationale for receiving the $15 million grant.

Regarding your comment about safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 10:31 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Thursday, May 30, 2024 10:29 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: It's already enough that our town is along the interstate- welcoming more drugs and other illegal things into our town. Now y'all are making it easier for illegal things to take place in our town. With these new covered walkways it will be so much easier for criminal acts to happen. Y'all going to install security cameras and lighting? Y'all going to be okay with being held responsible for any crimes that happen in the walkways? If a girl is raped or murdered in them, citizens will blame y'all. "Wouldn't have happened if the council would have listened to us." This just isn't something the majority of us want our money used for. Use the money to make more affordable housing for the struggling families and homeless people here or make an arcade for the older kids to enjoy. This project is part of why I will be sending my son to school out of town, I don't want him going to a school right next to a walkway that leads to the interstate, we don't know who w
ill be using it. The fact it leads to the road I live on honestly has me scared. Another reason I'm looking to move out of this town. We need drugs and crime to decrease in this town, not increase.

First_Name: Allie

Last_Name: Payne

Address: 2023 North Linden Ave

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone: 4027106338

Email: sue.ellie97@gmail.com

submissionDate: 31-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Allie,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 3, 2024 10:32 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Thursday, May 30, 2024 2:19 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I think the trail is a great idea and will be very beneficial to the York community. The only change I think would help would be to move the bridge from the Wendy's area. While that would be good for anyone on that south side, if someone was going from Jimmy Johns to Sapp Bros, there's no way they are going to walk all the way down to use the bridge. I think making the bridge more centrally located would help in this regard.

First_Name: Eric

Last_Name: Eckert

Address: 25 Arbor Court

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023661657

Email: me@ericjeckert.com

submissionDate: 30-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Eric,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

Regarding your comment about the bridge location, the proposed location came from public comment at the first open house. There was a lot of conversation about the location of the bridge. In the end the concern about a central location was that people from each end wouldn't walk to it, so it was best to put it as the busiest end where we see the most kids and busses stop.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Tuesday, June 4, 2024 3:24 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 4, 2024 3:14 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Our concerns regarding the trail extension to the interstate is NOT related to fear of or lack of compassion for transient or homeless people. Some people have tried to shame York citizens to feel that a lack of support for the trail is lack of human compassion or acceptance. That is not the case. #1 We have concerns of the City of York's lack of fiscal responsibility related to the construction and maintenance of the trail. The City of York will be responsible for at least 2 million dollars for the construction of the trail. The federal grant only covers a set amount and does not cover the entire cost of the trail. The 2 million dollars difference will probably increase in the next several years before the trail is completed. -----Where is the 2 million dollars going to come from the City's budget? Exactly what part of the budget is it coming from? If it has already been budgeted, what area did it come from? ----What is the estimated cost of maintaining the trail in the com ing decades? How many work hours are estimated to be needed to mow the trail area per year? How many work hours are estimated to be needed for snow removal on the trail per year? What other maintenance costs will be accrued yearly? What area of the City of York's budget are those costs going to come from every year? ----Will there be lights along the trail? What is the estimated cost of the lights and the maintenance of the lights? #2 Another concern is related to bicycle/pedestrian safety along the trail . There are no sidewalks in the interstate commercial area, and we are not aware of any sidewalks being planned for the interstate area. So if or when someone rides or walks per trail to the interstate commercial area, how will they go from one business to another business? It seems likely bicycles and pedestrians will be crossing parking lots and traveling on the streets out in the interstate commercial area. With the large number of vehicles, including semis and large equipment, traveling in th

First_Name: Janeen & Keith

Last_Name: Berg

Address: 1503 N Ohio Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-2351

Email: cyclones21berg@gmail.com

submissionDate: 04-Jun-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 9:25 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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Stacey -
This is part of the same multi-part comment noted in a couple of other emails.

-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, June 7, 2024 4:25 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: (Part 2 of our Comments:) With the large number of vehicles, including semis and large equipment, traveling in the interstate commercial area is a major safety concern. #3 The route from the interstate to Beaver Creek trail does not seem like the best route. Eminent domain use should not be used for dividing farmland, pastures, and personal property. It's a matter of 'doing the right thing'. How would the city administrator, mayor, and city council members feel if it was their property being taken? No amount of money through eminent domain purchase can substitute for the citizen's use of their land, privacy and feelings of how they have been treated. #4 The use of Nebraska Avenue as a route is also wrong. Taking away those homeowner's street parking is also not 'doing the right thing'. A large percentage of the homes along Nebraska Avenue do not have garages or off-street parking. It's just not a considerate or safe route. (Part 3 will be sent in an additional comment page)

First_Name: Janeen & Keith

Last_Name: Berg

Address: 1503 N Ohio Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-2351

Email: cyclones21berg@gmail.com

submissionDate: 07-Jun-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 9:24 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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Heads up - third part of comments submitted earlier -
Website form may have had character limitation?

-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, June 7, 2024 4:38 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: (Part 3 of our Comment Form) #5 The use of more than half of the grant money on a pedestrian bridge over highway 81 (on the very south end of the interstate commercial area) seems excessive and a waste of taxpayer money. What formal assessment of need for the pedestrian bridge has been done, and by whom? Where is that assessment of need documentation and why has it not been provided to the public? The stoplight, located more in the middle of the interstate commercial area, seems like the logical place for pedestrians to cross the highway, with sidewalks leading to the stoplight crossing. Why not place pedestrian crosswalk lights at that area? The $8.6 million for the pedestrian bridge could be used in other expenses for the trail.

First_Name: Janeen & Keith

Last_Name: Berg

Address: 1503 N Ohio Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-2351

Email: cyclones21berg@gmail.com

submissionDate: 07-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Janeen & Keith,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.
Regarding your comment about cost, current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs.

Regarding on-going costs, the City has reduced our property tax levy for three years in a row while increasing staff and services. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets.
Regarding your comment about law enforcement and safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Additional details are also available at the website mentioned above.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Tuesday, June 4, 2024 3:00 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 4, 2024 1:36 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I live on the corner of Duke Circle and Main. It is proposed that the trail run down the 150' of city easement and our property. My concerns are. 1. There is a gas main buried in this exact same location that supplies the new home addition to the North and East of Duke circle. It is my understanding per Mechanical Code that the only way this is approved would be IF the gas main was sleeved and vented at both ends. (It's Not) 2.. Very few kids from the middle school even use our sidewalk. None in the winter. 3. I am required to scoop the sidewalk that no one uses in the winter. Which is 150' long. The city plows put the snow on the right of way and sidewalk. Then I am back to scooping. I was informed during the meeting that the city will still plow the snow onto the trail. Then at that point the City of York will be required to come with bobcats and scoop up the snow and haul away. Does this make sense? They told me that If I have to scoop my old sidewalk that the City would
have the exact same scooping responsibility. Thanks for your cooperation,

First_Name: Jason

Last_Name: Naber

Address: 1709 Duke Circle

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-0601

Email: jnaber@live.com

submissionDate: 04-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jason,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about the gas main, potential impacts to buried utilities would be coordinated with the utility company and addressed with the project as needed.

Regarding your comment about maintenance, snow removal along the trail would be the responsibility of the City to ensure the trail is accessible during the winter.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 6, 2024 3:51 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 5, 2024 5:40 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: First of all, we are in favor of more trails in the city of York. However, we believe there are some concerns with the current design. We are strongly against the trails being constructed in the middle of City of York residents' private property. There are certainly alternative options that make more design sense. Eminent domain is a poor option in general to acquire advocates for the proposed project. An architectural design that infringes on one's property sure looks much better when it's not your property that is being volunteered by someone other than yourself. Do you want a trail constructed 10-15 feet from your home? Answer the question honest and you quickly see why there is frustration with the proposed plan. Our next concerns are more personal in nature. The trail plan currently travels the east side of Maine from approximately 15th to 18th street. Currently there are sidewalks on both sides (east and west) of the street. We see students exiting from the York Middle
School utilizing the sidewalk on the west side of Maine frequently and have never recognized any congestion or accidents from too heavy of foot, scooter, or bicycle traffic with the current standard width sidewalk. Is there really a need for destruction of the sidewalk on the east side? Where would the problem lie with a bike lane painted on the street just as it has been proposed on Nebraska Avenue? Our other concerns include access to gas lines that run on the east side of Maine in those blocks. A bigger concern yet is the responsibility of snow removal from the proposed trail on the east side of Maine. I have heard plenty of times it is the duty of the city to maintain the trail, even in the winter. However, I know quite well how snow removal has gone in the past. There have been multiple occasions over the years that the cul-de-sac in Duke Circle isn't touched by the city for 24-36 hours after a snow and that is if it is a weekday. There were two episodes last year alone that a
private payloader owned by a resident was u!
sed to clear the e

First_Name: Matt and Jill

Last_Name: Montgomery

Address: 1706 Duke Circle

AddressTwo:

City: York

State: ne

Zip: 68467

Phone: 402-440-4141

Email: mattmontgomery44@hotmail.com

submissionDate: 05-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Matt and Jill,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

Regarding your comment about the proposed trail alignment that heavily impacts two property owners, the current alignment for that part of the trail best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

Regarding your comment about the gas main, potential impacts to buried utilities would be coordinated with the utility company and addressed with the project as needed.

Regarding your comment about maintenance, snow removal along the trail would be the responsibility of the City to ensure the trail is accessible during the winter.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

507 N. Blackburn Avenue
York, NE 68467
June 4, 2024

Dr. Sue Crawford, City Administrator
City of York
100 East 4th Street
York, NE 68467

Dr. Crawford:

I have followed, with great interest, the development of the trail project, now called Project Access York. In my 43 years of working for and with Rural Electric utilities I was often fascinated by some of the ways they found to spend their money.

I view the trail project as an optional type of project, one that should come after things like streets, sewers, water lines, parks, etc. Something that is nice, but not really necessary or an actual requirement for something. We have many nice streets, parks, and sidewalks, in York, for people to walk, and ride their bicycles on. A "special" area for this type of activity hardly seems necessary in my opinion; and the money could be used elsewhere for things that the city and its people really need.

The design and building of any proposed trail should be done so that it impacts current land owners and residents the very least, and should not involve the condemnation of anyone's property. Taking the proposed trail across more than a mile of private ground that will affect current land owners, business and farming does not seem to be a good idea too me. Also, the proposed route from South Grant Avenue too the area of the Wal-Mart store is far from populated areas, and would make users of any trail subject to personal attacks, and much worse it would appear. A veteran, retired police officer, at the recent open house, stated to many of us that the proposed route would be very difficult to patrol, and to protect the users of any trail. A route along side or closer to Highway 81 would be much better for everyone involved, he said; and makes sense to me. Physical maintenance of a trail, as proposed, would also be difficult and expensive, being so far away from other infrastructure, and also possibly require special equipment to maintain it due to its size. Not including lighting of the trail in the proposal seems like a poor idea, as it would greatly reduce the amount of security for users of any trail. Lighting can also be costly to install and maintain, but I would think it to be necessary on this project.

The placement of the proposed pedestrian bridge between the Wendy's Area and the Area of McDonald's seems like an out of the way place, as there is no traffic flow or pattern there now. The traffic path for pedestrians, as I understand it, is at the stop light north of there. Also, people will not walk from the area of the auto parts store more than a block south to cross over if they are going too Sapp Brothers truck stop. It appears some more thought needs to go in to this part of the overall idea. A pedestrian overpass will be costly to maintain, I would think, and could result in other issues that could go along with having one, one's that aren't too pleasant. Finally,

I don't see any sidewalks anywhere out around the interchange and the fast-food restaurants. Are more sidewalks part of the project as well?

I hope that you and your staff, and the City Council, will consider my comments on this proposed project, along with those from other citizens and interested parties. I would hope that you all will do what is right for the City of York and its residents.

Sincerely,

Robert J. Cooper

cc. J. Paul ✓

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Mr. Cooper,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration.

The City of York has lowered the property tax levy for three years in a row. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets.

The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

Regarding your comment about the bridge location, the proposed location came from public comment at the first open house. When we reviewed data on where people shop in the interchange area, McDonalds is one of the most visited spots.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

Our property is one of the proposed properties to be used for the Access York Project trail. We do not want this trail on our property, we would lose 300' x 20' of ground. According to the map, 8th St is not using any private property but instead using the street for a bike lane. We strongly urge the bike lane be continued on to Maine Ave at 8th St to 10th St which is a low traffic area. The bike trail here would eliminate the need for eminate domain by using Maine and 10th as is proposed for E 8th St. Please reconsider the placement of the trail on our property.

(Please Print)

Name Frank & Kathy Wiens
Address 613 Road 15
City, State, Zip Bradshaw, NE 68319
Phone 402-363-8380 or 402 366-9088
Email fmw123@windstream.net

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Frank & Kathy,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comments and concerns about constructing the trail along Maine to 10th Street, significant costs would be incurred and more properties impacted by constructing the trail further north along Maine Street.

Regarding your comment about the impacts to your property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Friday, June 7, 2024 11:51 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, June 7, 2024 8:51 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I have no problems with some trails, but I have a real problem with the Nebraska avenue plan. Some of the houses and businesses on Nebraska Avenue donâ€™t have 9 feet to spare. Also no parking on Nebraska Avenue from 16 to fairgrounds is unheard of.

First_Name: Sandra

Last_Name: Teegerstrom

Address: 330 Regency Drive

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email: sandi10352@gmail.com

submissionDate: 07-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Sandra,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your concerns about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

The 9' sidewalk in the illustration was a misrepresentation that was not caught in editing. There are no 9' sidewalks being added to Nebraska Avenue.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Friday, June 7, 2024 12:12 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Thursday, June 6, 2024 7:19 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Love the project!!! This is one of the many good things the city is doing to move our community forward.

