Vision Zero Bridgepoint

SS4A SAFETY ACTION PLAN





SAFE STREETS STRONG COMMUNITY

This plan is dedicated to the residents of Bridgeport — past, present, and future.

To the neighbors who look out for one another, to the families who gather for school events, ball games, and community celebrations, and to the volunteers who step forward whenever the community needs help.

Bridgeport is a place where people show up for each other — after storms, during hard times, and in moments of celebration. That same spirit of care and responsibility is what makes safer streets possible.

This Safety Action Plan reflects a shared commitment to protect one another, to support the independence of children and older adults, and to ensure that everyone can move safely through the places that make this community home.

Every step toward safer streets is ultimately about protecting lives, preserving families, and strengthening the community that Bridgeport has always been.

Acknowledgements

A special thank you to all of our partners and stakeholders who contributed to this Safety Action Plan:

City of Bridgeport (BP)
Administration
Volunteer Fire Department
Public Works Department
Street Department
Parks Department

Morrill County Sheriff's Office

Morrill County Community Hospital (MCCH) & EMS

Bridgeport Public School District (BPS)

Panhandle Public Health District (PPHD)

Consultant Partner
M.C. Schaff & Associates, Inc.

City Officials
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Jeff Nichols, City Council Member
Carrie Harless, City Council Member
Tony McGrath, City Council Member
Mark Wickard, City Council Member
Michelle Coolidge, City Administrator
Doretta Huck, City Clerk/Treasurer

Task Force
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Michelle Coolidge, BP City Administrator
Andrew Leisy, BP Street Superintendent
Milo Cardenas, Morrill County Sheriff
George Schlothauer, BPS Superintendent
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Jessica Rocha, Injury Prevention Educator, PPHD
Melissa Lally, Nebraska Department of Transportation (NDOT) District 5 ROW/Utilities/Maintenance /Environmental Liaison

Stakeholders
Morrill County Sheriff's Office
Morrill County Community Hospital and EMS
Bridgeport Volunteer Fire Department
Bridgeport Public School District
Panhandle Public Health District

This Safety Action Plan was developed with support from the U.S. Department of Transportation's SS4A program and reflects the Safe System Approach. Bridgeport is committed to using this plan to pursue future SS4A implementation funding and carry out data-driven, equity-focused safety improvements across our community.



VISION ZERO

OUR COMMUNITY COMMITMENT TO A FUTURE WHERE NO ONE IS KILLED OR SERIOUSLY INJURED ON OUR STREETS.

Dear Bridgeport Residents,

Everyone in our community should feel safe when walking, driving, biking, or riding around town. Whether it's a child crossing near the school, a parent heading to work, or a neighbor running errands, getting around shouldn't come with the risk of serious harm.

That's why the City of Bridgeport is proud to share our Safe Streets and Roads for All Safety Action Plan. This plan is built from the ground up—with input from residents like you, along with local staff and partners—using both data and lived experience to guide us.

We've listened through surveys, school visits, and open houses. You told us what matters: slower speeds in neighborhoods, safer crossings downtown and near the school, preschools, hospital, and parks, and better access for folks of all ages and abilities. We also heard that safety should be fair—that every part of town deserves care and investment.

This plan lays out real, doable steps to help prevent serious crashes and work toward zero fatalities or life-altering injuries by 2036. From low-cost quick builds such as better signs and crosswalk striping to longer-term updates in policies and road design, we're committing to a safer Bridgeport—together.

On behalf of the City Council and staff, thank you to everyone who has helped shape this plan so far. Your voice matters. Please keep staying involved. With your input and support, we can build safer streets for everyone who calls Bridgeport home.

Sincerely,



Gail Beyer
Mayor, City of Bridgeport


ELIMINATE FATAL AND SEVERE CRASHES BY 2036.
ZERO PEDESTRIAN DEATHS IN THE NEXT 12 MONTHS.
REDUCE THE NUMBER OF SEVERE ROADWAY DEPARTURE CRASHES 50% BY 2031.

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Glossary of Acronyms

• ADA	Americans with Disabilities Act
• BActive	Formerly Active Bridgeport
• BNSF	Burlington Northern and Santa Fe Railway
• BP	Bridgeport
• BPS	Bridgeport Public School District
• CIP	Capital Improvement Plan Program
• CM	Countermeasure
• CP	Capital Program
• EMS	Emergency Medical Services
• ETJ	Extraterritorial Jurisdiction
• FHWA	Federal Highway Administration
• GIS	Geographic Information System
• HIN	High Injury Network
• HSIP	Highway Safety Improvement Program funds
• HSO	Highway Safety Office funding
• Inj-A	Injury A crash, Severe Injury
• Inj-B	Injury B crash, Visible Injury
• Inj-C	Injury C crash, Possible Injury
• KABCO	Injury Classification Scale
• KSI	Killed or Seriously Injured Crash
• LF	Linear Foot
• LTAP	Local Technical Assistance Program
• LTL	Left Turn Leaving Crash
• MCCH	Morrill County Community Hospital
• MMUCC	Model Minimum Uniform Crash Criteria
• MUTCD	Manual on Uniform Traffic Control Devices
• NDOT	Nebraska Department of Transportation
• PDO	Property Damage Only Crash
• PPHD	Panhandle Public Health District
• PWCC	Prairie Winds Community Center
• RCUT/J-Turn	Restricted Crossing U-Turn
• RRFBs	Rectangular Rapid Flashing Beacons
• SAP	Safety Action Plan
• SS4A	Safe Streets and Roads for All
• SV	Single Vehicle
• SY	Square Yard
• TAP	Transportation Alternatives Program funds
• US-26	United States Highway 26
• US-385	United States Highway 385
• U.S. DOT	United States Department of Transportation
• USLIMITS2	Online FHWA Speed Limit Setting tool

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Figure 3-5 The Relationship Between Speeding and Pedestrian Fatalities
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SAFER STREETS, STRONGER COMMUNITY

In Bridgeport, streets are more than transportation routes.

They connect homes, schools, businesses, parks, and neighbors.

Children walk to school.

Families gather downtown.

Residents travel to work, the hospital, and the State Lakes.

Visitors pass through on their way across western Nebraska and to the Black Hills.

These everyday trips shape how people experience their community. When streets feel safe and predictable, they support independence, health, and local vitality.

This Safety Action Plan reflects Bridgeport's commitment to protecting those everyday moments. Using crash data, community input, and nationally recognized safety practices, the plan identifies practical improvements that reduce risk and strengthen the transportation system over time.

The goal is straightforward but ambitious: to eliminate fatal and serious injury crashes while preserving the character and connectivity that make Bridgeport a special place to live.

Safer streets support safer communities — and this plan provides the roadmap to get there.

EXECUTIVE SUMMARY

VISION ZERO BRIDGEPORT - SS4A SAFETY ACTION PLAN

Bridgeport's streets connect the moments that matter most — children walking and riding bicycles to school and parks and recreation, traveling to work, visiting neighbors, and supporting local businesses downtown. These everyday trips should be safe, predictable, and accessible for everyone.

The Bridgeport Safe Streets and Roads for All (SS4A) Safety Action Plan establishes a clear data-driven strategy to eliminate fatal and serious injury crashes by 2036 while preserving the character, mobility and connectivity that define the community.

Bridgeport is a rural Nebraska community of approximately 1,450 residents centered around the US-26 / US-385 corridor, which functions as both a regional highway and the community's main street. This corridor connects schools, downtown businesses, neighborhoods, the hospital, Prairie Winds Community Center, and the Bridgeport State Recreation Area.

Between 2014 and 2023, Bridgeport experienced 171 reported crashes within the city and one-mile extraterritorial jurisdiction, including four fatal or serious injury crashes. While overall crash numbers are relatively low, analysis identified that severe crash risk is real and highly concentrated along a small portion of the roadway network (2.5%)—key corridors and intersections—particularly along US-26 and US-385, in downtown areas with turning movements, school access routes, and at railroad crossings.

These conditions are not random. They reflect how speed, visibility, roadway design, and user exposure interact within a small community where pedestrians, bicyclists, school traffic, freight traffic, and regional highway traffic often share the same space.



BRIDGEPORT AT A GLANCE

POPULATION: ~1,450

MAJOR CORRIDORS: US-26 / US-385

KEY DESTINATIONS:
Schools, Morrill County Community Hospital, Prairie Winds Community Center, Bridgeport State Recreation Area

COMMUNITY ASSETS:
Downtown Main Street, Memorial Park and other Recreation Areas

Residents reinforced these findings through surveys and community engagement outreach, identifying concerns related to:

- Speeding and aggressive driving
- Downtown pedestrian visibility
- School zone safety
- Sidewalk and ADA gaps
- Winter walkability
- Safe access to parks and the State Recreation Area

Near-miss reports clustered in many of the same locations identified through crash analysis and High Injury Network screening, helping identify areas where risk exists before severe crashes occur.

The plan responds to crash risk by applying the Federal Safe System Approach—recognizing that people will make mistakes and that transportation systems should be designed to reduce the likelihood of death or serious injury when those mistakes occur.

To address these risks, the plan organizes improvements into five coordinated Capital Programs:

- School Safety & Bus Loading Improvements
- Sidewalk Infill & ADA Gap Closure
- State Recreation Area Multi-Use Pathway
- Traffic Calming & Speed Management
- Crosswalk & Visibility Enhancements

Actions are organized into a coordinated set of capital programs, supported by operational improvements and policy updates:

Near-term (Tier 1) actions prioritize quick-build, low-cost, high-impact improvements such as:

- High-visibility crosswalks
- Parking setbacks and daylighting
- School zone enhancements
- Speed feedback signage
- Pavement marking improvements

Mid-term (Tier 2) strategies focus on expanding sidewalk connectivity, ADA accessibility, neighborhood-level safety improvements, and corridor enhancements.

Long-term (Tier 3) efforts emphasize coordination with NDOT and regional partners to improve state highway corridors and address larger systemic barriers.

The Safety Action Implementation Matrix serves as the plan's primary implementation tool, identifying project priorities, timing, responsible partners, funding opportunities, and planning-level costs.

This plan is designed to be used. It is not a shelf document. It provides Bridgeport with a practical roadmap for phased implementation, grant readiness, and long-term coordination while remaining achievable for a small rural community.

> *Through adoption of this plan, Bridgeport affirms a clear commitment: no loss of life on the community's streets is acceptable when it can be prevented.*

By acting now — before more severe crashes occur — Bridgeport is choosing to protect its residents, strengthen mobility, and build a safer transportation system for future generations. Through this plan, formally adopted by the Bridgeport City Council on **May 14**, **2026**, Bridgeport affirms a clear commitment: no loss of life on its streets is acceptable when it can be prevented. By acting now—before more serious crashes occur—the community is choosing to protect its residents, strengthen mobility, and build a safer transportation system for the future.


