

## **APPENDIX C. FOCUS GROUP INTERVIEWS AND PUBLIC OPEN HOUSE COMMENTS**

## **FOCUS GROUP INTERVIEWS**

Meeting Dates: October 10, October 11, October 15, October 26, 2018

This memorandum summarizes the items discussed during the meetings referenced above. The following questions were asked, and a general discussion was held with each group.

### **Questions:**

- How often does your business / customers use the Bellevue Bridge?
- What routes are used now to cross the Missouri River?
- Would your business / customers use the bridge more if there was a new bridge?
- Are there economic opportunities that could be realized by the construction of a new bridge?
- Would your business be impacted financially if the Bellevue Bridge was not available for use?

### **Bunge:**

- i) The larger trucks 6-7 axles that are overweight and cannot go on the interstate use the Bellevue Bridge
- ii) Some of their sellers/trucks come from Plattsmouth might use the Bellevue Bridge but most of them use the Highway 34/Glenwood Bridge
- iii) Bunge gets receives approximately 350 trucks per day. Plant operates 24 hours per day
- iv) They wouldn't attract any more trucks if a new bridge was built in place of the existing Bellevue Bridge
- v) People who work at Bunge use the bridge to have lunch in Downtown Bellevue. If the bridge went away they would lose the convenient access and probably go elsewhere.
- vi) Only a small amount who work at Bunge use the bridge
- vii) Employees and customers use all the bridges in the area to get to Bunge
- viii) Their draw area for trucks is roughly 100 miles.
- ix) Only 255 of the trips are controlled by Bunge; others are farmers.

### **Google:**

- i) The potential number of employees after construction is complete will be 500-600 employees working onsite
- ii) Currently there are approximately 1,600 construction workers at the campus right now.
- iii) Employees come from all over and use whichever Missouri River crossing is convenient
- iv) Would not make a difference to employees if a new bridge is built.
- v) Google would not be impacted financially if the bridge was closed.
- vi) Shutting down the bridge would impact Olde Towne more than Google
- vii) Would not help adding a bicycle lane to the bridge if there is not a paved shoulder along Bunge Avenue on the Iowa side.

### **Olde Towne Business Association:**

- i) Don and Rusty use bridge weekly
- ii) Some travelers from Glenwood use the bridge to go north.
- iii) There are no issues due to the safety of the bridge
- iv) Toll might be the greatest deterrent of people using the bridge
- v) Swine Dining might be impacted the most because they attract diners from all over
- vi) There will be load limit signs added to the bridge
- vii) There are economic opportunities if development occurs on the Iowa side and a parkway is

- built to the south and west of the bridge.
- viii) They do not want to lose the bridge
- ix) Add Rusty and John to the stakeholders list

#### **Olde Towne Business Owners:**

- i) Swine Dining – The owner said they get 1/3 of their business from the Iowa side. They cater to businesses on the Iowa side of the bridge. They would need to find a longer route to get over to those businesses. He said closing the bridge would hurt business.
- ii) Luigi's – They do not get a lot of business from Iowa. Most of their customers are from Bellevue and Nebraska side of the river.
- iii) Quick Bites Soul Food Restaurant – Their customers come from all over. They would not be affected if the bridge is closed.
- iv) DME United (U-haul) – Some customers do come over from the Iowa side to rent U-hauls. Most of their customers are on the Iowa side though.
- v) Bellevue Florist – They do make deliveries to the Iowa side. Most of their customers and deliveries are on the Nebraska side. Closing the bridge would hurt Olde Towne.
- vi) Erwin's Jewelers – We need to think about new technology. Maybe there will be flying cars in twenty years! May hurt other businesses if the bridge closed.
- vii) Bellevue Tire and Auto - Some customers come from Iowa. If the bridge closed their customers would find another way to their shop.