First_Name:

Last_Name:

Address:

AddressTwo:

City:

State:

Zip:

Phone:

Email:

submissionDate: 07-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Neighbor, (58)

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Friday, June 7, 2024 12:15 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 5, 2024 1:58 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I own a apartment at 823 North Nebraska Ave right at the corner of 9th and Nebraska. Its my understanding that you want to eliminate parking on the west side of Nebraska avenue in this area. I object to this for the following reasons. Many times the east side of Nebraska is full of parked cars from residents in the area that don't have sufficient room on their property to park all their own vehicles and they use on street parking. We also don't have any extra parking on our property and need the parking on the west side for visitors at our complex. Nebraska Ave is a nice wide street and a major thoroughfare. I fail to see how eliminating west side parking will enhance the new trail, but it will negatively effect people that need parking in the area. Rex Rasmussen 402 366 2847

First_Name: Rex

Last_Name: Rasmussen

Address: 1355 South Country Club Ave

AddressTwo:

City: York

State: ne

Zip: 68467

Phone: 402 366 2847

Email: rentsbyrex@gmail.com

submissionDate: 05-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Rex,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street all up and down Nebraska. Although Nebraska Avenue is wide, it is not wide enough to accommodate a bike lane without limiting parking on one side.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Friday, June 7, 2024 12:18 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 5, 2024 11:59 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: In regards to the new walk/bike path: It has come to our attention that it is planned to locate down a portion of Maine Street, which would include our home on Duke Circle and Maine. I am very against having a large path placed in our yard, especially when a sidewalk is located directly across the street. First, What does this do for resale on our home, if we don't like it, why would a buyer think it would be okay. Secondly, who is going to clear the snow, we are the last to even get our cul-de-sac cleared. Third, we have been told during construction, they will be allowed 5 feet on our property, We recently had a custom $5,000 concrete edging placed around our landscaping, this would be disturbed if that is the case and could never be matched. My question to you, would you like a path placed in your yard, would you like your yard destroyed that you have maintained??? We have four young grand children, would you like a public walkway near where they play??? These are only a few of my concerns, and I truly pray you would see our thoughts on this project.

First_Name: Staci

Last_Name: Naber

Address: 1709 Duke Circle

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-0910

Email: stacin@windstream.net

submissionDate: 05-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Staci,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Access to trails tends to increase property values instead of decreasing them. The City would be in charge of snow removal.

Impacts to your existing landscaping would be determined during the right of way acquisition process. During that process, compensation for any damages would be determined by a right of way appraisal agent.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Friday, June 7, 2024 12:19 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 5, 2024 9:26 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: The number that will use this does not warrant the exorbitant cost. Cut back on this project as much as possible! It also sounds very unsafe for children to use.

First_Name: Beverly

Last_Name: Bornschlegl

Address: 822 W Nobes Rd

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-362-6010

Email: bevborns@gmail.com

submissionDate: 05-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Beverly,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 9:21 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Monday, June 10, 2024 8:57 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Thank you City of York for applying for grants to improve our community. Walking trails throughout the City and connecting the businesses and parks is an improvement for the community. I believe this will benefit the community and promote our ball parks and walking trails. Please continue the great work and know that Citizens of York are wanting community improvements.

First_Name: Shellie

Last_Name: Rathjen

Address: 3 Edison Avenue

AddressTwo:

City: 3 Edison Ave York, N

State: NE

Zip: 68467

Phone: 4023667013

Email: srathjen@windstream.net

submissionDate: 10-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Shellie,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to express your support.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 9:21 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Monday, June 10, 2024 6:55 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Biking in York, as York is set up now, is hard to do and unsafe. We are excited to have a safe and usable bike trail in York. Kids need a safer way to get to schools and the pool. We also will love the opportunity to be able to bike multiple miles not having to cross intersections every block or so. We think it will be a great motivator to bike for exercise and possibly then get a treat at Dairy Queen! The biking trail is a win-win for York!

First_Name: Lori

Last_Name: Suddarth

Address: 1613 E 6th St

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-362-3271

Email: suddarthzl@yahoo.com

submissionDate: 10-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Lori,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. We are glad to hear your excitement for the new safe biking options that would be available.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 9:21 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Sunday, June 9, 2024 7:02 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Truly the only need for safe pedestrian travel is down at the interchange and then from the interchange to the downtown business district of York. There is not a need to create a complete access trail leading from the interchange directly to our schools. The infrastructure of York's residential area provides safe and easily maneuvered pedestrian walkways for our citizens. Also, the area around the pool and existing Beaver Creek Trail provides ample walking and cycling needs for the citizens of York. Although many people want to believe that no harm could come from this trail, there is a substantial probability that allowing anyone, citizen of York or not, direct access to our schools without proper safety precautions is simply asking for trouble. Please stop the trail at Beaver Creek. We don't need to increase any and all pedestrian traffic in our residential and school areas.

First_Name: Megan

Last_Name: Brown

Address: 1806 E 14th St

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023104572

Email: mebrown1224@gmail.com

submissionDate: 10-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Megan,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 9:25 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, June 7, 2024 4:35 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Why are the Olssons (the engineers) creating the matrix for the questions? This seams like a conflict of interest. What is to say they will actually include negative feedback or accurately reflect the concerns. Shouldn't this be done by a non interested 3rd party?

First_Name: no

Last_Name: thanks

Address: 555 no thanks

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 5555555555

Email: none@none.com

submissionDate: 07-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Neighbor, (66)

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

City staff, the Mayor, and all city council members received copies of all of the comments submitted. All comments have been given consideration. The analysis of comments considered the negative and positive points submitted.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 9:27 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Friday, June 7, 2024 12:41 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: * The project needs to move forward for the good of the community and long range future growth of york to the south. East and all directions. For the concerns related to the areas more remote specifically the rail right of way. Ensure that the project adds adequate fencing either tastefully chain link or privacy with adequate lighting like the linear park beaver creek trail has and add some security cameras to key worry spots. This should suffice in the concerns of those along the route. The reality is that all of that was once railroad with active train traffic and this should pf became trails in the mid 80s when the railroad evacuated the lime we should have a walking biking trail that runs from york to mccool. The rails to trails program nebraska missed that one . Take all of Nebraska Avenue and make no parking on the west with the trail and allow on the east With some minor adjustments and additions it should be a positive addition to our community Also. Please require t
hat Olsson contract with as many Local contractors as possible for electrical , dirt work and concrete. There's plenty of local tax paying concrete members of our community that can easily follow a plan and be able to be sub contracted for specific sections of the new basic trail system

First_Name: Jeff

Last_Name: Beins

Address: 710 North Florida Avenue

AddressTwo:

City: York

State: NE

Zip: 68466

Phone: (402) 536-0434

Email: Jeff.beins@gmail.com

submissionDate: 07-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jeff,
The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

Trees, fencing and steep backslopes would function as natural and manmade buffers to deter trespassing onto private property along the old railroad right-of-way corridor.

Current cost estimates anticipate that lighting would only initially be included on the pedestrian bridge. As solar lighting technology improves, the cost and feasibility of including more lighting would be considered.Fencing may be included along certain segments of the trail. Properties that currently have fencing would be compensated through the right-of-row (ROW) process for the removal and relocation of their fence to the new edge of their property line.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

I (Sue Crawford) appreciate your concern for how the project can be bid in a way that encourages the use of local contractors. It is an important conversation for us to have; however, NDOT follows the process prescribed in state statute for prime contractors to bid on projects and how projects are awarded. Accordingly, projects are awarded to the lowest responsive bidder. Prime contractors, however, employ subcontractors to complete many aspects of a project. Local contractors are often utilized for these subcontracting opportunities when practicable.

I have heard others in York express interest in a rails to trails project to McCool. That would be a different project for a different day.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.
Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 10:11 AM
To: Stacey Roach
Cc: 'barry.redfern@midwestbank.com'
Subject: FW: Public Comment on Project Access

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Stacey –
See comment from a phone call below:

From: Barry Redfern <barry.redfern@midwest.bank>
Sent: Monday, June 10, 2024 9:47 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment on Project Access

Sue – I received this phone call this morning from an older lady that does not have a computer. I said I would pass along her comments.

Norma Gibbs
1605 N Maine
York NE 68467

"I am opposed to the trail. It will run about ½ block north of my property and I don't know what type of people you are trying to bring to town. I am an older woman and won't feel safe living in my house. Why would we want to bring drug dealers into our neighborhoods and around the schools. We don't need those people in York."

Barry Redfern
Market President-York
Midwest Bank, 105 W Elm St. York, NE
phone: (402) 362-4491 Ext:1725
site: www.midwest.bank
email: barry.redfern@midwest.bank

This communication, along with any attachments, is covered by federal and state law governing electronic communications and may contain confidential and legally privileged information belonging to Midwest Bank. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, use or copying of this message is strictly prohibited. If you have received this in error, please reply immediately to the sender and delete this message. Thank You.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Norma,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about safety, a law enforcement representative was part of the original planning process. As we go through the next stages, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 1:20 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Monday, June 10, 2024 1:12 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Project Access York will be a fantastic addition to the city of York. Additional trails, safer school crossings and a safe way to travel from the interstate corridor to town. My house is along the trail route and I am excited to have quick access.

First_Name:

Last_Name:

Address:

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone:

Email:

submissionDate: 10-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Neighbor,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. I (Sue Crawford) am glad to hear that you are excited to have the trail near your house.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Monday, June 10, 2024 1:20 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Monday, June 10, 2024 1:10 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I saw a patron run across the highway between Wendy's and McDonalds yesterdayâ€¦ thank you for being proactive and offering these visitors a safe place to get across the highway.

First_Name:

Last_Name:

Address:

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone:

Email:

submissionDate: 10-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Neighbor,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share evidence of how important the trail would be for safety in the interchange area.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Tuesday, June 11, 2024 9:02 AM
To: Stacey Roach
Subject: FW: Project Access York

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From: sk63125@windstream.net <sk63125@windstream.net>
Sent: Tuesday, June 11, 2024 8:13 AM
To: Sue Crawford <scrawford@cityofyork.net>; barry.redfern@midwestbank.com; cessnaflyerjeff@gmail.com; Tony North <TNorth@cityofyork.net>; Vicki Northrop <VNorthrop@cityofyork.net>; Stephen Postier <SPostier@cityofyork.net>; Jennifersheppard72@gmail.com; scottyvanesch@gmail.com; matthew.t.wagner.civ@mail.mil; wilkinsonjw@yahoo.com
Subject: Project Access York

DPS-93 (15) Project Access York ; CN 43010

Tuesday, June 11, 2024 8:13 am

TO WHOM IT MAY CONCERN: Dr Sue Crawford, Barry Redfern, Jeff Pieper, Tony North, Vicki Northrop, Stephen Postier, Jennifer Sheppard, Scott VanEsch, Matthew Wagner, Jerry Wilkinson (I have been told that some of these email addresses are either incorrect or not read by the person they are sent to.)

I was told that the walkway/bike path was to improve access to jobs, food and the quality of life amenities. Jobs along Nebraska Nebraska Avenue are North of 25th Street. The people at those jobs do not ride bikes to work. The soccer field was also mentioned as being more accessible. That is east on 25th Street Not a safe place for a bike path to continue. I noticed that there were radars posted on Nebraska Avenue. I saw one on the corner of 16th and Nebraska and one several blocks south of that. Try posting on from 19th Street and Nebraska north to 25th Street to check for safety. Early morning, lunch time and after 4:00 it is like a race track. Very few people are going 25 mph or less. The City took the parking away from the east side of Nebraska Avenue because that is the route for the emergency vehicles to use. Now the City wants to take parking away from the west side also. Three (3) feet from each side will be used as the bike path. I have a short driveway. I ask where visitors are suppose to park if you have more than one visitor. I was told to park on the side street. I am in the middle of a double block. Not everyone is able to walk that far – especially with the irregular sidewalks. I ask about the safety of bikers when emergency vehicles went past. I was told that bikers can get out of the way but a parked car can't move away. The City also wants to widen the sidewalk on the west side of Nebraska from 14th Street south. The street was made wider a few years ago. If the sidewalks are made wider now, the residents will have very little yard. And the walkers will be almost at their doors.

Consider the path from Beaver Creek on Kingsley going south to West Nobes Road to around the Country Club and back to the park. Much less traffic there so walkers and bikers would have a safer route.

I am also opposed to the walkway going through residential yards. That will make the resale value of the property less. Will that lower the property taxes on that property?

I do not believe that the walkway over Highway 81 is worth the cost. The only ones benefiting from that will be Arbys, McDonalds and Wendys.

Sheila Kulhanek
2010 North Nebraska Avenue
York Nebraska 68467
402-362-7831
sk63125@windstream.net

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Sheila,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

Regarding your comment about the proposed trail alignment alternatives and bridge location, detailed information about the route and the alternatives considered is available on the attached FAQ sheet.
An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Tuesday, June 11, 2024 9:07 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Monday, June 10, 2024 10:09 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I have several severe issues with the proposed designs and overall scope of project access York Issue #1. the pedestrian overpass is a waste of taxpayer dollars and should be scrapped all together. I am appalled that this component has made it this far in the process and frankly disappointed no one in city leadership has questioned it to this point. The York interchange is not a pedestrian area and to spend 8 million dollars on a non-pedestrian crossing is irrational. It is one of the most egregious uses of taxpayer money I have heard of. To spend it simply because its “federal money” is a lack of leadership. The city administrator claims it cannot be changed, and that will be exactly her words in response to this. This is completely false. It may be what she and the Olsen representative want you to hear, but the design of everything is under city control. The original grant does not meet all the merit criteria (if you read the actual grant it even admits this in the act ual application) and there is no wording anywhere that indicates X..Y…Z has to be done to receive all or a portion of the grant. issue #2. Connecting to the interchange is not needed. every one of the financial reasons listed in the grant application will be offset by losses by businesses in the actual town of York. I find it very concerning that city leadership would preferentially favor business at the interchange over local business in town. There are zero sidewalks at the interchange area, there are multiple gas stations and truck service centers.....the exact places you do NOT want pedestrian traffic. Again, how does no one in city leadership challenge this? Surrounding communities are laughing at us for even considering connecting to the interchange.....and rightfully so. To be honest, its embarrassing for York and indicates a lack of community involvement in this project. Its to the point that we need to hold people accountable so here it is: the city administrator and may or want to connect to the interst

First_Name: BRANDON

Last_Name: WARDYN

Address: 1322 South Grant Avenue

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4022661061

Email: bwardyn@yahoo.com

submissionDate: 11-Jun-2024

Stacey Roach

From: Brandon Wardyn <bwardyn@yahoo.com>
Sent: Thursday, June 13, 2024 9:45 AM
To: Sue Crawford
Cc: Stacey Roach
Subject: Re: comment appears to have gotten cut short

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Entire feedback below.