UNDERSTANDING THE RISKS.
DESIGNING THE RESPONSE.
DELIVERING RESULTS.

INTRODUCTION

BUILDING A SAFER TRANSPORTATION SYSTEM FOR BRIDGEPORT

A Comprehensive Safety Action Plan

A COMMUNITY THAT LOOKS OUT FOR ONE ANOTHER

Bridgeport has always been a community defined by caring neighbors, resilience, and shared responsibility. When storms roll across the valley or difficult times strike a family, residents show up — helping clean up debris, raising funds, and supporting one another through challenges.

That same spirit carries into everyday life. Children walk to school. Families gather at the park, the Prairie Winds Community Center (PWCC), and events throughout the community. Residents travel through downtown to visit businesses, attend games, or connect with neighbors.

Streets are the threads that connect these moments. Their design directly influences how safely those daily interactions occur.

When streets are safe and predictable, they support independence for children, mobility for older adults, and the vitality of the entire community. When risks are present, they negatively affect everyone who lives, works, and travels through Bridgeport.

This Safety Action Plan establishes a shared vision to ensure the streets connecting this community are as safe as the people who use them expect them to be.

Bridgeport's commitment is simple: no loss of life on the community's streets is acceptable. This Safety Action Plan provides a clear roadmap for turning that commitment into action.

DESIGNING THE RESPONSE

Bridgeport is adopting the Safe System Approach.

This nationally recognized safety framework acknowledges that people will make mistakes — and that transportation systems


SOUTH
385
WEST
88

must be designed so those mistakes do not result in death or life-altering injury.

For Bridgeport, that means:

- Managing speeds where people walk and gather
- Improving visibility at crossings
- Completing sidewalk and ADA networks
- Clarifying turning movements and intersection expectations
- Coordinating closely with NDOT where state highways move through town
- Supporting education and enforcement where infrastructure alone is not enough

The plan organizes these actions into five coordinated Capital Programs (CPs), supported by policy improvements, community education, and ongoing maintenance practices.

Some improvements can begin immediately. Others require coordination and funding partnerships. All are grounded in local data, community priorities, and realistic implementation capacity.

> *This plan prioritizes eliminating fatal and serious injury crashes.*

A QUICK GUIDE TO USING THIS PLAN

This Safety Action Plan is designed to be practical. It is not a shelf document—it is a work plan.

If you only have 10 minutes, start with:

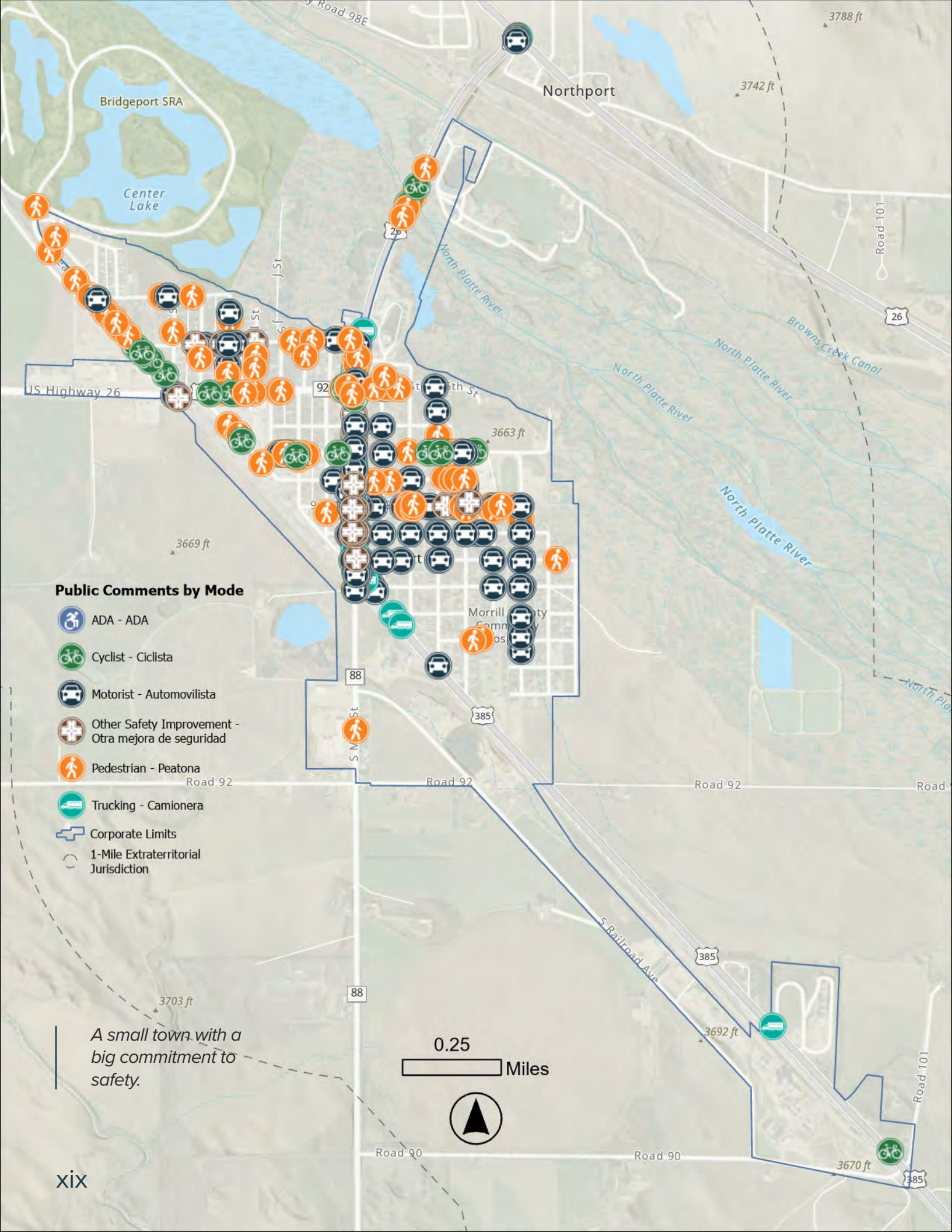
- **CHAPTER 4** to understand the five Capital Programs and the countermeasures behind them.
- The Safety Action Implementation Matrix (Tables 5-1, 5-2, and 5-3) to see priorities, timing, partners, and cost ranges at a glance.
- **APPENDIX A8: PROJECTS** for project sheets and planning-level cost estimates.
- **APPENDIX A9: COUNTERMEASURES** for the evidence base of solutions and SS4A eligibility notes.

If you are preparing budgets, grants, or NDOT coordination:

- Use **CHAPTER 5** to confirm who leads what, what happens first, and what must be in place to keep projects “grant-ready.”
- Treat the matrix and appendices as living tools—updated as projects advance, costs are refined, and opportunities arise.

If you are a resident or community partner:

- Look for the actions that improve everyday safety: downtown crossings, school routes, sidewalk/ADA gaps, winter walkability, and speed management.
- Your observations matter—near-misses, hard crossings, and winter barriers often show risk before crash data does.



A small town with a big commitment to safety.

HOW THIS PLAN WAS BUILT:

A DATA-DRIVEN AND POLICY-ALIGNED PROCESS

The City of Bridgeport received funding through the U.S. Department of Transportation's (U.S. DOT) Safe Streets and Roads for All (SS4A) program to develop this comprehensive Safety Action Plan.

The SS4A initiative supports communities across the country in reducing fatal and serious injury crashes through data-driven analysis, meaningful public engagement, and implementation-focused planning.

Bridgeport's safety strategy was developed through a layered analytical process consistent with U.S. DOT SS4A guidance.

Crash data from 2014–2023 were analyzed to identify:

- High-severity corridors and intersections
- Contributing factors such as speed, turning conflicts, and visibility
- Vulnerable road user exposure
- Temporal trends and weather conditions

A High Injury Network (HIN) screening process identified corridors where fatal, serious and visible injury crashes are concentrated.

Additional datasets were integrated to evaluate safety conditions in context, including:

- **Roadway & operations** (classification, traffic volumes, speed, lanes, parking)
- **Pedestrian environment** (sidewalks, lighting, access)
- **Context** (land use, demographics, points of interest)
- **Public comment and near-miss locations**

Crash data alone does not fully represent safety conditions in a community of Bridgeport's size. To strengthen the analysis, reported crashes were combined with near-miss locations, public survey responses, stakeholder input, and findings from existing plans and field observations. These multiple sources of information were evaluated together to identify consistent patterns of exposure, conflict, and community concern.

Residents reported 72 near misses, many occurring at the same locations identified through crash analysis and High Injury Network screening.

Downtown Main Street emerged as the most consistent concern:

- **18 near misses** at Main & 5th Streets (US-26)
- **10 near misses** at Main & 11th Streets
- **7 near misses** each at Main & 10th Streets and Main & 9th Streets

Additional concerns were concentrated along school access routes east of Main Street — particularly along 7th through 12th Streets — where sidewalks are incomplete, crossings are inconsistent, and students, parents, and older adults share space with vehicles.