#### **SIRE – Southwest Iowa Renewable Energy:**

- i) Some employees use the bridge.
- ii) A majority of Midwest COOP's trucks use the bridge
- iii) They might lose some business from Midwest if the bridge were to close but they will more than likely find another way to get to Sire.
- iv) Normal Emergency Services come from Council Bluffs and Lewis Township.
- v) Offutt was called out for one of their fires.
- vi) They do not use for lunch. Most go to Council Bluffs
- vii) 2-3 employees use the bridge from Bellevue.
- viii) Most people who use the bridge from SIRE use for convenience.
- ix) If a new bridge was built it would not affect the number of trucks coming to SIRE.
- x) SIRE will take an informal survey of how many trucks use the Bellevue Bridge.

#### **Mid-America Energy Power Plant:**

- i) If there was a fire there may be some assistance from Bellevue. Council Bluffs is primary location of first responders.
- ii) There are approximately 200 people who work at the power plant
- iii) A small percentage of employees use the Bellevue Bridge
- iv) Their fly ash trucks go east and do not use the bridge.
- v) Most of their contractors come from Omaha and use the I-80 bridge
- vi) They do not foresee developing their land to the south of the plant
- vii) Flood plain is a deterrent to development
- viii) They would not be affected if the bridge were to close.

#### **Offutt AFB – Portfolio Optimization:**

- i) There is no required use of the Bellevue bridge for the Offutt AFB mission.
- ii) Offutt AFB provided home address of personnel by zipcode.

**Bellevue Bicycle Club:**

- i) They like the experience of going across the existing bridge
- ii) If they are going south, they will use the Highway 34 bridge because it's a little more comfortable
- iii) Existing Bunge Avenue has no shoulder and is not comfortable
- iv) Could we use it like Dodge with 2-way traffic during high traffic volumes and one way during slow traffic times to allow for bikes and pedestrians
- v) Advisory bike lanes would let more drivers know they might be there.
- vi) They used to do a ride that had the bridge as an option, but they have not been doing that ride recently.
- vii) A light that may let drivers know there us a bicycle on the bridge might be helpful.
- viii) Making an extraordinary investment of closing the bridge to cars not necessary but make some accommodations to make it safer for all users would be good.
- ix) The bridge is good to have there for Bellevue's economy and making it safer for bicycle's would be great if a new bridge was built

Public Open House

record of attendance

**Project Name:** Bellevue Bridge Study

**Project No.:** 3002.483.00

**File No.:**

**Meeting Date:** February 25, 2019

4:00-7:00 pm

**Meeting Attendees:** (Please Print)

Your Name	Company/Department	E-Mail Address
Sandy Frost	Bellevue Bridge Comm.	frostfarmers 1982@yahoo.com
TIM WEANDER	NDOT	TIM.WEANDER@NEBRASKA.GOV
Steve Knutson		corky600@hotmail.com
Derrick Aumiller	GOOGLE	derrickaumiller@gmail.com
Jimcal Phillips	BPS	jimcal.phillips@bpsne.net
Sheena Van Ornum	resident Olde Town	svanornum@unomaha.edu
Larry Winum	mills County	lwinum@glennwoodstatebank.com
Eric Williams	Papio - Missouri River NRD	EWilliams@PapioNRD.org
Lee Myers	AARP	myershouse@gmail.com
FRANK KUMOR	RESIDENT / BUSINESSMAN	Fjkumor@cox.net

• • •

Your Name	Company/Department	E-Mail Address
Laurel Unstad		
John Perrin		
Mary Perrin		
Julia Colby		
Kainen Unstad		
Herb Barelman		
Robbie Ryan	RMR Group	rob@rmrgroupinc.com
Lay Damman	Belleve Bridge Commission	
Don Fenster	Belle Bridge Commission	fensterdds@aol.com
Mike Hall	" "	twincity12@cox.net
Luke Taylor	ok Town Bellevue Resident	luke the spark cut@hotmail.com



## AFFIDAVIT OF PUBLICATION

STATE OF NEBRASKA }

} SS.