I have several severe issues with the proposed designs and overall scope of project access York

Issue #1. the pedestrian overpass is a waste of taxpayer dollars and should be scrapped all together. I am appalled that this component has made it this far in the process and frankly disappointed no one in city leadership has questioned it to this point. The York interchange is not a pedestrian area and to spend 8 million dollars on a pedestrian crossing is irrational. It is one of the most egregious uses of taxpayer money I have heard of. To spend it simply because its “federal money” is a lack of leadership.

The city administrator claims it cannot be changed, and that will be exactly her words in response to this. This is completely false. It may be what she and the Olsen representative want you to hear, but the design of everything is under city control. The original grant does not meet all the merit criteria (if you read the actual grant it even admits this in the actual application) and there is no wording anywhere that indicates X..Y…Z has to be done to receive all or a portion of the grant.

issue #2. Connecting to the interchange is not needed.

every one of the financial reasons listed in the grant application will be offset by losses by businesses in the actual town of York. I find it very concerning that city leadership would preferentially favor business at the interchange over local business in town. There are zero sidewalks at the interchange area, there are multiple gas stations and truck service centers.....the exact places you do NOT want pedestrian traffic. Again, how does no one in city leadership challenge this? Surrounding communities are laughing at us for even considering connecting to the interchange.....and rightfully so. To be honest, its embarrassing for York and indicates a lack of community involvement in this project. Its to the point that we need to hold people accountable so here it is: the city administrator and mayor want to connect to the interstate; an engineering firm is more than happy to take the money to do the project. So three people all with self serving reasons for completing the project have pushed it to this point.

Again, the city administrator will tell you that this has to be done to get the grant. In fact, she has the mayor saying this in private conversations. As in point #1 above, connecting to the interchange is not a condition of the grant. Connecting to the interstate was put in the grant by the city administrator, who has also been the one driving the narrative that it has to happen.

issue #3: South Trail route: Not standing up for land owners in York

The route of the proposed south trail was obviously drawn up by engineers who don't live in York and simply "want to get the project done". There are viable options along 21st street and Blackburn OR along the 81/lincoln Ave. frontage road to place this trail OR the best option is to not have a south trail at all. None of which would involve taking land from York residents that live or own land along the old RR path; either of those routes would have much less impact on local residents. Is no one in city leadership willing to stand up for the residents of York? Again, route changes were exclusively handled by the city administrator as our local “representative”, the mayor may have been a token participant in some discussions, but the real decisions are made by the city administrator operating well beyond her assigned duties. A simple “use city ROW for the trail” directive to Olssen engineers would have saved a lot of stress for everyone. Its obvious though that the city administrator is putting her self-interests ahead of York residents once again.

My other massive concern with the south trail is that zero consideration has been given to residents and businesses about the transient population being drawn through their backyards of personal residences and businesses. As concerns have been raised, they are met with condescending and rude/dismissive responses from Olssen engineers, the mayor and city administrator. I wonder if the route would look the same if the mayor, lead engineer from Olssen's or city administrator had a path through their BACKYARD that directed all transients from highways 34 & 81 as well as I80 to walk through, loiter on, and even camp out on? I’m sure all of them would enjoy a relaxing Saturday evening in their backyard with a group of transients. If you think I’m exaggerating then you haven’t spent any time at all at the interchange area……

This may sound dramatic, but its reality for business and property owners along whatever route the city administrator chooses.

issue #4. Hiding behind the engineers and red tape of the RAISE grant process

Misleading the public by stating "it has to be done this way". I have read the grant application and am familiar with the RAISE grant program: nothing "has to be done". At any point the city can say "no, we don't want the trail there" or " design a trail system along this route". MANY times I have heard off the record comments from city leaders that lead people to believe there is nothing the city can do. This needs to stop immediately as it’s a tactic used to keep people quiet and push things through without any feedback or opposition. The lack of knowledge about the RAISE grant by the city council is actively being used as a shield to hide behind. It has been stated that we need to fulfill the key objectives of the grant to spend the money. If you have read the grant, the original proposal does not meet all 8 merit criteria, in fact if you dig deep, I would argue most criteria are not met in the original grant and in my opinion should not have been funded at all. In addition to that, several components of the original grant have already been changed. So why are some components available to be changed/added/removed but others are not? Again, it’s time to hold people accountable here so I will tell you, it’s because the city administrator, mayor and engineers decided to change them on their own. The engineers are given way too much decision making power in this process and city administration is allowing it to happen. Olssen works for the city of York, lets not forget that.

My main take home for point #4 is that the city administrator makes changes to the grant as she pleases. The mayor doesn't know any details and takes the path of least resistance and simply agrees with city administrator. HOWEVER, when the public wants to suggest changes, the city administrator says nothing can be changed.

Issue #5

Complete control of project by city administrator

The city administrator and Olssen are pushing this project along and they are looking for one vote from the city council, an overall up or down vote. City admin strategy here is to sink enough upfront costs on this project before the vote that the council feel pressured to approve. I was hoping city leadership would see this, but I am not convinced they have so I am putting it here. The city administrator will be very quick in a rebuttal about the poorly advertised "feedback" sessions she has had. The sessions might have been valuable if an independent council would have been put in charge of digesting the feedback and implementing the grant. As it was, the city administrator was involved, and in most cases had complete control, of each step. This project should have had an independent board appointed to oversee implementation. Its not too late for that, despite what the city admin will tell you.

On Tuesday, June 11, 2024 at 09:27:52 AM CDT, Sue Crawford <scrawford@cityofyork.net> wrote:

Brandon –
The comment submitted from you on the website looks like it may have gotten cut short. This is the last line that came through. If you have more to add, you can email it back to me and we'll add it as the second part to what you submitted earlier. We didn't realize that the form was set with a limit, so we're reaching out to people with a comment that may have gotten cut short so that they have a chance to send the other portion of their comment.

to the point that we need to hold people accountable so here it is: the city administrator and may
or want to connect to the interst

All the best,

Sue

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Brandon,
The City of York appreciates your comments concerning the proposed **Project Access York** trail project. City staff, the Mayor, and all city council members received copies of all of the comments submitted. Every comment has been read and considered.

The proposed location for the pedestrian overpass came from public comments at the first open house. Connecting the trail network to the businesses near the interstate provides transportation options for employees and patrons of those businesses living in York who do not have access to personal vehicles.

The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. The project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition and the city has been in contact with potentially impacted property owners.

A law enforcement representative was part of the original planning process. As we go through the next stages, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

Projects funded by the RAISE grant are required to meet specific criteria and objectives as outlined in the grant agreement. The scope of work, as initially proposed and approved, is based on these requirements, and is designed to achieve the goals set forth in the approved application. Once a project has been awarded funding, any changes to the scope or design must be carefully considered and must meet the criteria for a substantial amendment. Substantial amendments typically involve a rigorous review process and require justification that the proposed changes are in line with the original intent of the project, as well as the goals of the grant program. It is important to emphasize that altering the project would jeopardize the funding and would lead to significant delays.

FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 10:49 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 10:33 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I'm in favor of this overall vision of the proposed project. As a life-long member of York, I feel it would benefit residents who need this transport access and will only improve the quality of life for the residents of York. I can also see great future potential for future green spaces! At the open house, I asked about the placement of the pedestrian bridge as it would be beneficial to be closer to Walmart. But, Olsson explained the need for more open land to fit with the elevation needed which then makes sense for its current proposed placement. My only current concern that I did not ask more explanation on at the open house is the "shared lanes" and safety for the bicyclists especially on Nebraska Ave. And why the random one on 8th Street between Delaware and Maine? Like I said, I'm in favor of this and think the benefits heavily outweigh the low-risk concerns.

First_Name: Hannah

Last_Name: Miller

Address: 1411 Road I

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4027102136

Email: hannahsandall@gmail.com

submissionDate: 12-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Hannah,

The City of York appreciates your comments and your support for the proposed **Project Access York** trail project.

Regarding your comments about the shared lanes on 8th Street, the shared lane connection from Delaware to Maine Street provides a designated route for York University students to access the trail.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 10:58 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 9:11 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I think this is a good project for the City of York. A big draw to the larger Cities is the amount of hike/bike trails available for the public to use. York needs to grow, and this will be a good step toward drawing new residents. The next phase of the project in the future, should include the extension of the hike/bike trial out to Recharge Lake.

First_Name: Scott

Last_Name: Rathjen

Address: 3 Edison Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-8390

Email: rathjen3@windstream.net

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Scott,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project.

I understand that a path to Recharge Lake is the part of the community dream that we were not able to accommodate in this project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 10:58 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 9:09 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I think the expanded bike/walking path is a great idea. Thanks

First_Name: Kristie

Last_Name: Holoch

Address: 903 W 4th St

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023662089

Email: kristieholoch@gmail.com

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Kristie,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your support.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 10:58 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 9:08 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: While I do believe the population and youth need to get out more, I do not believe connecting a sidewalk out to the interstate is a safe idea let alone good use of large amount of tax dollars whether it's from the federal government or local. Our interchange is a prime target for sex trafficking and having two young girls myself. Was having a trail going out there with nobody around young kids or even vulnerable adults could be easy targets, especially with the way, everyone is so deep into phones these days with not being aware of their surroundings. Also curious about how land not currently owned by the city will be obtained as we have had an experience on a city project myself where things were not made clear and changed throughout the process after. For many of the citizens who are currently on land where it would cross it will devalue their land, and on the courthouse valuation side I could see them trying to add value to their land for higher tax with added concrete
and "accessibility"

First_Name: Austin

Last_Name: Johnson

Address: 903 Road 11

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023664331

Email: aj5farms@yahoo.com

submissionDate: 12-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Austin,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about law enforcement and safety, law enforcement would continue to be consulted for discussions of security measures and policies for the trail.

Regarding your comment about the acquisition of property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:07 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 11:04 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Having the walkway so close to people's homes is not a good idea. Yes there are already sidewalks but I feel a public path will draw more traffic Who wants to have to worry about things being messed with/stolen off their property or have to keep curtains closed more often for privacy. What about the homeowners pets that will have to deal with traffic walking so close to their property. Or people walking pets and letting them use your lawn as a bathroom? Nebraska ave is a very busy street with traffic that does not abide by speed limits. It would take a second for a child to dart off path into traffic. Yes I have heard the many comments about just call the police with issues but let's be real..unless there is a officer placed running traffic all day on this street nothing will change. What will it do to property values when said walkway runs within feet of your front door. I know the thought of walking out my front door and having a 9 foot wide public path in my front yard is not something I would like. I am all for a public walkway but not so darn close to people's homes. Especially down such a busy street. It just invites trouble.

First_Name: Kellie

Last_Name: Tuttle

Address: 1022 nebraska ave

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone:

Email:

submissionDate: 12-Jun-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:14 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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Might be a duplicate

-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 11:14 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Having the walkway so close to people's homes is not a good idea. Yes there are already sidewalks but I feel a public path will draw more traffic Who wants to have to worry about things being messed with/stolen off their property or have to keep curtains closed more often for privacy. What about the homeowners pets that will have to deal with traffic walking so close to their property. Or people walking pets and letting them use your lawn as a bathroom? Nebraska ave is a very busy street with traffic that does not abide by speed limits. It would take a second for a child to dart off path into traffic. Yes I have heard the many comments about just call the police with issues but let's be real..unless there is a officer placed running traffic all day on this street nothing will change. What will it do to property values when said walkway runs within feet of your front door. I know the thought of walking out my front door and having a 9 foot wide public path in my front yard is not something I would like. I am all for a public walkway but not so darn close to people's homes. Especially down such a busy street. It just invites trouble.

First_Name: Kellie

Last_Name: Tuttle

Address: 1022 nebraska ave

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone:

Email:

submissionDate: 12-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Kellie,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your concerns about the 9' walkway, the 9' sidewalk in the illustration was a misrepresentation that was not caught in editing. There are no 9' sidewalks being added to Nebraska Avenue.

The trail plans have also been revised to protect parking on one side of Nebraska Avenue throughout.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:13 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 7:47 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I think the project is a good way to help York to continue growing.

First_Name: Jay

Last_Name: Colburn

Address: 223 S Paradise Lane

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 3086314757

Email: Jjc077@gmail.com

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jay,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to express your support.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:18 AM
To: Stacey Roach
Subject: FW: Public Comment Form part 1

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Cuts off - I will email to request the rest - I didn't know there was a limit to the form when it was created -

-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 12:33 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Please accept our concerns and comments regarding Project Access York below: We have several reservations and concerns in regards to the proposed Village 81 (South) Trail to the interchange and we believe that both the original proposed routes on Lincoln and Grant Ave make more sense than using the RR ROW north of S 21st. Line of sight is a major concern of ours as using the old RR ROW has no line of sight from any direction. This lack of visibility creates unnecessary loitering and safety issues for trail users and trespassing and vandalism concerns for nearby property owners. If line of sight is a safety concern from corn fields ruling out Blackburn Ave, then the trees and elevation pitch should rule out the RR ROW route as well. Personal property rights are important. The property that we live on was the reason we moved to York 16 years ago. We chose to commute 35+ miles each way to have this property that we own. Using the RR ROW route is taking land on not one, but two
sides of our property and we will lose over two acres of land that we USE for pasture. The RR had a bridge spanning the drainage gulch that the proposed route would be placed on, so the benefit of grade and less dirt work does not exist. There is no need to take more land away from property owners. Continuing on Lincoln Ave rather than turning onto the RR ROW also seems more feasible to us, but we have been told that due to flood mitigation, it is not an option. All of this flood water you don't want to mitigate on Lincoln Ave drains in the exact location of the proposed route and will be a recurring maintenance issue. We believe that Grant Ave is a better option for the trail to tie into the RR ROW south of 21st St. This stretch is flat and straight resulting in less construction cost than the RR ROW. Only four houses are located on the west side of the street. Residents from these houses leaving their long driveways cannot be any more of a traffic safety concern than the rest of t
he trail all throughout the city. Visib

First_Name: Stacy

Last_Name: Gieck

Address: 1110 S Grant Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023621824

Email: sgieck@yahoo.com

submissionDate: 12-Jun-2024

Haley Engstrom

From: Stacey Roach
Sent: Wednesday, June 19, 2024 1:46 PM
To: Sue Crawford; Haley Engstrom
Subject: Re: public comment - last portion

Thanks Sue! Copying Haley to get it included.
-Stacey

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 19, 2024 1:30:16 PM
To: Stacey Roach <sroach@olsson.com>
Subject: Fwd: public comment - last portion

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This is part of a comment that got cut off. So it would be important to include it even though it's coming after the deadline.
Sent from my iPhone

Begin forwarded message:

> **From:** sgieck@yahoo.com
> **Date:** June 18, 2024 at 5:28:07 PM CDT
> **To:** Sue Crawford <scrawford@cityofyork.net>
> **Subject: Re: public comment - last portion**
>
> I am guessing that it is too late to include the rest of the comments, but I am sending them just in case they will still be accepted:
>
> - Please accept our concerns and comments regarding Project Access York below:
>
> We have several reservations and concerns with regards to the proposed Village 81 (South) Trail to the interchange and we believe that both the original proposed routes on Lincoln and Grant Ave make more sense than using the RR ROW north of S 21st.