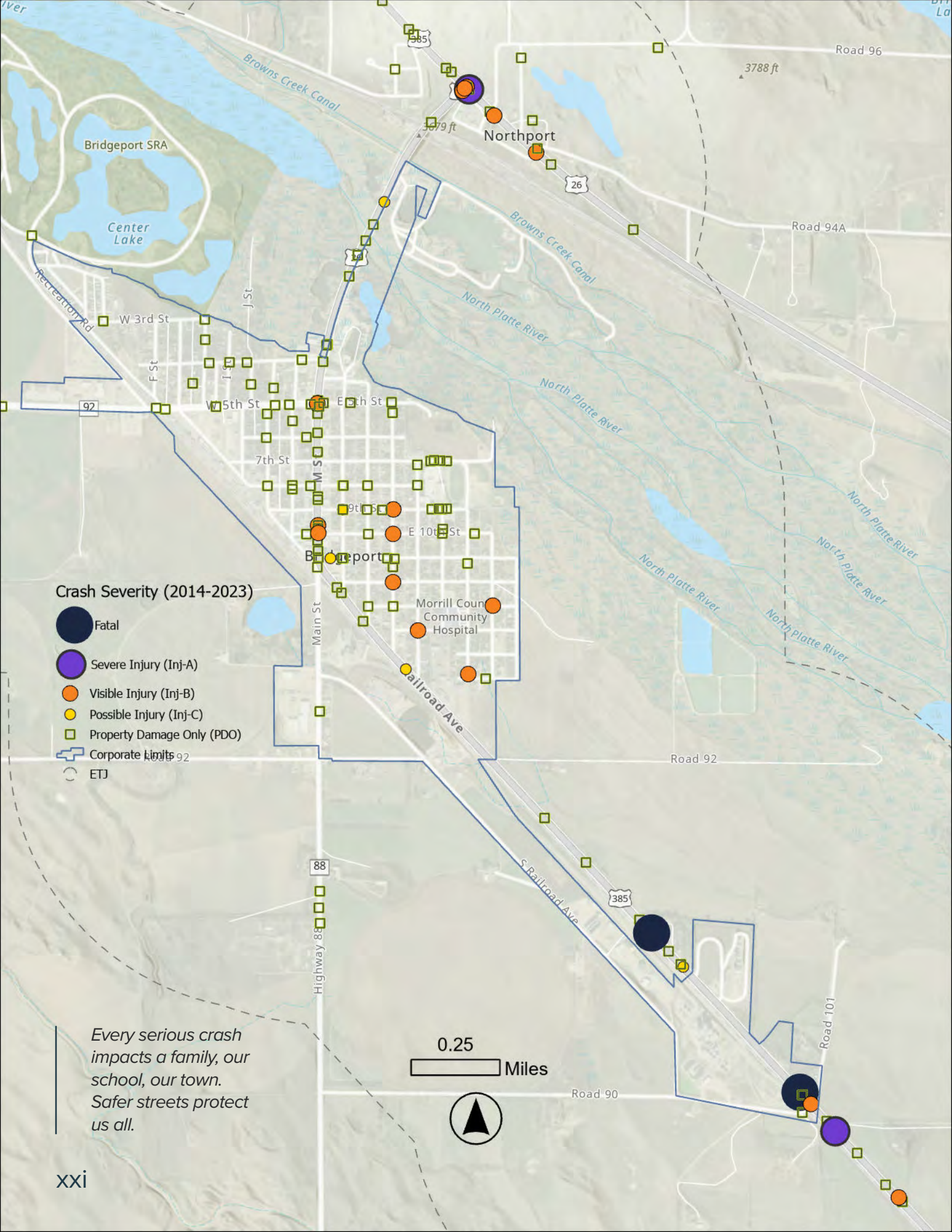
Residents also identified concerns along:

- Hospital access routes along East 11th Street
- Unpaved neighborhood streets without sidewalks
- The State Lakes access corridor

Near misses matter. They reveal friction points before tragedy occurs. They show where residents feel vulnerable even when crashes have not yet resulted in serious injury. These patterns directly guided the selection and prioritization of projects and countermeasures presented in this plan.

A walk audit conducted through the BActive coalition and Panhandle Public Health District confirmed many of the same conditions, including visibility challenges, crossing gaps, and exposure risks — particularly for children and older adults.

By combining lived experience with technical analysis, the plan identifies locations and strategies that address both documented crash history and conditions where risk is present but not yet reflected in crash data.



Every serious crash impacts a family, our school, our town. Safer streets protect us all.

BUILDING ON PREVIOUS WORK

The Safety Action Plan builds upon prior planning efforts, including:

- Bridgeport Comprehensive Plan (2013)
- Bridgeport Municipal Code
- Multi-County Regional Housing Study (2022)

The plan also aligns with state initiatives including:

- NDOT Strategic Highway Safety Plan
- Nebraska Vision Zero Initiative
- Safe Routes to School
- Nebraska Bicycle and Pedestrian Master Plan
- Nebraska LTAP guidance
- Nebraska Complete Streets initiatives

Aligning with these efforts strengthens coordination and positions Bridgeport for future funding opportunities.

BUILT WITH THE COMMUNITY

This Safety Action Plan was not only developed behind a desk.

It was shaped through community events, school activities, and local gatherings — including conversations during the Homecoming parade, the football tailgate supper, and outreach across town.

A multidisciplinary team worked together to identify Bridgeport's most urgent safety needs and realistic implementation strategies.

Participants included:

- City staff and elected officials
- A three-meeting SS4A Task Force
- Morrill County Sheriff, Fire, and EMS
- Morrill County Community Hospital
- Bridgeport Public School District
- Panhandle Public Health District
- Local businesses and residents

Community engagement was intentionally place-based, meeting residents where they already gather.

Outreach included:

- Three Task Force meetings
- Stakeholder sessions with emergency services and health partners
- School district coordination
- Community pop-ups at the Homecoming parade and football tailgate supper
- Two online surveys and a public comment map
- Local newspaper notices and website updates

Bridgeport's size allows safety improvements to be implemented quickly and visibly, reinforcing community awareness and support.

To ensure geographic representation, the community was divided into five engagement zones separated by major corridors and the railroad. Participants identified their general area of residence, allowing responses to be mapped and compared with crash data and demographic patterns.

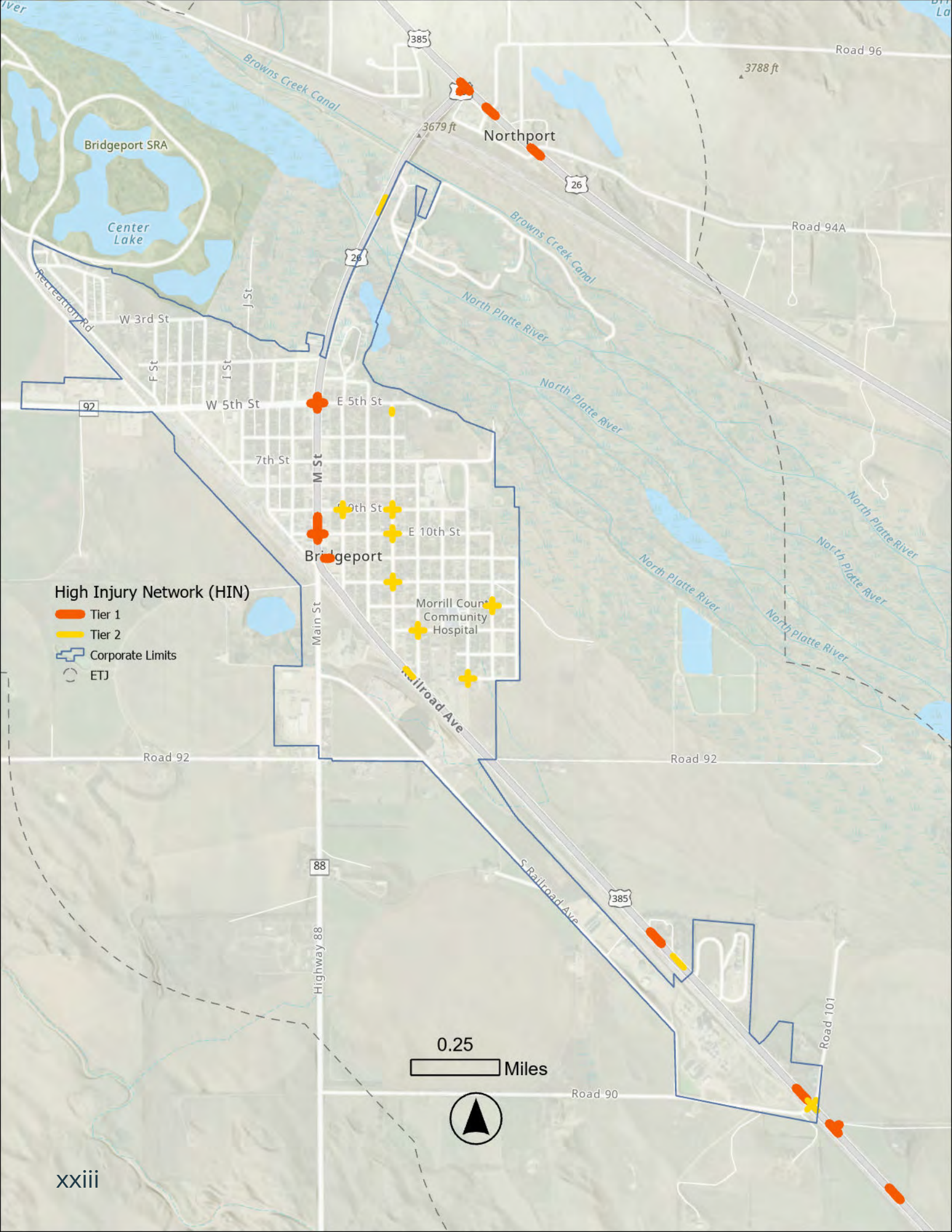
All engagement activities are documented in **APPENDIX A1 ENGAGEMENT**.










High Injury Network (HIN)
Tier 1
Tier 2
Corporate Limits
ETJ
Bridgeport
Northport
Bridgeport SRA
Center Lake
Browns Creek Canal
North Platte River
Morrill County Community Hospital
Main St
M St
Railroad Ave
S Railroad Ave
Highway 88
Road 92
Road 94A
Road 96
Road 101
Road 90
W 3rd St
W 5th St
E 5th St
E 10th St
7th St
F St
I St
J St
Recreation Rd
3679 ft
3788 ft
385
26
92
88
0.25
Miles

EQUITY AND ACCESSIBILITY

Equity considerations were central to the planning process.

By focusing on predictable exposure environments and vulnerable users — including youth, seniors, and individuals without access to private vehicles — the plan advances both safety and mobility.

Safety improvements prioritize:

- Routes to schools and youth facilities
- Access to parks and recreation
- Connections to downtown and commercial areas
- Neighborhoods with higher pedestrian exposure
- Locations with documented crash severity

HOW THIS PLAN IS ORGANIZED

This Safety Action Plan moves deliberately from understanding risk to delivering solutions.

CHAPTER 1 — COMMUNITY CONTEXT AND VISION

Establishes Bridgeport's transportation environment and Vision Zero commitment.

CHAPTER 2 — COMMUNITY ENGAGEMENT

Summarizes public outreach and stakeholder input.

CHAPTER 3 — CRASH ANALYSIS AND FINDINGS

Examines crash patterns, contributing factors, and the High Injury Network.

CHAPTER 4 — STRATEGIES AND PRIORITY SAFETY PROGRAMS

Translates analysis into coordinated safety strategies and Capital Programs.

CHAPTER 5 — FROM STRATEGY TO ACTION

Outlines implementation, funding, governance, and performance tracking.
Translates Bridgeport's safety strategy into a practical implementation roadmap. It outlines how projects, programs, and policies advance through funding, coordination, and annual work planning, while defining roles, responsibilities, and performance measures to ensure the plan remains actionable, measurable, and aligned with Bridgeport's long-term safety goals.

TECHNICAL FOUNDATIONS AND APPENDICES

Supporting materials are provided in the appendices to ensure transparency, technical rigor, and federal compliance.