County of Sarpy }

Being duly sworn, upon oath, Laura Estep-Bronk deposes and says that she is a Sales Representative or Eric Taylor deposes and says that he is the Managing Editor or Ron Petak deposes and says that he is the Executive Editor of the **Bellevue Leader, Papillion Times, Gretna Breeze and Springfield Monitor**, legal newspapers of general circulation in Sarpy County, Nebraska, and published therein; that said newspaper has been established for more than one year last past; that it has a bona-fide paid subscription list of more than three hundred; that to this personal knowledge, the advertisement, a copy of which is hereto attached, was printed in

Wednesday, February 20, 2019

Bellevue Leader

And that said newspaper is a legal newspaper under the statutes of the State of Nebraska. The above facts are within my personal knowledge.



Ron Petak  
Executive Editor

OR Laura Estep-Bronk  
Sales Representative

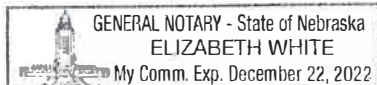
OR Eric Taylor  
Managing Editor

Today's Date

Signed in my presence and sworn to before me:



Notary Public



Printer's Fee \$13.53  
Customer Number: 153794  
Order Number: 0002147250

### NOTICE OF PUBLIC OPEN HOUSE BELLEVUE BRIDGE STUDY

Notice is hereby given there will be a Public Open House will be held on **Monday, February 25, 2019, from 4:00 p.m. to 7:00 p.m.** in the City Council Chambers at Bellevue City Hall, 1500 Wall Street. There will be project information, display boards, and materials for review, it will not be a formal presentation, but an opportunity for public input. The project team will be in attendance to answer questions. Although City Council Members may be in attendance, this is not an official City Council meeting and no official action will be taken.

Requests for any special accommodations must be placed with the City Clerk at least forty-eight hours prior to the time of the meeting.

Susan Kluthe  
City Clerk

2147250; 2/20



**NOTICE OF PUBLIC OPEN HOUSE  
BELLEVUE BRIDGE STUDY**

Notice is hereby given there will be a Public Open House will be held on Monday, February 25, 2019, from 4:00 p.m. to 7:00 p.m. in the City Council Chambers at Bellevue City Hall, 1500 Wall Street. There will be project information, display boards, and materials for review, it will not be a formal presentation, but an opportunity for public input. The project team will be in attendance to answer questions. Although City Council Members may be in attendance, this is not an official City Council meeting and no official action will be taken.

Requests for any special accommodations must be placed with the City Clerk at least forty-eight hours prior to the time of the meeting.

Susan Kluthe  
City Clerk

Please publish (1) time on February 20, 2019 and provide proof of publication

# BELLEVEUE

## BRIDGE ALTERNATIVES STUDY

### Share Your Comments!

I feel strongly that we need to keep the bridge for vehicles. There are already too few bridges across the Missouri. If anything happens to one, we need another one that's nearby - I frequently use the bridge.

# BELLEVEUE

## BRIDGE ALTERNATIVES STUDY

### Share Your Comments!

Either change the bridge into a vehicle, pedestrian bicycle bridge, or simply a bicycle pedestrian bridge. Upgrade the structure. Thank you for considering my opinion.

A Geny county resident.