1. Line of sight is a major concern of ours as using the old RR ROW has no line of sight from any direction. This lack of visibility creates unnecessary loitering and safety issues for trail users and trespassing and vandalism concerns for nearby property owners. If line of sight is a safety concern from corn fields ruling out Blackburn Ave, then the trees and elevation pitch should rule out the RR ROW route as well.
2. Personal property rights are important. The property that we live on was the reason we moved to York 16 years ago. We chose to commute 35+ miles each way to have this property that we own. Using the RR ROW route is taking land on not one, but two sides of our property and we will lose over two acres of land that we USE for pasture. The RR had a bridge spanning the drainage gulch that the proposed route would be placed on, so the benefit of grade and less dirt work does not exist. There is no need to take more land away from property owners.
3. Continuing on Lincoln Ave rather than turning onto the RR ROW also seems more feasible to us, but we have been told that due to flood mitigation, it is not an option. All of this flood water you don't want to mitigate on Lincoln Ave drains in the exact location of the proposed route and will be a recurring maintenance issue.

We believe that Grant Ave is a better option for the trail to tie into the RR ROW south of 21st St.

1. This stretch is flat and straight resulting in less construction cost than the RR ROW.
2. Only four houses are located on the west side of the street. Residents from these houses leaving their long driveways cannot be any more of a traffic safety concern than the rest of the trail all throughout the city.
3. Visible from the street and from property owners homes.
4. The four houses and church on the west side of this street would prefer this route and requested this route at the open house. Although this would now require negotiations with more land owners, it may be easier than negotiating with land owners who are against the existing proposed route.
5. It gives 18 more homes that are on Grant or a street that ties into Grant direct access to the trail that they would not have access to via the RR ROW, providing more benefits to residents.

Overall, constructing a pedestrian trail to the I-80 interchange doesn't seem like the best use of the limited grant funds. We would rather see funds for this project spent improving the pedestrian infrastructure and expanding trails around the city where the residents of York actually live. This would provide more residents greater access and use of the trails, especially our children. We understand that

there would be some benefit from a connecting trail for those that work at the interchange; however, the number of people benefiting from keeping the trails closer to where everyone lives would be a better use of funds.

Sincerely,

Ryan and Stacy

On Wednesday, June 12, 2024 at 09:22:12 AM PDT, Sue Crawford <scrawford@cityofyork.net> wrote:

Stacey –

Your comments on the online form look like they got truncated. I am reaching out so that you can send the rest via email if you would like to do so. I gave the person compiling the comments a heads up that the rest may come in an email. I apologize for the inconvenience.

This is where the comments end:

leaving their long driveways cannot be any more of a traffic safety concern than the rest of t he trail all throughout the city. Visib

<image001.gif>

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Stacy,

As a representative of the City of York, I (Sue Crawford) acknowledge that you are one of the landowners who is most impacted the trail project. I can appreciate that even though you would be compensated for the land that would be purchased, it is still a sacrifice for your family.

The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

Regarding your comment about the impacts to your property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:22 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 11, 2024 10:49 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: The bike/walking path is such an incredible opportunity to provide a valuable amenity for the citizens. All my personal research has shown that building this will NOT increase crime, but does provide connections for safe travel to all citizens, and increases property values for those that have ease of access to the path. I travel often to other states to use bike paths and believe this addition to our community will provide fun! It will also help people to have safe access to stores that may not be able to have the use of a car. I love that certain areas provide a bike lane on the street. This is something that York has needed for a long time.

First_Name: Robin

Last_Name: Lewis

Address: 25 Eastridge Drive North

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023663569

Email: robinannsworld@gmail.com

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Robin,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your personal research and your personal experience.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:23 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 11, 2024 10:18 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Thank you for allowing public comments. I was not able to attend the open house because of work, but do have one concern. The maps suggest that the trail would cross S Grant Ave. between Skips Towing & K9 Kennels. Living off of S Grant Ave. for many years, there has been multiple instances where individuals decide S Grant Ave. is a great place to street race. My concern is where the proposed path would cross it is not a well lit area; therefore adding improved street lights would be suggested if the path does cross there, and hopefully the vehicle speeding will subside so that pedestrians are safe. If possible, I would like to see the trail connect by Casey's. Crossing S Grant Ave., along with bordering a cornfield are liabilities that could be avoided.

First_Name: Ryan

Last_Name: Aspegren

Address: 211 Cedar Trail

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-759-1419

Email: ryanadpt@gmail.com

submissionDate: 12-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Ryan,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Thank you for raising an important safety concern about safety on South Grant. We have revised the plans to improve pedestrian crossing signage and marking in this area.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

U.S. Department of Transportation
Federal Highway Administration

DPS-93(15) Project Access York; CN 43010

Return to: *Dr. Sue Crawford*
City of York
100 East 4th Street,
York, NE 68467

Or via e-mail:
scrawford@cityofyork.net

Comments may be submitted by June 12, 2024

PUBLIC COMMENT

We respectfully request that other options for bringing the trail from the interstate to town be thoroughly investigated.
1. S. Lincoln Ave.
2. S Grant Ave
3. Blackburn Ave.

With any of the above options York could use a large amount of their own right of way. The above options would be in plain sight which is imperative. The majority of the railroad right of way that is being proposed to bring the trail from the interstate to town will be completely isolated from public view which will invite problems. The residents and the Church on the west side of S Grant Ave are open to the trail coming past the front of their properties. Would NPPD be open to possibly burying the utilities along S Grant Ave. It might save them money in the long run.

We feel that taking our personal pasture land that we use should not be done. There are other viable options that need to be explored. We are concerned about liability issues having horses next to the trail.

(Please Print)

Name Greg & Karen Bergen
Address 1224 S Grant Ave
City, State, Zip York, NE 68467
Phone 402-366-0348 & 402-366-1345 K
Email gbergen@mainstaycomm.net
kbergen65@gmail.com

The City of York and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Written comments submitted to the City of York are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Karen and Greg,

As a representative of the City of York, I (Sue Crawford) acknowledge that you are one of the landowners who is most impacted the trail project. I can appreciate that even though you would be compensated for the land that would be purchased, it is still a sacrifice for your family.

The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

Other alignments were considered, the rail right of way alignment clearly best meets criteria for selecting a trail alignment.
Regarding your comment about the impacts to property, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

To Whom It May Concern,

My husband and I have been residents of York for 22 years and are supportive of the proposed trail system expansion. However, I believe it is crucial not to take land from homeowners who are against the trail passing through their property. The trail should be routed in front of or around homes, not through backyards.

Regarding the Sharrow on Nebraska Avenue, I feel this is not a suitable option. Removing homeowners' parking is unfair, and the trail would function more like a road rather than a true trail system. While I understand the intent to provide safe transportation for workers, the trail must be cleared of snow and ice to be effective. Nebraska Avenue, being a street, is already cleared, which raises questions about the trail's practicality. Perhaps improving city transport services and ensuring they are well-advertised could better serve those needing reliable transportation. Could a grant be pursued for this purpose?

I also have concerns about the proposed walking bridge by McDonald's. I doubt it will see significant use, as many will likely continue crossing Lincoln Avenue directly. A pedestrian crossing with traffic lights at David Drive would be more beneficial. Enhancing the interchange's appearance by removing trash, mowing, and planting bushes could make a more positive impact.

My vision for a trail system in York is at least a 10-mile journey around the outskirts, connecting to scenic trails and reaching Recharge Lake. This would create a truly remarkable trail system.

Thank you for your consideration.

Sincerely,
Michelle Brekke

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Michelle,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

We worked hard to be as least intrusive on properties as possible. Almost all of the areas of the trail where new property is needed are on the edges of the property. However, there is one property that is more heavily impacted. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

Regarding your comment about the bridge, its hard to know how many people would use it. We do know from cell phone data that McDonalds has one of the highest concentration of customers in the area, behind WalMart. The proposed location came from public comment at the first open house.

These monies cannot be used for city transport services nor a recreational trail outside of town. Those are both great ideas for future projects.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

DPS-93(15) PROJEXT ACCESS YORK; CN 43010

To: Sue Crawford

City of York

100 East 4th Street

York, Nebraska 68467

Dr. Crawford,

For nearly four decades I have been a member of this community and for 35 years was a sworn officer for the City. One thing that has not changed over the years, the people fear the government of the City of York. People have confided with me for years because I did not fear the powers that be and I wrote editorials in the paper when it was still locally owned. Over the years this has only gotten worse.

When Jack Vavra first came to York as City Administrator, he tried to enforce a city ordinance about sidewalks. For a couple decades the ordinance was not enforced so people could afford housing. Then he came in here and tried to get little old ladies and men who were retired to put in sidewalks where none existed. The financial burden was heavy, and he was met with a petition drive, which was successful. The ordinance now reflects that petition drive. Jack confided with me shortly afterward that he misread the people of York. He began to move with more openness and feeling. He still made mistakes, but his demeanor definitely changed. He became more humble and approachable.

There is a group of folks, who like to run this town with little regard to the citizens wishes. People who ramrod things through without consideration of the citizenry. They like to make their decisions outside of the city hall and at a particular place here in town. Some call them the elite, I call them the Great York Railroad. Some of these people are fine people but there are others who just like the power.

This Project Access is just another example of the Great York Railroad.

The first thing I noticed is that the announcement to the public came AFTER the citizens could challenge incumbents in the primary. I personally know several people, had they

known would have run for council. With the aim of stopping or vastly changing it.

About twenty or so years ago, this was floated. But the idea then was somehow to attach the residential area and schools to Recharge Lake. I may be mistaken but I think the current Mayors mom was involved with that. Now there was grumbling about that back then. But at least it made sense.

The idea to route it south does not make that much sense. In fact, that route would run two ways like any route. Now statistics can be made to push any agenda, and the fact that there is not that much crime at the interchange reflects the proactive law enforcement in the area. All one needs to do is read the paper and you can see what travels on I80 and believe me, they are only interdicting a small fraction of the illegal substances traveling both on I 8- and HWY 81. Make a an easily accessible route and that knowledge will spread like wildfire. We already have about a million dollars in shrinkage at Walmart. This is due to their policies but there are roving gangs of thieves who prey on the Walmart. Every store has a similar story. Just think of the loss of revenue to the City on just that alone. Now compound that by letting our middle schoolers have access without their parents to the retail stores out there. I have spoken to more than one employee and manager out there who just do not know what they will do when those kids and the peer pressure on them starts in. We have a lot of great folks in this town but after 35 years of law enforcement, you would be doggoned surprise how many good kids and their parents get caught up in shoplifting. Over the years I was shocked by some of the people I had to deal with, folks in a thousand years I would have never thought were engaged in some of the things they were caught at. Do we really want to increase the temptation on our young people. Peer pressure is a strange thing.

Now, I will get to the meat of this situation. How it is going to impact peoples lives in an adverse way.

How would you like to have your animals shelters/barns on one side of this path, while your pasture is only accessible by trucking those critters to the other side? How would you like to have some of your farm ground cut off from the rest of your farm? How would you like to have to move a pivot and a well to accommodate something that will not benefit you at all.

How would you like to have half your parking taken away from you, on a street with little off street parking?

How would you like to be sitting on your porch and not have any yard with people walking all over what had once been your yard, all paved over?

Once that bridge gets installed, the homeless community will spread the word and it will probably be a place for them to congregate to panhandle or what ever they want to do.

Now, is there a problem at the interchange? Sure is, and it is mostly the truckers who are trying to get from Petro to the fast food and retail outlets on the north side. And those folks spend a lot of money in York. Most of the people who are coming off the interstate have vehicles and they can get from one side to other by auto. And for the foot traffic, there should be a dedicated crosswalk, and the speed limit is excessively high out there. I realize it is a highway but other communities have highways going through their towns and are able to control the speed.

The whole way this has been handled has been anti-democratic at the very least. There has been little accountability. And if you are going to say that little propaganda meeting at the Holthus Center has accountability all I can tell you is that of the people who went to that, most were already opposed but I am aware of several people who were tepidly for the project are not anymore just because of the way it was set up.

Now, I have been against this since I first of heard of it, but I did go out to the meeting at Holthus with an open mind. And what was the first placard I saw, was where the money came from. It is a Keynesian ideology to start out with, and it came from leftists who want our great grandchildren in debt. That is the main reason the money should not be used. All that funding should be sent back to the District of Columbia and be paid on the debt. Government does not create the economy, the economy creates opportunities for government. It is not free money as I have heard some less than literate folks who know nothing about economics say. We pay for this every time we buy anything at these inflated prices. And what I have learned about grants, you usually have to either give something up or add something to get it. Makes me wonder what it is.

The biggest thing that appalls me, government should be under the feet of the people and not the other way around. For nearly forty years, that is all I have heard from the citizenry of this community, that they are afraid of the city government. It should be the other way around. One thing, that could go a long way, would be to allow the citizens to vote on this.

Well, I said my piece, but I held back. I am a conservative. And by principle, I am against workfare projects. They did not work years ago without creating and economic fiasco and it certainly will be detrimental today.

Roger Wolfe, Jr.
1229 North Delaware Avenue

York, Nebraska 68467

402-362-2742

confederate_wolfe@hotmail.com



YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Roger,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project – and your many years of service to the police department.

I (Sue Crawford) cannot change what happened in the past. This project is about moving forward. The city government support for this project came from public input sessions confirmed by decisions that were made in the city chambers multiple times in different years.