These include:

- Crash data tables and analysis methodology
- High Injury Network calculations
- Public engagement summaries
- Project prioritization criteria
- Cost estimates and implementation timelines
- Performance monitoring framework

Together, the action plan and appendices provide a complete, data-driven, and implementation-ready roadmap to reduce fatal and serious injury crashes in Bridgeport.

DELIVERING RESULTS

Bridgeport is a hard-working agricultural community built on responsibility and care for one another. This Safety Action Plan carries that responsibility forward into how streets are designed, maintained, and improved over time.

By identifying risk patterns early and implementing proven safety countermeasures, Bridgeport can prevent tragedies before they occur and ensure that everyone — residents, workers, students, visitors, and emergency responders — can move safely through the community.

> *The streets we design today shape the lives we protect tomorrow.*



1 WHY BRIDGEPORT NEEDS SAFER STREETS

1.1 THE NEED FOR SAFE STREETS

Every day, people in Bridgeport walk, bike, drive, or roll along our community's streets to get where they need to go—work, school, the grocery store, a neighbor's house. But too often, these routine trips come with real risk. Crashes happen in familiar places, on roads we all know, and sometimes result in devastating consequences.

Between **2014** and **2023**, Bridgeport experienced **111** traffic crashes within its corporate limits, including **1** crash that resulted in a fatality.

When including the city's full 1-mile extraterritorial jurisdiction, the total rises to **171** crashes over the same 10-year period. Within that area, there were **4** KSI (killed or seriously injured) crashes, resulting in **2** people killed and **2** seriously injured.

These are not just numbers on a spreadsheet. They represent real people—families grieving lost loved ones, students injured on their way to school, or neighbors coping with long-term trauma.

These impacts extend beyond the numbers. All crashes - whether resulting in a fatality, injury, or property damage - have an impact on our community. A damaged vehicle can mean missed work, missed school, unexpected repair bills, higher insurance premiums, and lost mobility. When crashes damage signage or roadway infrastructure, taxpayers bear the cost. When traffic is shut down, commerce slows, emergency response is delayed, and daily life is disrupted.

Dangerous intersections affect school drop-off routines. Missing sidewalks limit mobility for older adults and people with disabilities. Speeding through neighborhoods erodes public trust in safety. That is why crash prevention isn't just a traffic issue—it's a community issue.

> *The impact of crashes—large and small—touches the entire community.*
>
> *The city of Bridgeport believes that any life lost is one too many.*



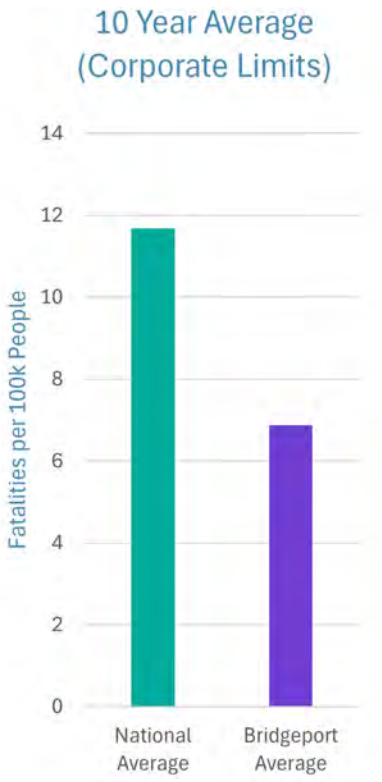


Figure 1-1 - Bridgeport's average fatality rate over 10 years (2014-2023)

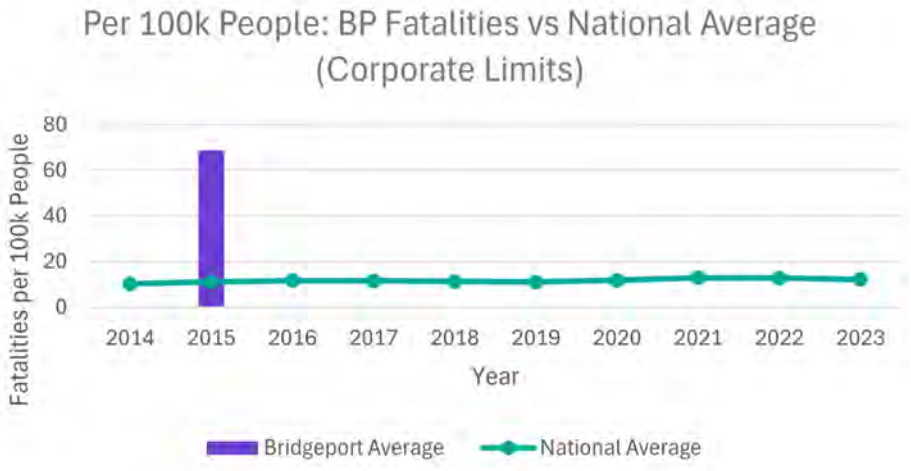


Figure 1-2 - Annual fatality rate in Bridgeport versus Nationwide

Bridgeport's average fatality rate from 2014-2023 was 6.88 fatalities per 100,000 individuals (national standard). See ***Figure 1-1***. Because Bridgeport has a small population, the fatality rate per 100,000 residents can swing dramatically from year to year. See ***Figure 1-2***.

While Bridgeport's 10-year average remains below the national average, the fact remains: even one life lost is one too many.

These numbers underscore the urgent need for a more focused and comprehensive approach to improving traffic safety.

Figure 1-3
The Safe System Approach



1.2 THE SAFE SYSTEM APPROACH

Bridgeport is embracing the Safe System Approach, a strategy rooted in the belief that while human mistakes are inevitable, deaths and serious injuries are not. A Safe System works by building in layers of protection: safer roads, safer speeds, safer vehicles, and safer behaviors—all supported by a culture that prioritizes safety for everyone. See ***Figure 1-3***.

This plan is part of a broader shift—from viewing crashes as inevitable to recognizing they are preventable. That's the core of Vision Zero: a public commitment to eliminate all traffic deaths and serious injuries. This plan establishes how Bridgeport will work toward that goal through a coordinated and data-driven approach.

> *Bridgeport is aiming for zero.*

Figure 1.3 Source: Federal Highway Administration, Safe System Approach Framework, 2021.



DEATH/SERIOUS INJURY
IS UNACCEPTABLE



HUMANS
MAKE MISTAKES



HUMANS
ARE VULNERABLE



RESPONSIBILITY
IS SHARED



SAFETY
IS PROACTIVE



REDUNDANCY
IS CRITICAL

No one should die or be seriously injured while using our streets—every life matters.

Because people will make mistakes, our transportation system must be designed to reduce the consequences of those mistakes.

Our bodies can only withstand so much force; the system must protect everyone, especially those most at risk.

Creating safer streets is a **shared responsibility**—between planners, engineers, policymakers, and every road user.

We must prevent crashes before they happen by **identifying risks and addressing them early**.

Multiple layers of protection—**design, enforcement, education, and emergency response**—help keep people safe even when one system fails.



1.3 A SHARED VISION FOR CHANGE

This Safety Action Plan lays the foundation for meaningful progress. Our vision is clear: eliminate fatal and serious injury crashes by **2036**. Achieving this goal will take time, coordination, and investment, but it begins by changing how we view traffic safety. We must treat safety as a shared responsibility—one that affects people of all ages, abilities, and backgrounds.

Streets should be safe for everyone:

- A child walking to school
- A teenager biking to the park
- A delivery driver navigating busy intersections
- An older adult crossing the street with a walker.

> *When even one of these people is hurt or killed in a preventable crash, it's one too many.*

In alignment with the federal Safe Streets and Roads for All (SS4A) grant requirements, the City of Bridgeport formally adopted a Vision Zero goal to **eliminate** traffic-related fatalities and serious injuries by **2036**. This commitment was approved by the City Council on **May 14, 2026**, and establishes the City's intent to integrate safety into future planning, project development, and decision-making processes. **(SEE APPENDIX A11: DOCUMENTATION).** This Safety Action Plan serves as the roadmap for achieving that goal.

To achieve this shared vision, we must understand the area we are working to improve. The Safety Action Plan covers not only the City of Bridgeport but also its 1-mile extraterritorial jurisdiction (ETJ), which includes key corridors, neighborhoods, and regional destinations. The map in ***Figure 1-4*** shows the full project area where crash data was analyzed and safety improvements will be prioritized.

The old mindset accepted crashes as the cost of mobility, but we now know better. Traffic crashes are not random—they follow patterns and can be prevented through better design, data-driven decision making, and community-informed solutions. In many places across the country, Vision Zero strategies are already working—reducing speeds, improving crosswalk visibility, installing safer infrastructure, and engaging communities.