# BELLEVUE

## BRIDGE ALTERNATIVES STUDY

### Share Your Comments!

<sup>we</sup> use - several times - <sup>Summer</sup> Springs, fall - would have to go to new bridge <sup>won't scenic route</sup>  
Use - leisure, canoeing visiting Glenwood  
I do think Bike and pedestrian use is really the future  
Connecting many bike trails and parks  
(many needed connections for the best use for all)  
I wish to support the Upgrade Bridge Superstructure  
For additional Lane & Bike/Pedestrian Path  
★ I would pay the <sup>full</sup> increase for use  
10.2 Million  
Signed: Becene Resident for 10 years

# BELLEVUE

## BRIDGE ALTERNATIVES STUDY

### Share Your Comments!

- I RECOMMEND BUILDING A NEW BRIDGE AND CONVERTING THE OLD TO A BICYCLE/PEDESTRIAN BRIDGE.  
- I ALSO WOULD LIKE TO SEE RESIDENTS OF BELLEVUE GET A DISCONT/REDUCED RATE  
- A BICYCLE/PEDESTRIAN BRIDGE WOULD COMPLIMENT HAWORTH PARK NICELY AND POTENTIALLY BRING IN MORE TOURIST/RECREATION REVENUE.

# BELLEVEUE

## BRIDGE ALTERNATIVES STUDY

### Share Your Comments!

- ADDITIONAL BRIDGE COSTS NEED TO REFLECT VALUE ADDED, THE MAJORITY OF PEOPLE WON'T PAY MORE FOR AN UNCHANGED PRODUCT.
- SPECIFICALLY, NEW BRIDGE PLUS CONVERSION OF OLD BRIDGE IS AN OBVIOUS WIN CONSIDERING THE RELATIVELY SMALL COST INCREASE
- I DRIVE THE BRIDGE DAILY AND IF THE TOLL IS INCREASED, AS MY COMMUTE VIA 34 IS MORE COST EFFECTIVE IF I HAVE TO PAY MORE TO CROSS BELLEVEUE.
- I WOULD ABSOLUTELY PAY MORE IF I WAS ABLE TO SAFELY CROSS ON A BICYCLE.

**From:** [Julie Harris](#)  
**To:** [Mark.Meisinger](#)  
**Subject:** Bellevue Bridge  
**Date:** Friday, February 22, 2019 5:49:29 PM

---

Hi Mark-

I'm out of town and can't make the meeting about the Bellevue Bridge on Monday night, so I thought I'd just send you my thoughts here.

WE SHOULD NOT TEAR IT DOWN UNDER ANY CIRCUMSTANCES.

Seriously, though: there is a huge amount of momentum with regional trail development right now and we need to preserve every piece of bike/ped access over the river as possible. Nebraska Bicycling Alliance strongly supports any plan that incorporates a bike/ped facility, and we need to make sure that the safety of bicyclists in the bigger picture (the routes to/from bridge access) are also considered.

Let me know if you need my voice in future conversations or meetings. I'll be anxious to hear how Monday night goes after I get back.

Julie

**From:** [Court Barber](#)  
**To:** [Stephanie Rouse](#); [Amy Haase](#); [Mark Meisinger](#)  
**Subject:** Additional Comments on Bellevue Bridge  
**Date:** Wednesday, February 27, 2019 8:33:34 AM

---

We received additional comments from people unable to attend the open house. Please add these to the ones received Monday night.

Dan Owen (via Facebook)

I was unable to attend the meeting, but here are my thoughts:

Has anybody approached Google about helping with the cost? If there are 600,000 trips across that bridge each year, if you close it, that will add somewhere in the neighborhood of 6 Million more driving miles for vehicles going anywhere north of the 34, which I'm sure is all of the vehicles that use it. So this becomes not just a convenience issue, it is now an environmental one as well with using an additional 200,000 gallons of gas per year just to go around. Seems like a no brainer to keep this bridge in action.

Leland Jacobson (via email)

Was consideration for making the Bridge an activity destination in and of itself? Half shops along the length (one lane) and half walking/biking?. Parking in either side of the river?

Kindia a bob Kerry thing with restaurants over the water on the bridge. Similar to Kearney interstate overpass.

--

**Court Barber**

Associate Transportation Planner

**[Metropolitan Area Planning Agency \(MAPA\)](#)**

2222 Cuming Street

Omaha, NE 68102

[cbarber@mapacog.org](mailto:cbarber@mapacog.org)