Regarding your comment about the impacts to property owners, the project would follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:43 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 11, 2024 11:54 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: My name is Matt Brackhan and I live at the corner of 15th street and Maine Avenue. I am an advocate of the trails having grown up in York and utilized them. I am excited about the possible addition of more trail surface, however I do have some questions and thoughts below: 1. More trail surface could be awesome for York 2. Connecting integral pieces of York could be fantastic 3. Apparently the maps at the latest public meeting were the second rendition of the trail route. I had not seen the first rendition. The trail is currently slated to run along the West side of my property. I understand prior to this rendition it was supposed to run through the YES windbreak and the new housing development prior to crossing over to YMS. I feel as though cutting a minimal route through the windbreak without taking it out entirely would be beneficial? By going through the new development people would be buying property with the knowledge that a trail exists near their property or potentia
lly borders it. That would alleviate altering current homeowners property. This would also reduce the number of street crossings for the trail by at least 3 crossings and maybe 4. The current trail route will cross my driveway. I am questioning the safety and liability of crossing a driveway. I lived in Kearney for eight years and utilized the trails often. Those trails are perhaps the best in the state. They do not cross driveways and street crossings include bridges and/or underpasses. 4. If the trail goes in as currently planned, during the construction phase: -While I do not have access to my garage with my vehicles who covers any weather related damages to my vehicles? -Who will move my sprinklers? -Who will fit and purchase new sprinkler line, heads, etc.? -Who is reseeding the grass and who is paying to water in new seed? Once construction is completed? -What will snow removal look like? I am told the sidewalk will be 8-10' and extend to the curb. That would significantly inc
rease my snow removal respons

First_Name: Matt

Last_Name: Brackhan

Address: 1703 East 15th St.

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-363-2993

Email: brackhanma@gmail.com

submissionDate: 11-Jun-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Friday, June 14, 2024 8:56 AM
To: Stacey Roach
Subject: FW: Comments got cut off - invitation to send remaining comments

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Cut off comments - reply

From: Matthew Brackhan <brackhanma@gmail.com>
Sent: Thursday, June 13, 2024 9:57 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Re: Comments got cut off - invitation to send remaining comments

My name is Matt Brackhan and I live at the corner of 15 street and Maine Avenue. I am an advocate of the trails having grown up in York and utilized them. I am excited about the possible addition of more trail surface, however I do have some questions and thoughts below:

1. More trail surface could be awesome for York

2. Connecting integral pieces of York could be fantastic

3. Apparently the maps at the latest public meeting were the second rendition of the trail route. I had not seen the first rendition. The trail is currently slated to run along the West side of my property. I understand prior to this rendition it was supposed to run through the YES windbreak and the new housing development prior to crossing over to YMS. I feel as though cutting a minimal route through the windbreak without taking it out entirely would be beneficial? By going through the new development people would be buying property with the knowledge that a trail exists near their property or potentially borders it. That would alleviate altering current homeowners property. This would also reduce the number of street crossings for the trail by at least 3 crossings and maybe
4. The current trail route will cross my driveway. I am questioning the safety and liability of crossing a driveway. I lived in Kearney for eight years and utilized the trails often. Those trails are perhaps the best in the state. They do not cross driveways and street crossings include bridges and/or underpasses.

4. If the trail goes in as currently planned, during the construction phase:
-While I do not have access to my garage with my vehicles who covers any weather related damages to my vehicles?
-Who will move my sprinklers?
-Who will fit and purchase new sprinkler line, heads, etc.?
-Who is reseeding the grass and who is paying to water in new seed?
Once construction is completed?

-What will snow removal look like? I am told the sidewalk will be 8-10' and extend to the curb. That would significantly increase my snow removal responsibility and between plows on the street and sidewalk removal I would likely need to move the snow multiple times?

5. As a property owner that is directly impacted I have not yet received any direct communication. I would appreciate transparency and dialogue so we can all be on the same page.

6. I am concerned about imminent domain and I am not sure that it is a positive concept when put to use between constituents and government in this case.

I appreciate all of the hard work, thought and preparation that has gone into further developing the trail system in York. I understand that many of the questions and considerations that I have provided may very well have been deeply considered and researched. I am simply seeking a more thorough understanding and offering my thoughts and concerns as an impacted property owner and a constituent of York.

Thank you.

On Thu, Jun 13, 2024 at 3:56 PM Matthew Brackhan <brackhanma@gmail.com> wrote:

> Thank you Sue I have the comments saved. I will resubmit and email to you.
>
> Thank you,
>
> Matt
>
> On Thu, Jun 13, 2024 at 13:22 Sue Crawford <scrawford@cityofyork.net> wrote:
>
> > I am told the sidewalk will be 8-10' and extend to the curb. That would significantly inc rease my snow removal respons
> >
> > Matt –
> >
> > In reviewing comments your comment ends in the middle of a sentence. We were concerned that it got cut off and wanted to be sure to capture your full comment. If you would like to submit a copy of the rest – or recreate the rest – feel free to send that to my email and I will forward it for the analysis. Our apologies for the inconvenience.
> >
> > All the best,
> >
> > Sue

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Matt,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. I (Sue Crawford) appreciate the thoughtful and respectful questions.

The project must follow federal guidelines provided by the Uniform Act that outline the process for property acquisition. If there are impacts to your property, you would be contacted by a project representative in the coming months. At that point the specific details of property impacts would be discussed. Up to this point the potential impacts are all still just that, potential.

If sprinklers are impacted, the estimation and payment for your sprinkler system would take place during the right-of-way (ROW) phase.

Regarding your comment about the previous alignment of the trail through the York Elementary School windbreak, impacts to utilities, a well, and the setbacks to the homes that are to be constructed along that route resulted in the trail being realigned to reside within existing City ROW along 15th Street and Maine Avenue.

Regarding your comment about access to your property during construction, during construction, the contractor would contact you prior to the trail construction adjacent to your property and through your driveway. The contractor would work with you to provide street parking and access to your property during construction.

Regarding your comment about reseeding grass, the contractor would be responsible for seeding and establishing grass within the disturbed areas of your property after construction is completed.

Regarding your comment about maintenance, snow removal along the trail would be the responsibility of the City to ensure the trail is accessible during the winter.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:44 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 11, 2024 11:26 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: While I am not sure some of the basis for this project is on point or has a firm foundation I support most of the project. I would like to see the connection to I80 terminate at 21st street, pick up at 35th street, and develop a pedestrian walkway over I80 as it is very dangerous for people to try to walk over from hotels and businesses.

First_Name: Shannon

Last_Name: Legg

Address: 2414 E 16th St

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-363-1035

Email: husker63071@gmail.com

submissionDate: 11-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Shannon,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about the proposed trail alignment and bridge location, detailed information about the route and the alternatives considered is available on the attached FAQ page. In addition, updates on the project will continue to be posted on the City of York Website.

Before we submitted the grant, we asked about options to cross I-80. Improving access across I-80 would be very valuable. Unfortunately, there was not a feasible way to include that in this project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:58 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 11, 2024 10:27 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: What a great win for the City of York. My husband and I have walked from the north side of town to Walmart several times and having a trail will make this much safer, easier, and more enjoyable. I see people walking to and from I-80 on Highway 81 all the time and it's very dangerous for them, as people drive so distracted now. I am also excited about the overpass. With all the hotels, restaurants, and shops near I-80, this will make it so much safer and easier for people to take advantage of all York has to offer.

First_Name: Pellie

Last_Name: Thomas

Address: 824 Kingsley Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-710-3286

Email: mpthomas5@hotmail.com

submissionDate: 11-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Pellie,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to describe how the trail would be a win for your family along with the community.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 12:28 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 12:21 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Greetings City of York Council, Administrator, FHWA and others involved in this project, I'm writing to ask some questions and offer some comments regarding Project Access York. I have been listening to various thoughts and opinions from those for the project, as well as those who are not necessarily opposed, but would like some significant changes. I've attended the latest open house to look at the project plans. I am not totally sure what the grant requires us to do, but some of the project plans seem unnecessary. I appreciate the desire to increase bicycle traffic and provide some further outdoor active trail and space for the city, but is it necessary to eliminate residential parking for housing to do so (I'm specifically thinking of the N Nebraska Ave portion of the proposed project)? I can think of instances on our city's calendar where that portion of street gets used for events at the fairgrounds. Encouraging bicycles may be good, but I'm not convinced that will redu ce vehicle traffic to the area. Second, I have reservations about a pedestrian bridge across Hwy 81, especially at the proposed location. The height requirement, given semi traffic along 81 makes that kinda high, and it certainly could not be used by bicyclists, nor those with physical disabilities impairments. Why not put in a crosswalk at the existing light system at David Drive? My experience has been that is a better middle area where most of the foot traffic occurs. Third, I realize that the statistics regarding human trafficking along back trails may not be high, but connecting the interstate to areas of foot traffic, even ending near our schools, does not seem wise to me. It is true that even our existing locations can't guarantee 100% safety. But if part of this trail's purpose is for those who don't have a vehicle to transport them to jobs along the interstate, then wouldn't it make more sense that such a connection be more visible? Fourth, I'm concerned with a project that
would seek to make use of eminent domain ge!
nerall

First_Name: Aaron

Last_Name: Fesenmeyer

Address: 729 N Blackburn Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email: aaron.fesenmeyer@gmail.com

submissionDate: 12-Jun-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 4:57 PM
To: Stacey Roach
Subject: FW: Comment appears cut off - invitation to submit remaining - continuation

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From: Aaron Fesenmeyer <aaron.fesenmeyer@gmail.com>
Sent: Thursday, June 13, 2024 4:04 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Re: Comment appears cut off - invitation to submit remaining

Thank you for getting back to me, Sue, I greatly appreciate this.

If memory serves, the comment continued along the lines as follows:

Fourth, I'm concerned with a project that would seek to make use of eminent domain generally. If I looked at the maps of the project correctly, the trail would cut through private property, including private property that is economically viable for the city and county of York. Again, I am not against trails per se, but isn't there property already in possession of the city which could be used to accomplish the same aim?

Hopefully I've communicated my concerns and questions in a way that is not divisive, as that is not my intent. Thank you for taking these, and hopefully many others, into consideration with this proposed project.

Blessings in Christ,

Aaron Fesenmeyer
aaron.fesenmeyer@gmail.com

On Thu, Jun 13, 2024 at 1:23 PM Sue Crawford <scrawford@cityofyork.net> wrote:

> wouldn't it make more sense that such a connection be more visible? Fourth, I'm concerned with a project that
> would seek to make use of eminent domain ge!
> nerall

Aaron,

In reviewing comments your comment ends in the middle of a sentence. We were concerned that it got cut off and wanted to be sure to capture your full comment. If you would like to submit a copy of the rest – or recreate the rest – feel free to send that to my email and I will forward it for the analysis. Our apologies for the inconvenience.

All the best,

Sue

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Aaron,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your concern about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

Regarding your comment about the bridge location, the proposed location came from public comment at the first open house. There have been many conversations about the bridge location. The McDonalds is one of the stops in the area that gets the most foot traffic.

The bridge is being designed to ADA standards, so it would be built to accommodate bikes and mobility devices.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 12:48 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 12:44 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: This is Pastor Lance from New Heights Church in York at 1522 South Grant Avenue. We are excited about the possibilities of a walking/biking path in York. Our church board and church staff have discussed the path many times. At this time, we would prefer to see the walking/biking path move back to South Grant Avenue and not go behind our property in the woods. We prefer the street because of visibility and lighting and the overall safety factor. Thanks

First_Name: Lance

Last_Name: Loven

Address: 1522 S Grant Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023626357

Email: nhachurchlance@gmail.com

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Lance,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) appreciate your efforts to navigate how to be a good neighbor and community partner amidst the pressures created by responses to the project.

The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads. Any route down the West side of Grant Street interferes with the traffic coming to your church as well.
I hope that the project becomes a valuable part of your neighborhood as it develops.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 2:26 PM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 2:20 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I am in favor of the trail expansion and pedestrian bridge. However, some area of the trail need to be looked at further and try to come up with better ideas on how to minimally affect current owners. For example, on Nebraska Ave from 16th St to the Fairground, it is proposed there be no parking on both sides of street. This may be adequate from 16th St to 19th St because there are thru streets every block, but North of 19th St there are no thru streets, only A Street that leads to the Hospital. For people who utilize on-street parking in this area, they would have to walk several blocks in order to park and get back to their residence. Also, on the illustration, it shows there is sidewalk on both sides of Nebraska Ave from 16th St to the Fairground. There are not currently sidewalks on both sides of the street. The illustration shows the 2 car driving lanes in the middle of the street with a 1' buffer zone on each side with the bike lanes on the outside part of street. From there, there is an 18' planting strip with a 4' sidewalk then another 1' buffer area. This would be 23' from the edge of the street on to the property owners land. Looking at that route, there are old, massive trees that would need to be taken down and many other obstacles. The sidewalks would be up against some residences front doors and crossing driveways. In my opinion, at least one lane of parking needs to be left on Nebraska Ave for on street parking from 16th St to the Fairgrounds. Also, the sidewalks need to not be done in that area if there are not sidewalks already. This would cause significant change to the landscape of the neighborhood and I feel would be more dangerous to the pedestrians that may use the area currently.

First_Name: Michael

Last_Name: Runge

Address: 223 E 19th St

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-363-1358

Email: rungemd@gmail.com

submissionDate: 12-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Michael,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for taking time to outline specific concerns to be considered on Nebraska Avenue.

I (Sue Crawford) am pleased to tell you that we have spent considerable time discussing how to address concerns related to Nebraska Avenue. Revisions have now been made to the design to allow for on-street parking on one side of the street.

The 9' sidewalk in the illustration was a misrepresentation that was not caught in editing. There are no 9' sidewalks being added to Nebraska Avenue.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, June 12, 2024 11:22 AM
To: Stacey Roach
Subject: FW: Public Comment Form

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, June 11, 2024 10:27 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: 1. Trail connecting interstate area to town should not be in a secluded area. The old railroad is definitely secluded all year long north of 21st St and will be secluded for several months many years between 21st St and 35th St. (Cornfields on both sides!) 2. The trail connecting interstate area to town should be a bike lane/pedestrian path right along Hwy 81. This is the most direct route, is the most visible route and is the only possible route that doesn't impact private property owners. 3. Trail should be designed so that the city doesn't have to use eminent domain and take private property from the people who live here. 4. Engineers are claiming they are designing the trail to have as little impact to property owners as possible. Taking acres of land from multiple property owners across multiple parts of the trail doesn't follow. 5. Using $8,000,000 to build a pedestrian bridge across Hwy81 near interstate that will very rarely be used by the citizens of York is r
idiculous no matter where the money is coming from. 6. How does the trail decrease in total length by over a mile, become a "sharrow" for a long stretch (which only requires painting lines on existing streets), and yet go up on estimated cost by over a million dollars from projections just 1 year ago???