> *This plan is Bridgeport's commitment to act.*

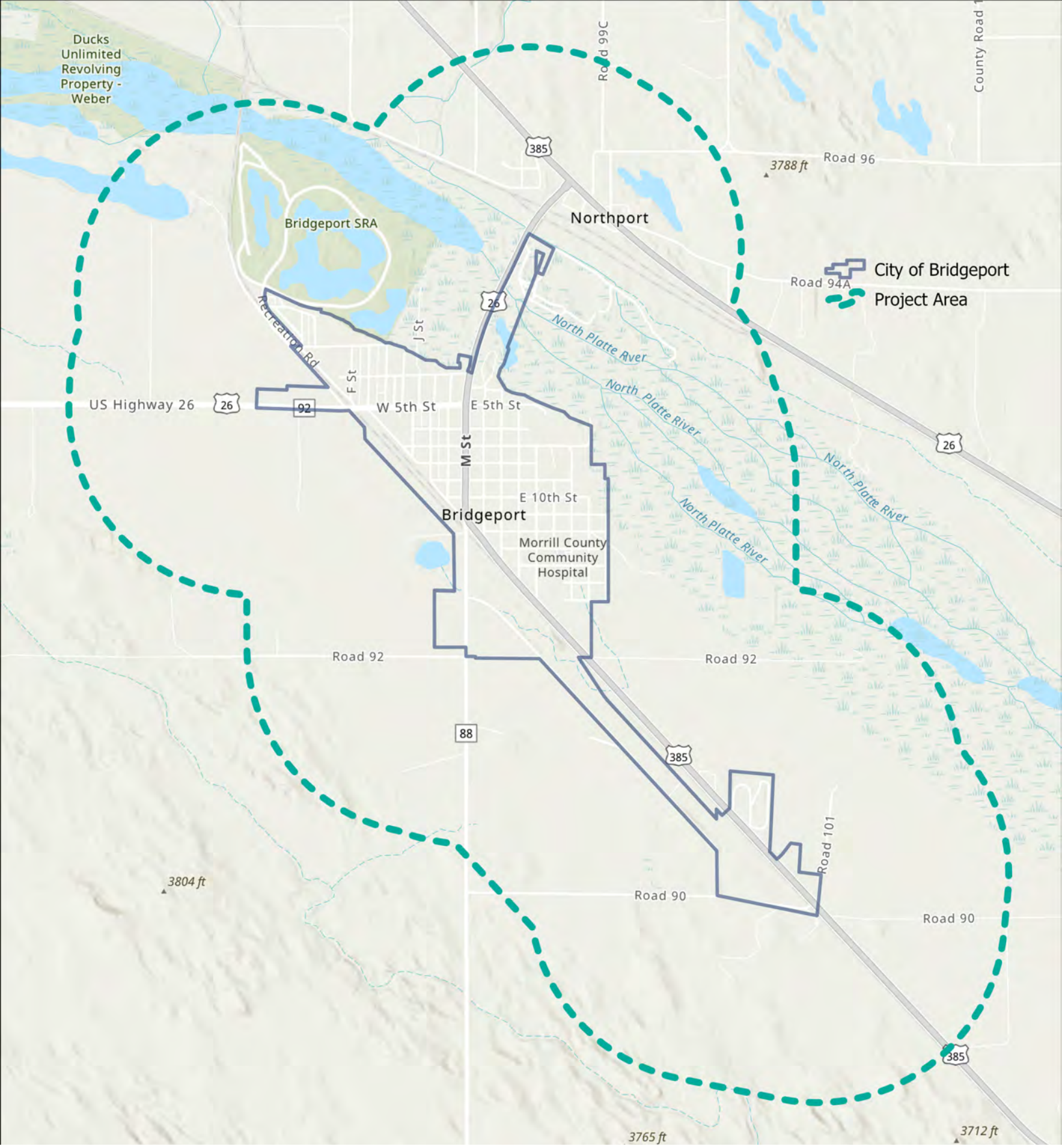


Figure 1-4
Project Area: Bridgeport SS4A Safety Action Plan

This map shows the geographic area included in the plan: the City of Bridgeport and its 1-mile extraterritorial jurisdiction (ETJ). These boundaries reflect where safety improvements, crash analysis, and community engagement were focused throughout the planning period.



1.4 COMPARISON CITIES

In order to analyze how crashes in Bridgeport equate to other Nebraska cities, the planning team compared Bridgeport's crashes with those in Gordon, Louisville, Mitchell, and Sutton.

These four communities were selected as comparison communities based on similar population size, regional function, and roadway context. All have populations within 125 people of Bridgeport's and are standalone towns without a sister city. Mitchell and Gordon, like Bridgeport, are located in the Panhandle, and Mitchell has a major highway running through the center of town.

In order to make sure city comparisons were as equal as possible, raw crash numbers (including Fatal, Serious Injury (Inj-A), Observed Injury (Inj-B), Possible Injury (Inj-C), and Property Damage Only (PDO) crashes) were normalized by the city's populations. ***See Figure 1-5.*** Only crashes within the corporate limits were considered; crashes within the ETJ were not used.

The analysis included:

- Total reported crashes (regardless of severity)
- Crashes involving injuries
- Crashes resulting in fatalities or serious injuries (KSI)

Compared to the other cities, Bridgeport's **total** crash rate is among the lowest, falling within a similar range as the top-performing communities. ***See Figure 1-6.*** While overall crash frequency is relatively low, this does not eliminate risk, particularly where exposure and roadway conditions create the potential for more severe outcomes.

Bridgeport's **KSI** crash rate — the share of crashes resulting in fatalities or serious injuries—is lower than most of the comparison cities. ***See Figure 1-7.*** This reflects the absence of Serious Injury (Inj-A) crashes within city limits during the study period; however, Bridgeport is one of only three comparison cities to have experienced a fatal crash.

While only 0.9% of total crashes resulted in fatal or serious injury outcomes, the presence of any fatal crash underscores that severe risk remains and supports the need for continued, proactive safety improvements.

> *Bridgeport is aiming to reduce the percentage to **zero** — no fatal or serious injury crashes should occur on Bridgeport streets.*

Although Bridgeport's numbers are lower than many of the comparison cities, having the highest relative number of visible injury (Injury B) crashes, as well as the presence of fatal crashes is not acceptable. These crashes emphasize the need for targeted infrastructure investments, safer speeds, and more protective design for people walking, biking, and using mobility aids.

These comparisons help confirm what Bridgeport's residents and data have already made clear: the risk of serious crashes is real, and the need for change is urgent. By adopting a Safe System Approach, Bridgeport joins other cities in recognizing that every crash prevented is a life protected.

Figure 1-5

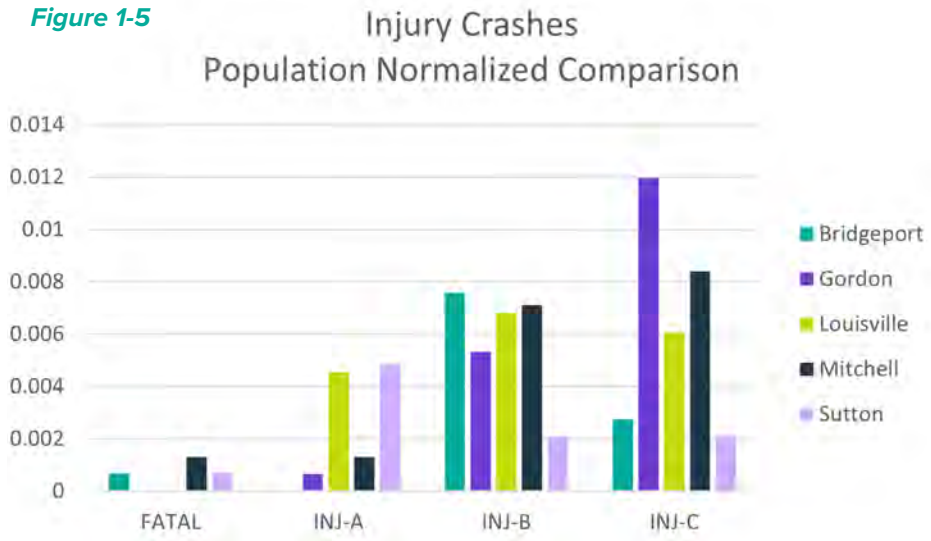


Figure 1-5 – Fatal Crashes and Injury Crash Trends by Community (2014–2023)

A comparison of all injury crashes across Bridgeport, Gordon, Louisville, Mitchell, and Sutton. Bridgeport has the lowest Severe Injury crash rate (no Inj-A crashes), but the highest Visible Injury (Inj-B) crash rate.

Figure 1-6

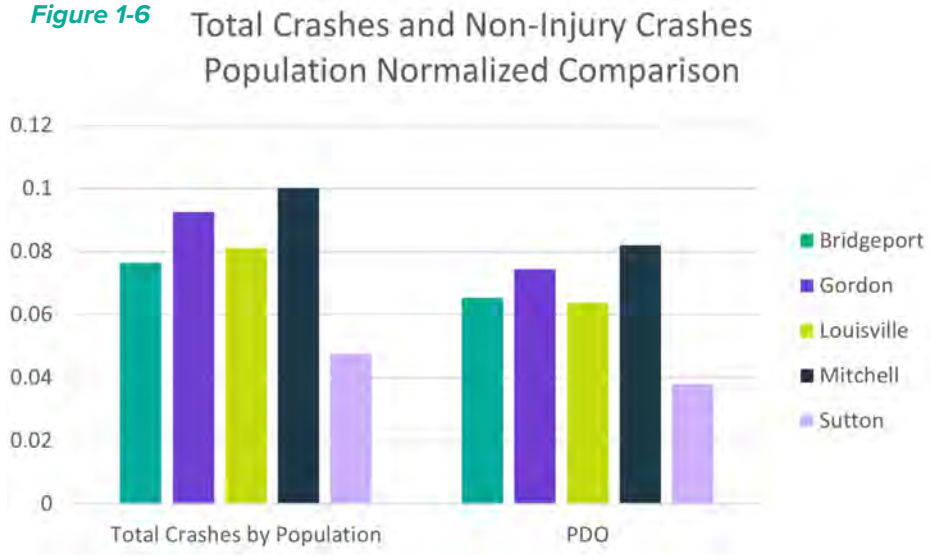


Figure 1-6 – Total Crashes and PDO Crash Trends by Community (2014–2023)

A comparison of total and Property Damage Only (PDO) crashes across Bridgeport and peer communities shows that Bridgeport has the second lowest total crash rate, and the third lowest PDO crash rate. All crash rates are controlled by population in order to create a comparable crash breakdown.