First_Name: Dalane

Last_Name: Epp

Address: 1615 S Lincoln Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-6699

Email: eppvet03@gmail.com

submissionDate: 12-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Dalane,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs. The City of York has lowered the property tax levy for three years in a row. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets.

Responses to your comments about the proposed trail alignment and bridge location, detailed information about the route and the alternatives considered, along with other FAQ points are included in the attached FAQ document. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:56 AM
To: Stacey Roach
Subject: Fw: DPS-93(15) Project Access York

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YORK NEBRASKA

Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: Nathan Smith <ncsmith18@hotmail.com>
Sent: Wednesday, June 12, 2024 11:24 PM
To: Sue Crawford
Subject: DPS-93(15) Project Access York

Dr. Crawford,
First, I wish to state that we do frequently walk and ride our bikes on the streets and trails of York. However, this project seems to have come about shrowded in secrecy and as a way of chasing after grant money rather than actual needs. The city's representatives that applied for this grant obviously had to submit some type of proposal. However, it appears that they then tried to keep that proposal a secret from the public until people concerned about the route began investigating. This lack of transparency makes me skeptical of other info that is being put out and question what other ulterior motives or "surprises" we'll find out about later. By the time the public was notified for input, it seems that it is too late to make many changes and that the entire project will be underway without ever being on a ballot to be voted on.

While a walking bridge across highway 81 might be helpful to a few people, the cost of the project seems excessive even if it is using grant money. In addition, being on the hook for essentially a blank check to complete the project is extremely concerning since we seem to have trouble staying solvent as it is and many people have reported huge increases in their property taxes. In addition, with the location being so far south, it seems that people further north will still just walk across rather than go so far out of their way.
As far as the route, I think that using existing public land should be a primary focus rather than taking private property for the installation. Is there a reason the path can't follow the access road out to Wal-Mart?

Another issue is property devaluation. Many people want to be near a bike path, but no one wants it running through their front yard. Has the city thought about the obvious…. Installing normal sidewalks for people to

walk on in higher traffic areas of town? And as far as that goes, there are a lot of people that already ride their bikes and walk on the existing streets in residential areas, so the argument about “improving access” seems weak. The existing trails and parks have had recent issues with vandalism, I expect this proposed trail will not improve that situation. For the section that runs between Wal-Mart and town, I would recommend installing a nice-looking tall fence for the residents whose backyard it passes through. Areas of the path that are not immediately along a road need to be 9’ wide to allow a police or ambulance on it if necessary.

Another point I picked up on at the public information session was that the study did a careful evaluation to make sure no “under-privileged” populations would be adversely affected. However, I think that getting rid of street parking along Nebraska Avenue would do just that. These are not large mansions with an abundance of garage and driveway space, but modest homes that owners should be able to park in front, as was the expectation when those homes were purchased.

Sincerely,
Nathan Smith

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Nathan,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

I (Sue Crawford) appreciate your concern for the residents that live on Nebraska Avenue. Revisions have been made to the design to allow for on-street parking on one side of the street.

The city government support for this project came from public input sessions confirmed by decisions that were made in the city chambers multiple times in different years. The original idea for the grant project came out of the 2017 Comprehensive Community Plan.

The City has prepared news releases and used our website and social media to work to get the word out at each step in the project. The York News Times and Just Melanie have run several stories on the project over the past 2 years.

The City of York has lowered the property tax levy for three years in a row. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:57 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 10:44 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: I am generally in favor of expanding bike trails in York, especially since I grew up on a street that wasn't really safe to bike or walk on. I do have a few concerns about the proposed trail path. I think that where the trail will cross S. 21st St. and S. Grant Ave. are both dangerous considering the speeds at which vehicles drive down both of those roads. Vehicles drive very fast coming west on S. 21st and the proposed crossing area is where there is a slight hill, making visibility difficult for pedestrians looking east for those vehicles before crossing. As far as S. Grant, vehicles sped on that street when the speed limit was 50 and continue to speed the same now that it is 4o. I am curious what markings, lights, etc. you would put at these two crossings. My other concern is the section of the path that follows the old railroad right-of-way starting at S. 21st St., going behind Agri-Products, through pasture ground, and ultimately curving around near Skip's Towing. I'm a
ware that you may think I only oppose this because it cuts through the middle of my parents' pasture, but I do genuinely have concerns about this path. I spent a lot of time in that area as a child and it is secluded, particularly near Wochner Reservoir. If there was a trail here I personally would not travel through it by myself. I lived in Lincoln for seven years through undergrad and law school and lived near the Mopac Trail, close to Vine St. between 38th and 48th St. I always felt safe in my neighborhood and took a lot of walks, but after two scary encounters on that trail, I stuck to the neighborhood streets and never traveled on that trail by myself again. There were just enough trees and seclusion that made women in particular very vulnerable, even in broad daylight. I had a roommate that was chased while biking in that area, again during the day. I am aware that Lincoln in very different from York, but I think any type of seclusion like that is asking for trouble and puttin
g people in a vulnerable position. While it !
may be more diffic

First_Name: Catherine

Last_Name: Bergen

Address: 13 Arbor Heights

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-710-0714

Email: cbergen15@gmail.com

submissionDate: 13-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Catherine,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about the proposed trail crossings at S 21st Street and Grant Avenue, improved pedestrian crossing signage and marking would be included at these two crossings.

Thank you for sharing your personal experiences and personal safety concerns. The section in the attached FAQ sheet on safety discusses how the trail is being designed to improve safety and the reason that the rail corridor trail is overall the safest option.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:58 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 10:26 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: Hello- I am in support of the trail system and look forward to the enhancements it will bring.

First_Name: Carrie

Last_Name: Colburn

Address: 207 E 6th St

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-730-4171

Email: carrieacolburn@gmail.com

submissionDate: 13-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Carrie,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your support.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:58 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 10:15 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: Thank you for your attention to this. I think that this decision to move forward with the trail has been made. I have the following concerns about the project: 1) The cost of the project will continue to increase before it is built and the cost to our local tax base is already significant. 2) From my understanding of the goal of this project, I don't see why forcing it through private property (as opposed to right of way/service roads, etc.) has any benefit. It only serves to increase the cost, concern of over-reach and create hard feelings. 3) The scope of this seems to be above and beyond the original purpose and is likely to not be used much anyway. The amount of effort, cost and hard feelings don't seem worth the perceived gain. 4) The additional trail spaces will required maintenance and upkeep (snow, mow, weeds, concrete, etc.) 5) we have already had transient concerns within the Beaver creek trail areas. How are we prepared to handle more of this in larger areas (some
that are proposed to not be accessible easily by vehicles). Do we have planned police patrols, ambulance access, etc? What is the city liability? My preference is that the project does not happen. If it has to happen at this point, I do not think we are prepared to handle the concerns raised above and think the scope should be limited and use as much public owned property as possible with no/very little personal property invasion.

First_Name: Kevin

Last_Name: Uhler

Address: 1102 N Maine

AddressTwo:

City: york

State: NE

Zip: 68467

Phone:

Email: kuhler@neb.rr.com

submissionDate: 13-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Kevin,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. The project aims to use mostly city of York right of way. Where private property is required, for all but one property the trail stays close to the edge. So, the intent is to be as least intrusive as possible. However, the alignment also needs to be safe and connect key points.

The current costs are estimates based on recent construction bid information and anticipated inflation with contingency cushions. The City would continue to work with the project team as design progresses to control costs.

The City of York has lowered the property tax levy for three years in a row. The part that we pay for this project, and the on-going costs, are feasible within our expected future budgets.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:58 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 9:47 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: We do not support the bike lanes on Nebraska Avenue, as it would take away parking on both sides of our street. Nebraska Ave is not a busy enough street to need bike lanes. We also would not support a change that would take any of our property to change the sidewalk. Our street is functioning very well and this money would be better used other places. We do not support the trail to the interstate. It would be nice if the community could vote on this project.

First_Name: Susan

Last_Name: Rockenbach

Address: 2028 N Nebraska Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-363-8789

Email: rockenbach.susan@gmail.com

submissionDate: 13-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Susan,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street. Also, the 9' sidewalk in the illustration for Nebraska Avenue was a misrepresentation that was not caught in editing. There are no 9' sidewalks being added to Nebraska Avenue.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:58 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 9:07 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: I do not feel that we need to build a path directly beside all of our schools. If we need to repair or create new sidewalks around the schools, so that children can get to and from school safely that is one thing but I don't think it needs to be connected to a path that comes from the interstate. Moving here 4 years ago I felt safe about living close to the interstate because York has done a good job of keeping interstate traffic at the interstate and not bringing it down to the city. The pathway seems like we are inviting the traffic, good and bad, down to the city. And it's unnecessary! Keep our kids and our schools safe by keeping the path along the main road where it is routinely monitored and busy which will deter traffickers from prowling the path for an easy victim and keep our kids safe.

First_Name: Kym

Last_Name: Heberlee

Address: 1610 Meadow Ln

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 620-874-8236

Email: kym.heberlee@gmail.com

submissionDate: 13-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Kim,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Our York police do a great job of proactive policing to keep our entire community safe.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:59 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 7:33 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: I think this is a wonderful idea! We need more bike paths in town. Bicycling is a wonderful hobby and will help boost this community.

First_Name: Erik

Last_Name: Geilenkirchen

Address: 306 East Nobes Rd

AddressTwo: Apt 201

City: York

State: NE

Zip: 68467

Phone: 3086600957

Email: erikjgeilenkirchen@gmail.com

submissionDate: 13-Jun-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Erik,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your excitement for increasing our bike paths.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 8:59 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 7:01 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: I am excited to have more trails for running and riding bikes. There are currently limited options for long distances on trails. This will be much safer than having to go on streets, I have seen several people walking or running on streets.

First_Name: Valerie

Last_Name: Paul

Address:

AddressTwo:

City:

State:

Zip:

Phone:

Email:

submissionDate: 13-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Valerie,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to share your experiences with the current trails and your support for expansions.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:00 AM
To: Stacey Roach
Subject: Fw: Public Comment for Project Access York

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Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: Amy Lehman <alehman3@gmail.com>
Sent: Wednesday, June 12, 2024 4:41 PM
To: Sue Crawford
Subject: Public Comment for Project Access York

1. Families on South Grant Avenue currently have no safe pedestrian or bicycle access to schools, recreational, and city facilities in York. The road serves a new residential development area in the Cedar Trail neighborhood and residences along Grant Avenue, as well as one of the larger church congregations in York. Citizens must use the existing road with no shoulders or sidewalks to access the heart of York without an automobile. This is extremely unsafe with a speed limit of 40 mph. It is common, especially during the summer months, for kids to be riding their bikes on this street. Moving the connecting trail to South Grant Avenue would provide a safe pedestrian path to York's amenities for residents in this area. Living along South Grant Avenue, I would prefer to have the trail in my front yard, even if it affects my property.

2. When I spoke with a representative from Olsson at the Open House, I asked about the possibility of having a trail on Blackburn Avenue south of the new bridge. I was told that this route is not an option because there are cornfields on both sides of the road creating a line-of-sight issue, which is a safety concern. I then asked the Olsson representative about the visibility of the proposed connecting trail from the Beaver Creek trail to the Interstate, and he said it would be a safety concern for that area as well. The proposed connecting trail from the Beaver Creek trail to the Interstate should be disqualified for safety reasons. The proposed trail has line-of-sight issues with the additional concern of being outside of the public eye. What is considered a "bully corridor" for the possibility of an additional fence being built in the north part of town near Duke Circle has led to the trail being re-routed to go in the yards of five houses and to cross three streets to avoid this safety concern. The proposed connecting trail is a natural "bully corridor," yet for this area of the trail we are being told that the trees and natural barriers that limit the line-of-sight are a benefit to keeping people on the trail.

Keeping people on the trail cannot be both a "bully corridor" meaning a safety concern that merits crossing additional streets and driveways, as well as being a safety enhancement for a more scenic portion of the trail. The connecting trail should be moved to be adjacent to an existing road like it is everywhere else on the trail.

3. I walked much of the proposed trail north of Beaver Creek over the Memorial Day weekend. I knocked on many doors and talked to many residents. I did not find any residents adjacent to the trail who had been notified that they were adjacent to the trail prior to the open house. Some of the residents had received a nondescript mailer that made no specific mention that their property or adjacent city-owned right-of-way was affected by the project. No property owners, if they received the mailer, considered this mailer as a notification that their property was adjacent to the trail, or even knew that their properties were affected. This was less than a week prior to the second open house.

Amy Lehman
1430 S Grant Ave
York, NE 68467
402-430-0961

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:01 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 3:42 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: Was there a stakeholder meeting, and who are the stakeholders? Was anyone from law enforcement on the stakeholder committee? Were the concerns of the property owners from the 21 impacted properties recorded and addressed? Why werenâ€™t notifications sent out to potentially affected landowners for the first open house. Please quantify how this project will result in $2.9M/year in increased revenue for the next 10 years as found in the RAISE grant document. Safety for everyone on the trail is a priority over making it scenic. Trails out of the public view encourage unsavory activity. South Grant Ave. needs a place for pedestrians to walk or for people to ride their bikes. South Grant has no shoulder and current speed limit is 40 MPH. This is a greater hazard than walking on the wide shoulder on Hwy 81.

First_Name: Brandon

Last_Name: Lehman

Address: 1430 South Grant Ave.

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email: blehman3@gmail.com

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Amy,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) appreciate the concern that you raise about property owners not understanding that the postcard created for multiple outreach audiences was sent because they were near the trail. This is a lesson that I would take to any future project.

I appreciate your efforts to go door to door mobilizing Nebraska Avenue residents. It was helpful to make sure that they were expressing their concerns and now we have been able to address their concerns.

I can understand the desire for trail infrastructure for the new houses in the Grant Street area. Hopefully future projects would continue to improve walkability in your area. The proposed project needs to focus on the safest pathways for the targets identified in the grant. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:00 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 4:27 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: I have always believed we must improve walkability in the 80/81 Business District area. For years, downtown businesses have asked us to connect better to bring visitors downtown. I have also had several business people staying at our hotels who are disappointed that there is no easy way for them to get in an easy walk or run either in the morning or at the end of their day. The portion of this project that extends to the interstate is vital to truly connect our community as one, while protecting those who need to walk to work, and our visitors in that district. I am thrilled with the rest of the project connecting up to the school district and around. I hope someday we can extend the walkability and bike-friendly aspects of this project out to jobs located on the north side of town. I hope that the pedestrian overpass is designed in a creative/artistic manner, perhaps playing off of the balloon. Quality of Life/ Community Amenities are important to retaining and recruiting t
alent as well as the developers who will build our housing and additional jobs.

First_Name: Lisa

Last_Name: Hurley

Address: 601 N. Lincoln Ave.

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023633333

Email: lhurley@yorkdevco.com

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Lisa,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for taking time to provide details of your experiences and of the economic development impact of the trail

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:00 AM
To: Stacey Roach
Subject: Fw: Proposed Trail comment

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YORK NEBRASKA

Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: Kimberly Mortensen <KMortensen@cornerstoneconnect.com>
Sent: Wednesday, June 12, 2024 4:20 PM
To: Sue Crawford
Subject: Proposed Trail comment

I'm thrilled about the proposed trail connecting the interchange with downtown! Not only will it promote a healthier lifestyle by encouraging walking and biking, but it will also strengthen the sense of community by providing a scenic route for residents and visitors to enjoy. This trail is a wonderful initiative that will enhance the accessibility and connectivity of our neighborhood, making it even more vibrant and welcoming for everyone. I can't wait to lace up my sneakers and explore all the beauty our community has to offer along this new pathway!

Kimberly Mortensen
Business Development Specialist
Cornerstone Bank, 529 Lincoln Ave, York, NE 68467
Phone: 402-363-7422 Cell: 402-366-4185
kmortensen@cornerstoneconnect.com
Cornerstone BANK

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Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Kimberly,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for sharing your enthusiasm. I (Sue Crawford) look forward to joining you on a lovely long walk!

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:01 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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YORK NEBRASKA

Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 4:10 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: No parking on both sides of the street on north Nebraska Avenue will cause a huge inconvenience for current and future residents who live in this area. There are only 2 side streets from 19th Street to the fairgrounds and sidewalks on only 1 side of the street most or all of the way from 16th Street to the fairgrounds. A lot of the homes in this area only have single garages/driveways. Where are visiting family and friends supposed to safely park? Also, if someone has contractors working on their home they will have nowhere close to legally park. In my opinion, this would cause a safety issue with people parking and then walking on the street to get to where they need to go. This could also cause more people to have to park on 19th St. 19th Street is already a little difficult to navigate when people park on both sides of the street from Nebraska Ave to East Ave with the slight incline. This is especially true when school is in session and there is more traffic. Currently, w
hen people are parked on 19th St near the corner of 19th & Nebraska Ave it obstructs the view of oncoming traffic when stopped at the Nebraska Ave stop signs. In my opinion the change on Nebraska Ave would increase the already issues on 19th Street. I have also been told that North Nebraska Avenue is one of the main emergency routes to the hospital for first responders. Not sure why we would want to put a bike lane on the same street that our first responders may heavily rely on to get to the emergency entrance of the hospital. Someone commented to me that there are busy streets in larger cities that have no parking on both sides of the street. I replied that I would not buy a home on a street that does not have parking on at least one side of the street. So again in my opinion, this change could deter future homeowners from wanting to purchase a home in this area. Thank you for your time!

First_Name: Julie

Last_Name: Cast

Address: 303 Regency Dr

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email:

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Julie,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. The comments from residents on Nebraska Avenue like you have been very helpful.
Revisions have been made to the design to allow for on-street parking on one side of the street.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:01 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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YORK NEBRASKA

Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 2:46 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: I do not think there should be a bike lane on any of the busy residential streets. They are barely wide enough for two cars to pass each other with cars parked on the street..

First_Name: Nancy

Last_Name: Neihart

Address: 1716 Duke Cir

AddressTwo:

City: York

State: NE

Zip: 68467

Phone:

Email: tnneihart1@gmail.com

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Nancy,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Any bike lanes in streets must meet federal safety guidelines in terms of width of the street for the cars and bikes.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:02 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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YORK NEBRASKA

Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 1:06 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: Please reconsider this. It is not needed to make York a better place to live. We have beautiful parks and a nice trail already. It is just a huge expense. We could do something else with the money. Just because it is offered, does not mean we need to take it. Please do not do this. I live on the north side of town and the traffic going North from 19th street is busy enough, but putting added cars parked on 19th street will be horrible. It's already thin and hard to drive on during school rush hour. Thank you.

First_Name: Tami

Last_Name: Norquest

Address: 36 Edison Ave

AddressTwo:

City: York

State: ne

Zip: 68467

Phone:

Email:

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Tami,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

I (Sue Crawford) am not sure if your concern about added parking on 19th street relates to Nebraska Avenue. If so, I can let you know that revisions have been made to the design to allow for on-street parking on one side of the street. I don't see any other way that the trail would mean that more people park on 19th Street. If anything, it should reduce the cars in the area.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:02 AM
To: Stacey Roach
Subject: Fw: Public Comment Form

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YORK NEBRASKA

Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 1:03 PM
To: Sue Crawford
Subject: Public Comment Form

Comment: It seems like this project was pushed through with those in charge knowing about it, approving it and the route and then in turn not letting the public and especially the people who's land would be affected by this project to have any input on it. I've also heard that the city council wouldn't take public comments or questions during some meetings and hope that this isn't true. If so this is not right and this is not how you do business as a city government. Being on a planning and zoning board in my local community here in York County, being in the construction industry and a firefighter/EMT and the EMS captain on my local department and I have lived around this area my entire life, I have come to learn the in and outs of local government and how things should work and how transparent you need to be with your constituents. It seems that some transparency is lacking here. It actually kind of reminds me of the way the first company that was the developer of the K-Junc
tion Solar Project, EDF went around and got all of the land leases without telling the public, neighbors and the local government what they were planning on doing. Now a public company, OPPD has bought the rights to the project and they are not being very transparent as well. I know these are two separate projects but correlation between is similar. Let's talk about the economic and safety impact of this trail. Connecting it to the interstate will a minimal impact on the economy of York. I believe in fact that it will bring more danger to the property owners and their families and their property along the proposed route to the interstate. From a safety standpoint you could potentially have people camping out and living along this route. This, like I said before is a safety issue for owners along the route and for people who want to use the route regularly for exercise. It also poses a unique and interesting problem for law enforcement and first responders in my opinion. You are no
w going to have to dedicate more man power to

First_Name: Jake

Last_Name: Matzner

Address: PO Box 123

AddressTwo:

City: McCool Junction

State: NE

Zip: 68401

Phone: 4027243147

Email: jrmcnst@gmail.com

submissionDate: 12-Jun-2024

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 4:58 PM
To: Stacey Roach
Subject: FW: Comment got cut - invitation to submit remaining portion -- full version

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From: JRM Construction <jrmcnst@gmail.com>
Sent: Thursday, June 13, 2024 1:53 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Re: Comment got cut - invitation to submit remaining portion

Hi Sue, below here is the whole comment. Luckily I saved it on my phone in my notes app yesterday before I submitted it. Here it is again with a few changes. Thanks

It seems like this project was pushed through with those in charge knowing about it, approving it and the route and then in turn not letting the public and especially the people who's land would be affected by this project to have any input on it. I've also heard that the city council wouldn't take some public comments or questions during some meetings and I hope that this isn't true. If so this is not right and this is not how you do business as a city government.

Being on a planning and zoning board in my local community here in York County, being in the construction industry and a firefighter/EMT and the EMS captain on my local department and I have lived around this area my entire life, I have come to learn the ins and outs of local government and how things should work and how transparent you need to be with your constituents. It seems that some transparency is lacking here.

It actually kind of reminds me of the way the first company that was the developer of the K-Junction Solar Project, EDF, who went around and got all of the land leases without telling the public, the affected neighbors and the local government what they were planning on building and where. Now a public company, OPPD has bought the rights to the project and they are not being very transparent as well. I know these are two separate projects but correlation between them is similar in how the process is playing out.

Let's talk about the economic and safety impact of this trail or route. Connecting it to the interstate will have a minimal impact on the economy of York. I believe in fact that it will bring more danger to the future users of the trail for exercise, the property owners and their families and their property along the proposed route to the interstate. From a

safety standpoint you could potentially have people camping out and living along this route. This, like I said before is a safety issue for owners along the route and for people who want to use the route regularly for exercise.

It also poses a unique and interesting problem for law enforcement and first responders in my opinion. You are now going to have to dedicate more man power to regularly patrol this new route and if there is an issue along the route like an accident, an assault or a medical issue then the logistical issues or getting to a scene along the trail could lead to a longer response time and getting the right equipment to the scene could mean minutes which depending on the nature of the situation could mean life or death for a patient.

Lighting along the trail also poses a safety issue to law enforcement and first responders responding to a call on the route at night. What if an assault would happen at night? How can law enforcement know for sure that the scene is safe for first responders to respond to the scene? With the area being so dense and so remote in certain locations assuring scene safety is a major issue.

In my opinion this is bad idea to run the trail to the interstate along private property and potentially taking away certain people's property to build the trail. The trail is good idea in town and if you want to run it out to the interstate then do the work and create an elevated path in the ditch or right away along highway 81 out to the interstate. It seems like there is plenty of money there to do this.

Also back to the transparency question. Maybe someone should go back to the approval process for this project and see if the right process and due diligence was done in letting the place where the money came from, the federal government I'm guessing, know that if this project and route was approved by just a certain person or individuals and public input wasn't sought then maybe the process wasn't followed correctly and maybe this was a violation of the stipulations of when and how the money was being given out.

Thanks
Jake Matzner
JRM Construction
402-362-8785
jrmcnst@gmail.com
PO Box 123
McCool Junction, NE 68401

> On Jun 13, 2024, at 1:16 PM, Sue Crawford <scrawford@cityofyork.net> wrote:
>
> <image001.gif>
> . It also poses a unique and interesting problem for law enforcement and first responders in my opinion. You are no

w going to have to dedicate more man power to

Jake –
In reviewing comments your comment ends in the middle of a sentence. We were concerned that it got cut off and wanted to be sure to capture your full comment. If you would like to submit a copy of the rest – or recreate the rest – feel free to send that to my email and I will forward it for the analysis. Our apologies for the inconvenience.

All the best,
Sue

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jake,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. I (Sue Crawford) assure you that we have provided multiple opportunities for input and have followed all of the public input requirements.

The original idea for the project came from public input sessions and Planning Commission and City Council support for the 2017 Comprehensive Plan that included expanding the trail system in this way as a desired future plan. We advertised the public input sessions through multiple traditional and social media outlets.

We have followed a practice of taking questions during council meetings and posting responses to those questions after the meeting. This has been recommended as a way to improve the information that is shared. Per our city attorney's recommendation, we limit public speaking to items on the council agenda to comply with the Open Meetings Act. However, whenever anyone opposed to the trails has asked to be on the agenda, we have accommodated that request. At least one person from their group speaks at almost every council meeting.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you for your participation.

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Thursday, June 13, 2024 9:04 AM
To: Stacey Roach
Subject: Fw: Was just wondering why you take that all the way to the interstate or out to Walmart to me I think it would benefit more instead of doing that route. Why don't we take it to recharge lake and back? I think that would benefit the campers also I guess I

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YORK NEBRASKA

Dr. Sue Crawford | City Administrator
100 East 4th St., PO Box 276 | York, NE 68467
scrawford@cityofyork.net | 402.363.2600

From: Robert Aunkst <roberthuskers1985@gmail.com>
Sent: Thursday, June 13, 2024 6:53 AM
To: Sue Crawford
Subject: Was just wondering why you take that all the way to the interstate or out to Walmart to me I think it would benefit more instead of doing that route. Why don't we take it to recharge lake and back? I think that would benefit the campers also I guess I ...

Sent from my iPhone

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Robert,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

The specific grant that supports this proposed trail expansion project is from the U.S. Department of Transportation. It focuses on getting people to jobs, school, and other basic needs.

A trail out to Recharge Lake would be a wonderful recreational trail. That would be a different project using different types of funds.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

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Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Project Access York
Public comment submission
Hannah Epp
June 12, 2024

Suggestions:

- Eliminate the pedestrian bridge in the I-80 corridor. Redirect the $8+M allocated for the bridge to benefit the taxpayers/residents who reside in York. Ideas include adding sidewalks and paving gravel streets.

- Add trail miles/access points for residents and neighborhoods west of Lincoln Ave. The proposed trail additions are concentrated east of Lincoln Avenue and offer nothing to improve pedestrian infrastructure for residents who live west of Lincoln Avenue.

- Add a trail connection from York University to the downtown business district. The proposed route does not effectively serve the University student body needing food or employment in the downtown area. A University-downtown trail link could offer students "safe ways to walk for shopping and jobs." (RAISE Grant, p. 13)

Concerns:

- Utilizing acres of private property (significantly residential) for Project Access York. Public ROW is available and was shown on the Grant application maps. Use of private property should not have been included in preliminary engineering without prior discussion and consent of the property owners.

- A detailed rendering of the pedestrian bridge and ramps ought to have been on display at the May 28, 2024 Open House. After months of engineering work and expenses, there was nothing to show.

- Trail lighting and publicly visible trails ought to have been a top budget and planning priority at every stage of project development. The proposed trail alignments in secluded areas and lack of funds for trail lighting shows a disregard for public safety.

- Bike lanes and "sharrows" on busy, high density residential streets (Nebraska Ave and 8th Street) does not constitute safe pedestrian infrastructure.

- Lack of documented, outside studies showing need for a multi-million dollar bridge and trail connecting the I-80 corridor to Beaver Creek.

- Lack of plans to simultaneously improve pedestrian and bicycle infrastructure within the I-80 business corridor. As proposed, Project Access York does not meet the Grant Statement of Work for pedestrians to "safely move without a car" in the I-80/81 corridor. (p. 5)

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Hannah,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Your suggestions include ideas for many other future projects that would be valuable additions to the city of York infrastructure.

The funds received were for specific transportation purposes, so these funds must be used for purposes related to the grant application.