Figure 1-7

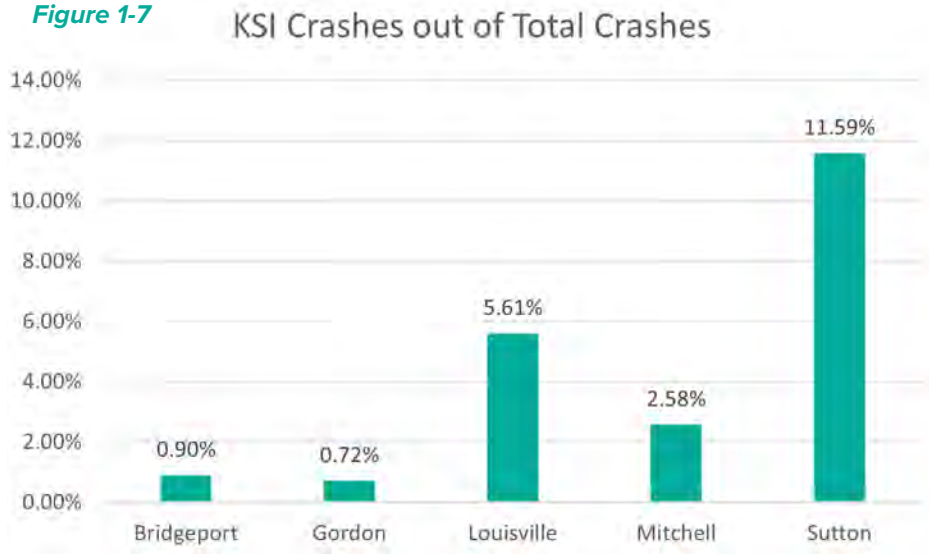
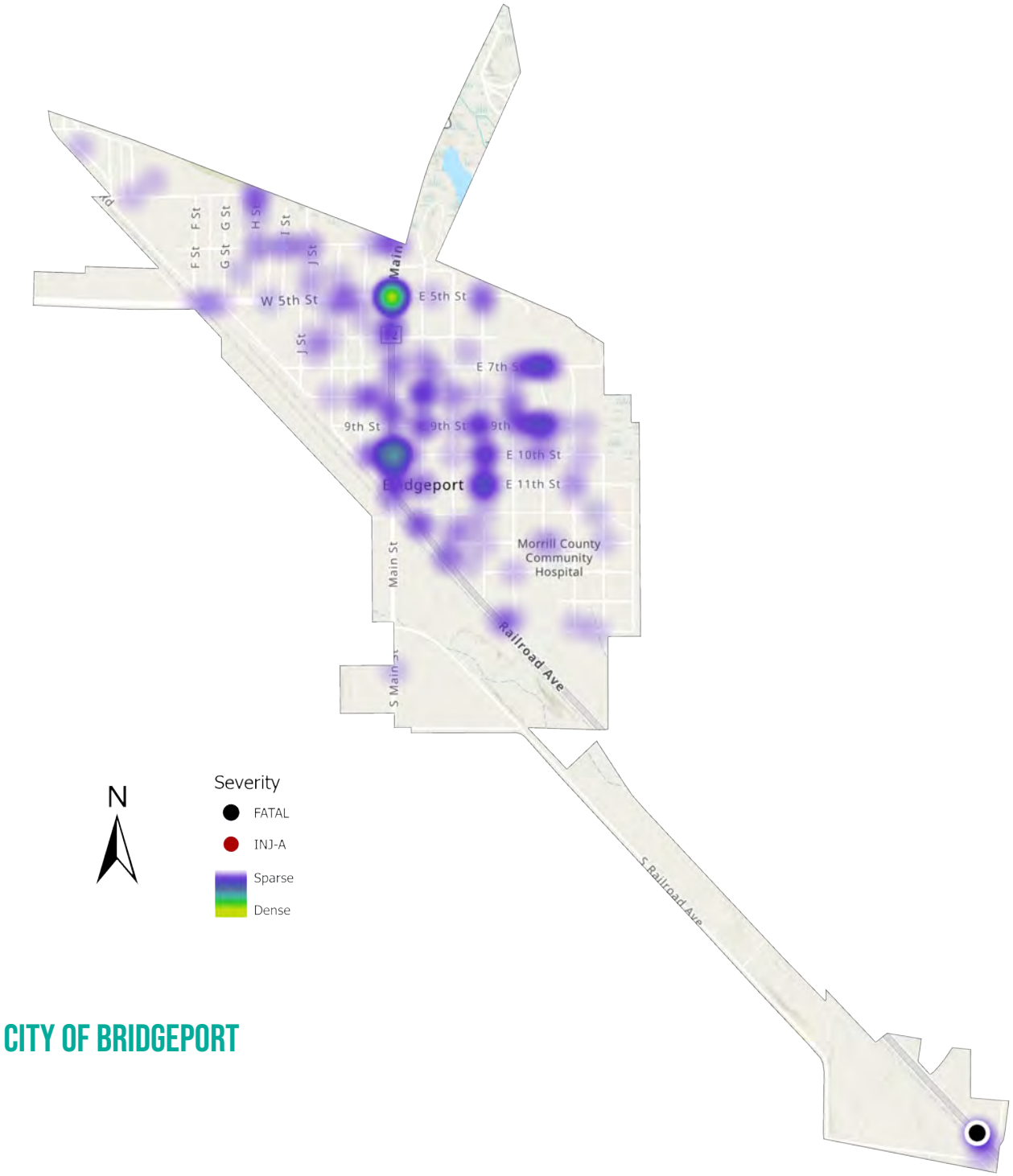


Figure 1-7 – Crash Trends by Community (2014–2023)

A comparison of the percentage of KSI crashes relative to total crashes shows that Bridgeport has the second lowest KSI crash percentage among comparison cities.

Figure 1-8 – Crash Heat Maps by Community

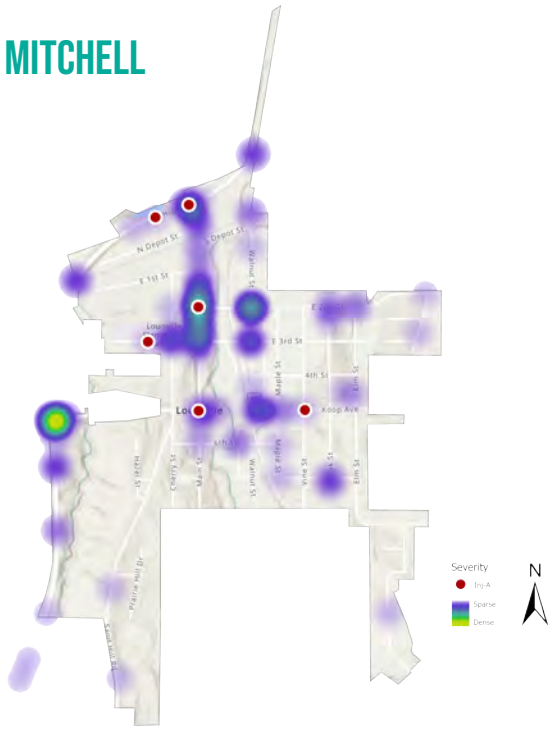
Crash density maps show where the most serious crash clusters occur in each city, highlighting patterns such as high-risk intersections and corridors.



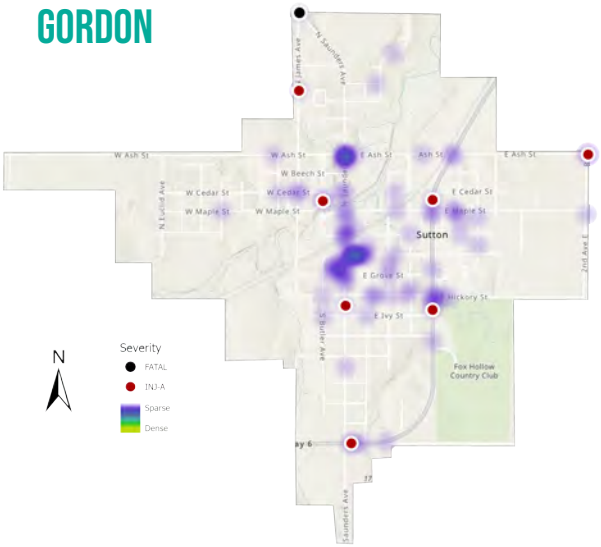
CITY OF BRIDGEPORT

Note: In NDOT crash data, “Injury A (Inj-A)” refers to Serious Injury, as defined by the Model Minimum Uniform Crash Criteria (MMUCC) 5th Edition, adopted by Nebraska in January 2021.