Transportation projects must focus on transportation criteria and then work to accommodate property owners after the best transportation alignment is selected. Consider the Hwy 81 expansion project that is happening now as a similar example. The possible routes are based on transportation criteria and input from the entire community, not the preferences of the nearby landowners.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:45 PM
To: Stacey Roach
Subject: FW: Public Comment Form - Missing Comment? Rachael Crowdell

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From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, June 12, 2024 8:58 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I think this trail system would be a great addition to our community. However,Please please consider the placement of the trails and the safety of those that are going to be using them. Ie. Families, kids and people who will travel the trails alone. Will the trails be well lit to deter illegal activity? If the trail then runs along the street (with) is it only the line of paint one the road that is to keep folks "safe"? In this day there are so many distracted drivers it is very scary to think that they would be along side the trails. I urge you to take your time with the placement and plans as this would be a great addition to our community it could just as well be a problem and risk our safety if not done properly. Thank you to everyone investing their time in this project.

First_Name: Rachael

Last_Name: Crowdell

Address: 420 N Burlington Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023631052

Email: rlcrowdell@gmail.com

submissionDate: 12-Jun-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Rachel,

The City of York appreciates your suggestions and support for the proposed **Project Access York** trail project. Thank you for taking time to share your safety concerns.

The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. The engineering team includes a specialist in trail design to deter crime and our law enforcement would continue to be involved in planning to keep the trail as safe as possible.

There are some parts of the trail, particularly on Nebraska Avenue, where bikes would be separated from cars by painted lanes. There are sidewalks in these areas that can be used by pedestrians and by cyclists who want to stay off the street here.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:19 PM
To: Stacey Roach
Subject: FW: Public Comment Form - missing comments Beth Burgess

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 1:56 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Hello, Just writing you with a concern regarding the proposed project access York.... We (especially our children) are very interested in more walking/ biking trails in/around York...but.... If we are to have a trail that connects the Walmart area to town/neighborhoods... What are we FIRST going to do about the homeless camp behind Walmart? We come from a state that ignores safety concerns, cities full of trails that have been taken over by homeless camps, properties destroyed, needles, human waste etc ... trails that the regular citizen no longer can safely use...we do NOT want that here.

First_Name: Beth

Last_Name: Burgess

Address: 19 Eastridge Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 2068901699

Email: troyandbeth@gmail.com

submissionDate: 29-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Beth,

The City of York appreciates your support for increasing trails throughout the city with projects like the proposed **Project Access York** trail project. Your family would be able to connect to the trail off Maine near your house.

The broader challenge of how to address unsheltered persons camping in public spaces is one that many communities face. The police call data for the area around Walmart shows little evidence of crime threat to others in the area. Similarly, studies of trails in rural communities report very few crimes and leaders from cities in Nebraska with trails close to I-80 tell us that they have not had issues with crime on their trails.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:18 PM
To: Stacey Roach
Subject: FW: Public Comment Form- missing Susan Beauchamp

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From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 12:47 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Regarding the bike trails, I would propose that Nebraska Ave from 16th St. to 4-H Drive continue to have one side of street parking as many drives are short, most do not have alley access, and many families must park in the street. From 19th St. to A St. is a double block so that is even further for some people to have to park. The overpass is currently located near Wendy's, where most people won't use it unless they are right there wanting to go across the road. If the person is at DQ, much less Sapp Brothers, that is a hike to get to the bridge. It seems placing it closer to the lights would be a better more central location that would be used by more people. The trail from the interstate to town is another concern for many. Currently you are taking a good chunk of land from 2 homeowners and then going back into areas that can't be seen which can be a safety concern. Also, how will the trails be kept clear of snow and litter? You could run the trail either down Grant Ave or next to the access road coming off Hwy 81 into town then proceeding down the frontage road and straight on out to the interstate. These 2 options would allow for the trails to be a straighter shot to the interstate and would also put them in view of more traffic for a safer trail.

First_Name: Susan

Last_Name: Beauchamp

Address: 2020 N Nebraska Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023664401

Email: susanebeauchamp@gmail.com

submissionDate: 29-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Susan,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Regarding your comments about Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street.

There have been many conversations about the bridge location. The McDonalds is one of the stops in the area that gets the most foot traffic. Others in previous input sessions pushed for the bridge to be in that Wendy's to McDonalds location.
We worked hard to be as least intrusive on properties as possible. Almost all of the areas of the trail where new property is needed are on the edges of the property. However, there is one property that is much more heavily impacted.

The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:16 PM
To: Stacey Roach
Subject: FW: Public Comment Form - missing comments Chip Workman

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See email for Tim Lewis first

-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 11:43 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Being next to the proposed trail route next to the middle school, I am not in favor of having any trail lights installed.

First_Name: Chip

Last_Name: Workman

Address: 1541 Duke Dr

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023625852

Email: chipworkman1417@gmail.com

submissionDate: 29-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Chip,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Your concern about reducing the impact of trail lighting for neighbors has been registered. At this point the plan does not add new lights in your area.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:15 PM
To: Stacey Roach
Subject: FW: Public Comment Form - missing comments Karen Howard

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 11:30 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I feel this project is too expensive with little added benefit to the community. Connecting the town to the interstate seems unsafe. I feel it is not fair to the property owners to cut into their land, and Nebraska Avenue is not wide enough for additional lanes etc without further encroaching on the property owners. I would be very upset if you did this to my property.

First_Name: Karen

Last_Name: Howard

Address: 1002 W Nobes Rd

AddressTwo:

City: YOrk

State: NE

Zip: 68467

Phone: 402-710-2772

Email: karenelisehoward@gmail.com

submissionDate: 29-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Karen,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

We worked hard to be as least intrusive on properties as possible. Almost all of the areas of the trail where new property is needed are on the edges of the property. However, there is one property that is much more heavily impacted. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street for the entire street.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:14 PM
To: Stacey Roach
Subject: FW: Public Comment Form - missing comments - Anne Runyan

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 11:10 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: We are concerned about light pollution on what will be part of the trail project… the path to the south of the middle school runs right next to our fence and we enjoy camping in the backyard and nighttime outdoor movies and we don't want light pollution there. Any minimal or waist high lighting is doable but nothing as bright as the middle school parking lots or tall street lights is what we're concerned about. We want to enjoy our backyard in the evening without being blown away by bright lights.

First_Name: Anne

Last_Name: Runyan

Address: 1622 n Ohio Cir

AddressTwo:

City: York

State: Ne

Zip: 68467

Phone: 4023664688

Email: Stahrway@gmail.com

submissionDate: 29-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Anne,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

Your concern about reducing light pollution for neighbors has been registered. At this point the plan does not add new lights in your area.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:14 PM
To: Stacey Roach
Subject: FW: Public Comment Form missing - Annie Redfern

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 10:22 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I am beyond excited about Project Access! This is amazing progress for our community. I am very proud of our city government and all they and our state have done to keep citizens informed. We are so fortunate to have this happening in York!

First_Name: Annie Redfern

Last_Name: Redfern

Address: 1120 West Nobes Road

AddressTwo:

City: York

State: NE

Zip: 69467

Phone: 402-366-0491

Email: artbyanabel@gmail.com

submissionDate: 29-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Annie,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for taking time to share your reasons for supporting the project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:13 PM
To: Stacey Roach
Subject: FW: Public Comment Form - missing comments? Stephen Postier

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 10:01 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: The most recent released map has the proposed route going along the old railway west of Grant. With the lighting available already along Grant, I think that portion of the trail would better suited back on the original design. Not only would it be better lit for safety, but it would provide easier access for the housing development to the east of Grant. This provides a safer trail overall. One possible alternative would be going along Grant in front of the residential properties, turning west along the tree line next to the church, then getting on the railway bed. This would still eliminate the potential points of conflict of the commercial area, while increasing safety along the residential portion. I understand there may be utility issues, but could it be west of the utilities? Or has anyone contacted NPPD, to see about a partnership in burying the utilities along Grant as a joint project, to save them on their future maintenance expenses? In addition, as the original trai l proposed, having the trail connect to Nobes, even with just a sidewalk, and connect into the existing trail North of the culvert/creek is a better design, that's safer and more accessible for people. It affects less property. Is the Nebraska part of the trail necessary, since there's a newer sidewalk all along that road, or could that be eliminated for cost savings (possibly using that money to have the trail run along Grant)? If the trail has to go along the road for Nebraska, instead of utilizing existing sidewalks, there needs to be special attention given to the elimination of parking. In addition, the intersection of Nebraska and 14th, with the underpass, needs a well designed plan. I know it may not meet the technical federal requirements for a trail width, but utilizing the existing sidewalk that goes under the bridge for that short distance would be preferable to having bikes/pedestrians on the road, with that differently designed intersection. It could be widened back out
to join the trail after the underpass.

First_Name: Stephen

Last_Name: Postier

Address: 931 S Grant Ave

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 402-366-8267

Email: postier362@gmail.com

submissionDate: 29-May-2024

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Stephen,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

I (Sue Crawford) understand the desire for trail infrastructure for your family and the new houses in the Grant Street area. This project needs to focus on the safest pathways for the targets identified in the grant. The current alignment best meets the transportation criteria of safety, cost-effectiveness and benefit to the community expected to use the trails. The most important safety principle for trail design is reducing conflict points with traffic. Most accidents and injuries occur where the trail intersects with driveways or roads. The route along the railroad right of way corridor provides long stretches of trail with no driveways or roads. Any other route compromises safety by adding multiple additional driveways and/or roads.

The city is currently working with the state of Nebraska to secure funding for a smaller project that adds wider sidewalks along West Nobes across Lincoln and in front of Walgreens and Dollar Fresh to better connect the west part of town and access to food to the entire trail structure.

Regarding your comment about parking on Nebraska Avenue, revisions have been made to the design to allow for on-street parking on one side of the street for the entire street.

We cannot alter the width of the underpass or change that intersection. Cyclists could walk their bikes on the small sidewalk beside the underpass to avoid this narrow part of the street.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:11 PM
To: Stacey Roach
Subject: FW: Project access - missing comments - Teresa Lorang -

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See email for Tim Lewis first

From: Teresa Lorang <lovefourgolf@hotmail.com>
Sent: Wednesday, May 29, 2024 8:18 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Project access

For a route, against proposed route. For: route around the city including both East and West sides of town. Using current beaver creek route, connecting to Kiplinger, Harrison Park and finishing out to Nobes. Against: any funds from local tax payers, connection to South of Nobes, route should be farther West than Nebraska Ave.

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Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Teresa,

The City of York appreciates your comments on the proposed **Project Access York** trail project.

The project connects the west part of town through the Harrison Park section of the Beaver Creek trail. The city is currently working with the state of Nebraska to secure funding for a smaller project that adds a trail along West Nobes to better connect the west part of town to the entire trail structure.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:10 PM
To: Stacey Roach
Subject: FW: Public Comment Form - missing? Jamie Johnson

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-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Wednesday, May 29, 2024 8:02 AM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: Would be nice to have better crosswalks and speed limit reductions in school zones. For example, Washington Ave by the elementary needs a cross walk with lights. Also Delaware between middle school and high school with lights so kids and parents can cross safely. There are limited sidewalks North of York General on Lincoln Ave. It is not very accessible to businesses on the North Side of town.

First_Name: Jamie

Last_Name: Johnson

Address: 10 Quail Cove West

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 3035501747

Email: jhjohnson11@gmail.com

submissionDate: 29-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Jamie,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project.

The project already includes safety lights for school crossings in the two areas that you identify in your comments. This project does not extend north of York General. Hopefully we can continue to improve walkability with future projects.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:09 PM
To: Stacey Roach
Subject: Forwarding missing comment - Callie Hurley

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See Tim Lewis email first -

-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, May 28, 2024 9:16 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: I think this is great progress for the community and will help a lot of people. It will definitely aid in pedestrian safety out by the highway and interstate. There have been many times I have drove by people walking on the side of the highway out by Walmart or crossing the highway from Walmart towards Sapp Bros. It is important to connect the areas of town, in town and out by the interstate because both are very impactful economically for our community and we want to draw people into town. There are trails in rural areas (that connect metro and rural) all around the country and if taken care of, they are plenty safe.

First_Name: Callie

Last_Name: Hurley

Address:

AddressTwo:

City:

State:

Zip:

Phone:

Email:

submissionDate: 29-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Callie,

The City of York appreciates your comments and support for the proposed **Project Access York** trail project. Thank you for sharing what you've seen in the community that demonstrates the need for the project

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator

Stacey Roach

From: Sue Crawford <scrawford@cityofyork.net>
Sent: Wednesday, August 7, 2024 6:08 PM
To: Stacey Roach
Subject: forwarding missing comments Tim Lewis

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Stacey -
I am checking all of the public comments - there are few that I am not finding on my copy of the matrix. I am forwarding those to you.

Please check and add to the matrix if they are missing -
Sue

-----Original Message-----
From: bounce@lists.fes.org <bounce@lists.fes.org>
Sent: Tuesday, May 28, 2024 7:21 PM
To: Sue Crawford <scrawford@cityofyork.net>
Subject: Public Comment Form

Comment: The Project Access York project has my full support. It also has the support and many friends and neighbors that were not able to attend the town meeting today. I hope the decision making body can separate the true benefits of this project from those who print fancy signs. The concerns by a vocal few people are not supported by any empirical evidence or research that show a greater risk for crime. However, the building of bike/walking trails is supported by many studies that show an increase in property values, business sales and quality of life for the communities that invest in this kind of infrastructure. As a bike rider, I plead with our city planners to provide me a safer way to access all parts of my city. Right now, I travel to Lincoln or Kearney to ride safely and spend my economic dollar in those towns. Our teens and college students need safe access to the jobs and businesses at the interstate. If parents have concerns about their child riding on the proposed trail without permission, I suggest they step up and train their child to know boundries. The solution to their problem is not to criticize this vision for York. This amenity will draw new families to our town that needs to find ways to grow our future. Check the facts and go for it!!!!

First_Name: Tim

Last_Name: Lewis

Address: 25 Eastridge Drive North

AddressTwo:

City: York

State: NE

Zip: 68467

Phone: 4023665631

Email: Tim.lewis@york.edu

submissionDate: 29-May-2024

YORK
NEBRASKA

Administrative Offices
P.O. Box 276
100 E. 4th Street
York, NE 68467

September 5, 2024

Dear Tim,

The City of York appreciates your comments concerning the proposed **Project Access York** trail project. Thank you for taking time to share your reasons for supporting the project.

An FAQ page with responses to comments and questions provided by the community during the open comment period is attached and a digital version is available on the City of York Website. In addition, updates on the project will continue to be posted on the City of York Website.

Thank you again for your participation!

Dr. Sue Crawford
City Administrator