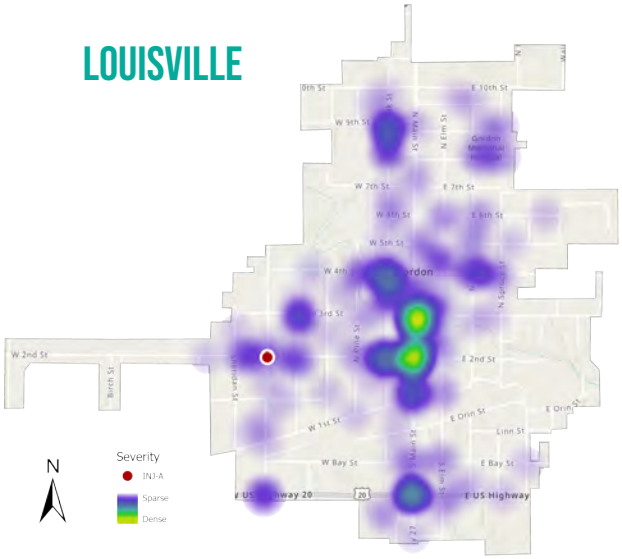
MITCHELL



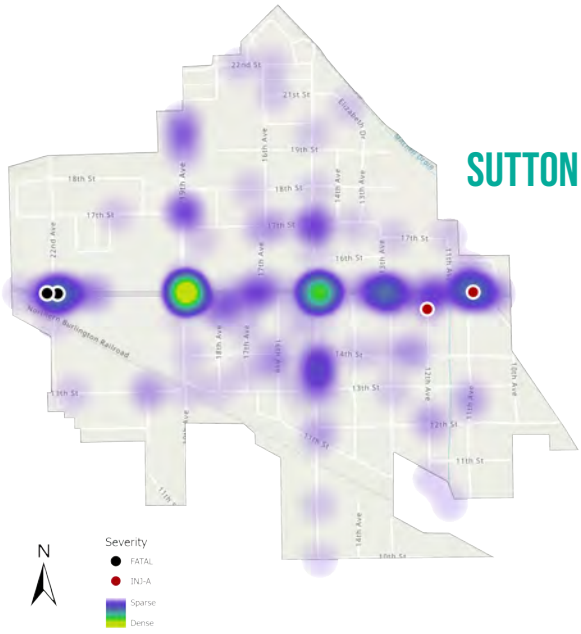
GORDON

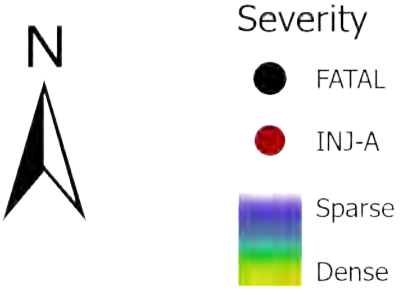


LOUISVILLE



SUTTON





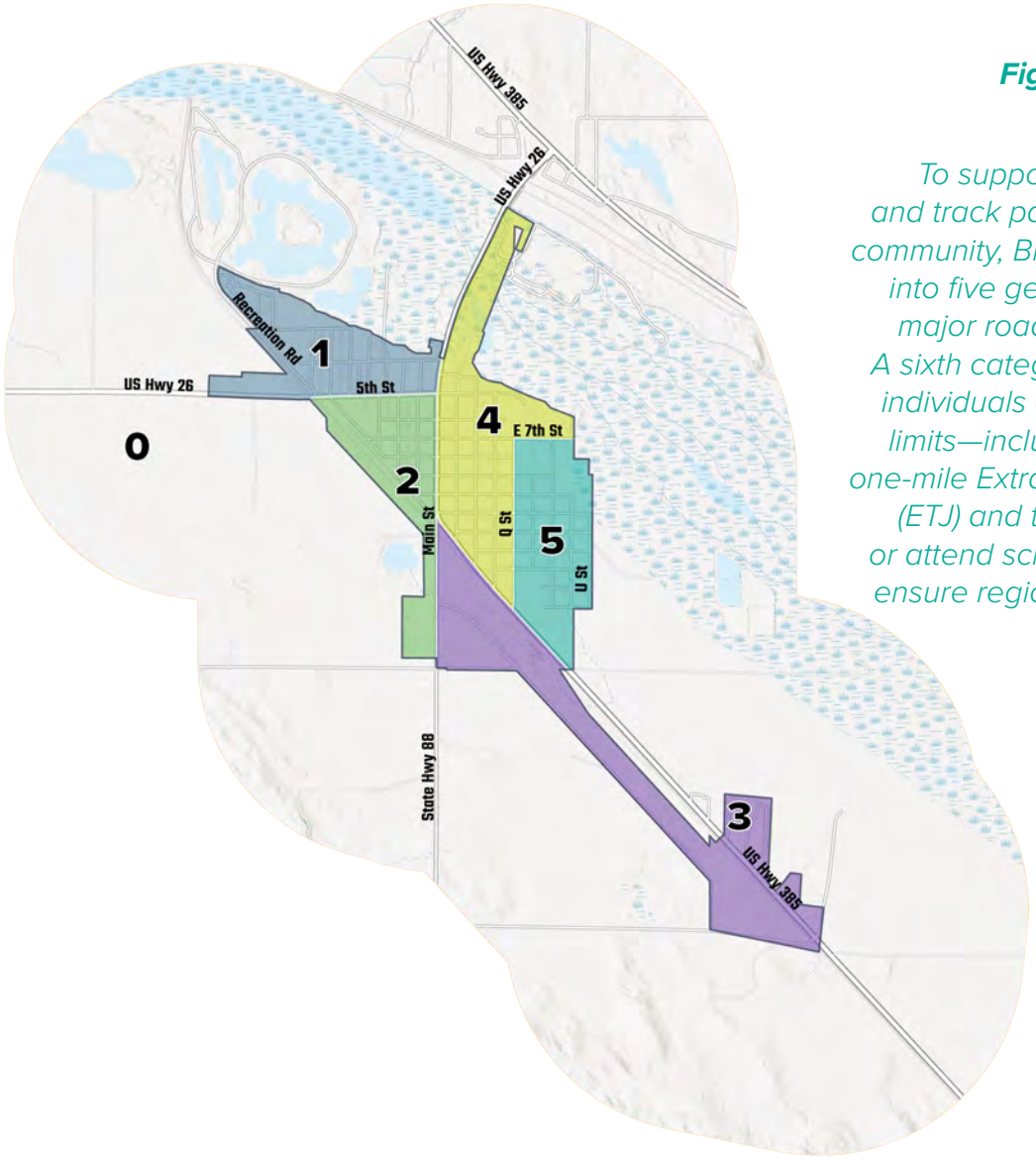


Figure 1-9. Community Engagement Areas

To support equitable outreach and track participation across the community, Bridgeport was divided into five geographic areas using major roadways as boundaries. A sixth category (Area 0) includes individuals outside the corporate limits—including those within the one-mile Extraterritorial Jurisdiction (ETJ) and those who work, shop or attend school in Bridgeport—to ensure regional representation in engagement results.

1.5 EQUITY AND URGENCY

While crashes affect the entire community, the impacts are not felt equally. In Bridgeport, residents living in low-income neighborhoods, walking along high-speed roads without sidewalks, biking without protected lanes, or using scooters to get around face greater risk.

Some residents rely on scooters as an affordable, accessible mode of transportation, but they often must navigate streets that were not designed with their safety in mind. Children, older adults, people with disabilities, and those without access to a car are more vulnerable—and more likely to be left behind if safety improvements are not made with equity in mind.

A truly safe system must be a fair system. That means addressing disparities in who is most at risk and ensuring safety improvements are distributed where they're needed most—not just where it's most convenient.

Bridgeport's overall income levels—lower than both Nebraska and national averages—reflect the realities of a small rural community, where resources for both households and local infrastructure investment can be limited. These conditions influence how and where improvements can be made and reinforce the importance of cost-effective, targeted safety strategies.

Bridgeport is identified as being fully within disadvantaged census block group(s) based on the USDOT Equitable



Transportation Communities (ETC) Explorer as of March 2024. This designation was one of several tools used to understand local conditions that may influence transportation safety, including income, access, and mobility needs. Because census geographies extend beyond the corporate limits and overlap with the project's one-mile ETJ study area, population-based comparisons of survey responses were not used. Instead, engagement was tracked geographically by area ***(see Figure 1-9)*** to ensure representation from all parts of Bridgeport and across the community.

By aligning investments with areas of higher exposure and need, the City can maximize impact while ensuring safety improvements benefit the entire community.

1.6 FEDERAL SUPPORT FOR LOCAL ACTION

This Safety Action Plan is made possible by a Safe Streets and Roads for All (SS4A) $100,000 planning grant from the U.S. Department of Transportation. The SS4A program empowers cities like Bridgeport to take meaningful steps toward Vision Zero by supporting the development of actionable safety plans.

With federal support, local leadership, and strong community engagement, Bridgeport is advancing a proactive approach to create safer, more accessible streets for everyone. This Safety Action Plan is grounded in both national safety principles and the lived experience of the Bridgeport community.

Meaningful progress depends on understanding how people experience transportation safety in their daily lives. Community input—including public surveys, stakeholder coordination, and targeted outreach—captured perspectives from residents, schools, emergency responders, and local partners. These insights helped identify key safety challenges, priorities, and opportunities, ensuring that recommended actions respond to both community needs and technical analysis.

> *This Safety Action Plan is grounded in both national safety principles and the lived experience of the Bridgeport community.*



2 EVERYONE HAS A ROLE IN STREET SAFETY

2.1 COMMUNITY VOICES & LOCAL PRIORITIES

Creating safer streets isn't just about engineering, enforcement, or policy — it's about people. This Safety Action Plan was built on the lived experiences of those who use Bridgeport's streets every day: families walking to school, older adults navigating uneven sidewalks, drivers crossing Main Street, and emergency responders working under real-world constraints.

Throughout the planning process, community input and stakeholder collaboration played a central role in shaping priorities, identifying problem areas, and defining what safety should look like in Bridgeport. This approach aligns with Vision Zero and the Safe System Approach, which emphasize shared responsibility and proactive, preventive action rather than reacting only after serious crashes occur.

Public feedback highlighted where people feel unsafe. Stakeholder input—particularly from schools, law enforcement, fire, hospital, EMS, and public health partners—helped explain why those conditions persist, how they affect daily operations, and where targeted improvements can reduce risk before serious crashes occur.

> *In a town where people know each other by name, safety is personal. When residents say an intersection feels unsafe, they are often thinking about a specific child, neighbor, or family member.*



175+



total participants across surveys, events, and stakeholder input

130



community survey responses (online + paper)

45



in-person short surveys at the Homecoming Tailgate pop-up

396



location-specific comments on the interactive safety map

community engagement at a glance

This Community Engagement at a Glance summarizes key participation metrics, themes, and takeaways across outreach methods used throughout the planning process.

Community input was gathered through multiple formats to ensure accessibility and representation. Residents completed surveys online and on paper, submitted location-specific comments through an interactive mapping tool, and participated in in-person pop-up engagement events. Stakeholder interviews added operational insight from schools, emergency services, law enforcement, public health, and public works.

Using multiple engagement methods allowed the planning team to compare themes across formats. Patterns that appeared repeatedly—such as speeding near schools, limited downtown visibility, and sidewalk gaps—were considered systemic concerns rather than isolated opinions.

Importantly, engagement extended beyond city limits. As a regional hub served by two U.S. highways, rail corridors, and major trail routes, Bridgeport's streets are used daily by commuters, shoppers, and visitors from across the Nebraska Panhandle. These regional voices provided valuable insight into corridor safety, traveler behavior, and the interaction between local streets and through traffic.

key takeaways across all engagement methods



60%

Cited driver behavior concerns, including:
- Speeding
- Failure to yield at crosswalks
- Rolling or ignored stop signs
- Distracted driving (phones)

Importantly:
Many comments favored education-first enforcement, not punitive measures
Strong support for speed feedback signs over ticketing alone



50%

of respondents referenced:
- Broken or missing sidewalks
- Lack of curb ramps
- Difficulty navigating with strollers, wheelchairs, or mobility aids

Notably:
- ADA concerns appeared across all age groups
- Strong equity framing in free-response comments
- Repeated statements that people walk in the street due to sidewalk conditions



70%

of respondents identified school areas, school routes, or times of student travel as a primary safety concern.

Supporting statements:
- Frequent mentions of speeding near schools
- Strong support for crossing guards, speed feedback signs, and school-zone treatments
- School administrator and parent input reinforced arrival/dismissal risk



60%

of respondents identified poor visibility as a contributing factor to safety concerns, particularly at intersections with:
- Parked vehicles close to corners
- Buildings or fixed objects blocking sight lines
- Stop-controlled intersections on Main Street and downtown side streets

Visibility issues were most often described when respondents discussed:
- Difficulty seeing cross traffic when pulling onto Main Street
- Challenges for both drivers and pedestrians at downtown intersections
- Conflicts compounded by speeding and heavy vehicles



While fewer respondents referenced emergency response directly, themes related to emergency access appeared repeatedly, including:
- Blocked sight lines
- Narrow streets with parking
- Railroad delays
- Winter access issues

Emergency access concerns were also raised in:
- Free-response safety concerns
- Near-miss descriptions
- Anticipated emergency-services stakeholder input



35%

of respondents raised concerns related to:
- Large trucks or farm equipment operating near downtown, schools, and parks
- Speed and visibility conflicts on US-26 / US-385
- Difficulty crossing or turning near heavy vehicles

Comments consistently emphasized:
- Routing clarity
- Discouragement near sensitive land uses
- Not restricting agricultural access



45%

of respondents expressed desire for:
- Continuous walking paths
- Bike or shared-use paths
- Safe connections to parks and State Lakes
- Separation from traffic

Pathway comments were especially common when respondents were asked:

"What would improve safety the most?"

Community input consistently pointed to school routes, downtown intersections, visibility constraints, and speeding as the most pressing safety concerns—even where severe crash history is limited.

These priorities directly guided and focused the crash analysis and High Injury Network evaluation in **CHAPTER 3**, *ensuring that data review focused on locations with the greatest exposure and perceived risk, not just historical outcomes.*

2.2 COMMUNITY INPUT SUMMARY

From the outset, the City prioritized accessible and inclusive engagement methods designed to reach residents across neighborhoods, age groups, and travel modes. ***See Table 2-1*** for a summary of engagement activities, including community pop-up events, stakeholder coordination, and task force meetings. Between October and November 2024, and through targeted outreach in 2025, input was gathered through:

- 130 community traffic safety surveys
- 45 short surveys collected at an in-person Homecoming Tailgate pop-up event
- An interactive online safety comment map
- Targeted stakeholder engagement with schools, law enforcement, emergency services, hospital and EMS staff, and public health partners

In total, more than **175** residents and stakeholders participated, ~12% of Bridgeport's current population. For a community of approximately 1,450 residents, engagement levels exceeded typical expectations for a planning process of this scale, providing a meaningful foundation for data-driven prioritization.

Participation reflected a broad cross-section of the community, providing geographic, demographic, and modal representation sufficient to identify systemic safety concerns and prioritize actions.

Beyond raw participation counts, the engagement process deliberately paired broad community input with operational stakeholder insight.

This allowed perceived safety concerns to be evaluated alongside response constraints, access challenges, and real-world operating conditions. Bridgeport's safety story is not told by crash data alone. It is

Table 2-1. BP SS4A Engagement Activities and Participation Summary

Date	Event / Activity	Location	Audience / Focus
2025, June	Project Startup Meeting	Bridgeport	Core Stakeholders
2025-09-18	Task Force Meeting #1	Bridgeport	Core Stakeholders
2025-09-26	Public Popup Open House	Teammates Tailgate at Bridgeport Public Schools	Families & Residents
2025-12-23	Task Force Meeting #2	Bridgeport	Core Stakeholders
2026-02-02	Bridgeport Public Schools Safety Questionnaire	Asynchronous	Principal of Bridgeport Public Schools
2026-02-03	Morrill County Sheriff Department Safety Discussion	Zoom	Morrill County Sheriff Department
2026-02-07	Rural Fire Department Safety Questionnaire/Discussion	Phone Interview	Bridgeport Rural Volunteer Fire Department
2026-02-29	Morrill County Community Hospital and EMS Questionnaire	Asynchronous	MCCH Staff and EMS Director
2026-02-17	Panhandle Public Health Safety Discussion	Zoom	Panhandle Public Health
2026-03-05	Task Force Meeting #3	Bridgeport	Core Stakeholders
2026-04-23	Public Popup Open House	Bridgeport Public Schools	Families & Community Members



reflected in parents walking children across Main Street, farmers navigating equipment through downtown, emergency responders rerouting around blocked rail crossings, and older residents navigating uneven sidewalks in winter. These lived experiences highlight where people hesitate, where they feel vulnerable, and where change is needed most.

Stakeholder participants—including school administrators, law enforcement officers, fire and EMS responders, hospital staff, and public health professionals—provided additional perspective on emergency access, school operations, visibility constraints, seasonal conditions, and response delays that are not always reflected in crash data alone

The goal was not just to collect opinions, but to understand operating conditions—how the system functions in real life.

These insights were evaluated alongside crash data, High Injury Network screening, and roadway characteristics to identify where perceived risk aligns with documented exposure and where proactive improvements are most needed.





2.3 WHO WE HEARD FROM

Throughout the planning process, the SS4A team engaged individuals across a wide range of demographics.

Respondents represented a broad cross-section of the community, including:

- Families with school-aged children
- Teenagers and young drivers
- Older adults and retirees
- People with disabilities and mobility challenges
- Local business owners and employees
- Residents from across Bridgeport's neighborhoods and surrounding Morrill County

Participation reflects Bridgeport's diversity of age, mobility, and travel patterns. Families with school-aged children emphasized school-route visibility and crossing safety. Older residents highlighted sidewalk conditions and ADA access. Emergency responders identified constraints not visible in crash records—particularly rail crossing delays and narrow downtown clearance.

> *"Rail-related network constraints can require long emergency response rerouting during train blockages."*

Rail crossings—especially at South Main Street—introduce unique challenges for emergency response, access, and reliability. These conditions are explored further through mapping, stakeholder input, and potential improvement considerations in **APPENDIX A4: FINDINGS**, where the full extent of these constraints is documented.

Because Bridgeport serves as a regional hub for recreation and agriculture, responses also included perspectives from commuters, ranchers, and visitors traveling through US-26 and US-385 corridors. Approximately one-quarter of survey feedback came from individuals who do not live in Bridgeport, but regularly work, shop, or travel through the community. ***See Figure 2-1.***

This broader regional perspective is important when evaluating speed management and heavy vehicle interactions. The high and diverse level of engagement is meaningful for a community of Bridgeport's size and rural context, and aligns with FHWA SS4A expectations for public involvement.

By collecting input across geographic areas, age groups, income levels, and travel modes, the planning process achieved broad representation across the community. Survey distribution and

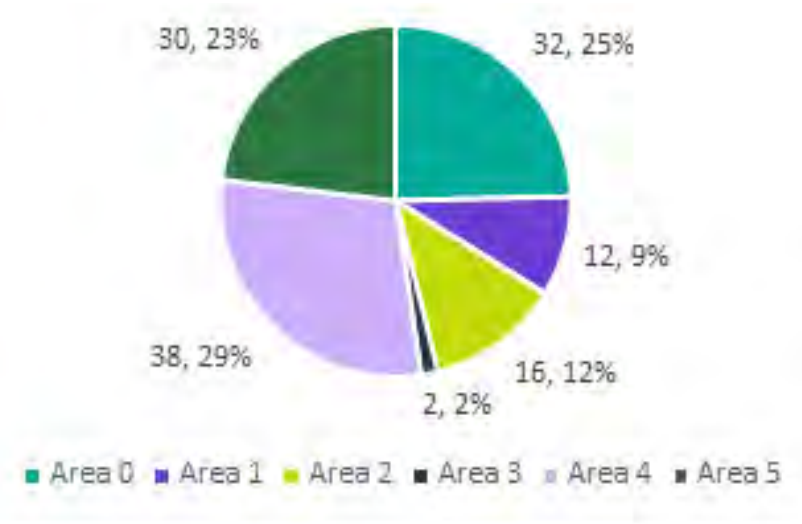
event placement were intentionally structured to reduce geographic or demographic bias and ensure balanced participation.

Figure 2-2 compares the survey responses to population distribution across the city's five subareas (*see Figure 1-7*). Lower response totals in Area 3 reflect a smaller population rather than reduced participation rates.

Additional detail on demographics, survey distribution, and engagement results is provided in **APPENDIX A1: ENGAGEMENT**, which supports the representativeness of the input used to guide this plan. Figure 2-2 compares the distribution of survey responses across Bridgeport's five sub-areas to the relative distribution of parcels, which are used as a proxy for population. The bar charts display the percentage of total parcels within each sub-area alongside the percentage of both long-form and short-form survey responses received from those areas.

Because detailed population data at the sub-area level was not available—and census geographies extend beyond the corporate limits and into the ETJ—parcel counts provide a consistent, location-based method to approximate relative population distribution within the study area.

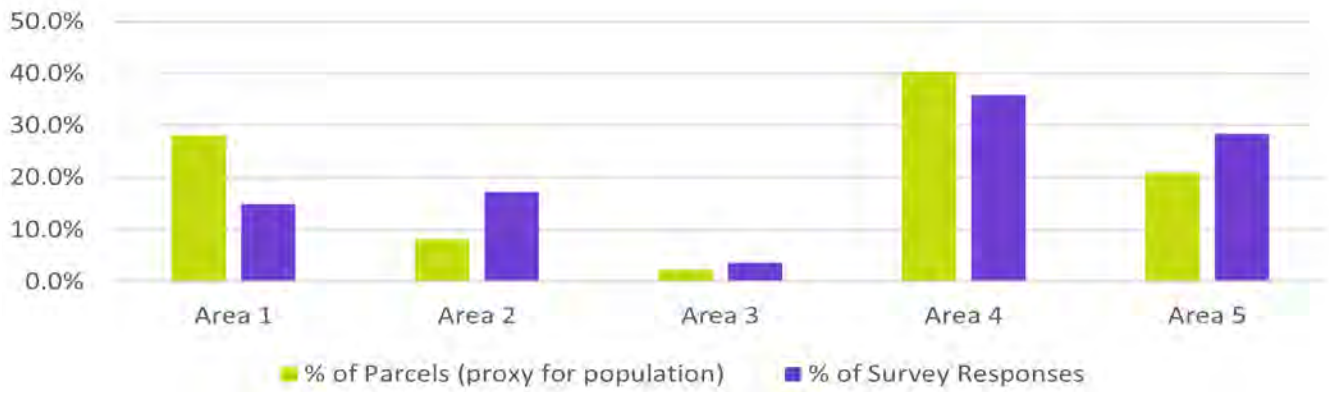
Figure 2-1. Survey Participation by Area. Survey responses were tracked by geographic sub-area to ensure balanced representation across Bridgeport and its ETJ. Shown below are number of and percentage of responses for each area.



This comparison allows for evaluation of how well engagement responses reflect the geographic distribution of the community. Areas where survey response percentages generally align with parcel distribution indicate balanced representation, while differences highlight areas that may be over- or under-represented in engagement results.

Overall, the comparison supports the conclusion that engagement efforts achieved broad geographic coverage across Bridgeport, while also identifying opportunities to improve participation in specific areas.

Figure 2-2. Relative Survey Responses Compared to Population by Sub-Area (Long and Short Surveys)









2.4 WHAT PEOPLE SAID

Community feedback was consistent across surveys, events, and comment mapping. While individual experiences varied, several themes emerged clearly.

Speeding and Driver Behavior

Speeding was the most frequently cited concern, identified by approximately two-thirds of respondents.

> *"Drivers go too fast in neighborhoods — especially near the school."*
>
> *"Vehicles come flying down S Street headed north towards the school."*
>
> *"The speed limit in front of the hospital is 15 mph — people go three times that."*

Residents emphasized that speeding is especially concerning near schools, parks, and residential streets —even where crash history is limited.

Pedestrian Visibility & Crossing Safety

Roughly half of respondents raised concerns about visibility at intersections, particularly along Main Street.

> *"Parked vehicles on Main Street make it hard to see cross traffic."*
>
> *"You have to creep out into the intersection just to see past parked cars."*
>
> *"No one ever stops at the crosswalks — especially semis."*

Many noted that crossing Main Street feels unsafe even when crosswalks are present, reinforcing the need for improved visibility, lighting, and driver-yield treatments.

Sidewalk Gaps, Condition & Accessibility

More than 60% of respondents identified sidewalk gaps, poor sidewalk condition, or ADA barriers as a major issue.

> *"Sidewalks are terrible — it's safer to walk in the street."*
>
> *"My son is disabled and struggles to use the sidewalks as they are."*
>
> *"There are a lot of sidewalks without ramp access."*

These concerns were especially prominent on local streets and in neighborhoods west of Main Street.

School & Youth Safety

School-area safety emerged as a dominant theme in both surveys and stakeholder meetings.

> *"Children walk this street twice a day — it's an accident waiting to happen."*
>
> *"Main Street is a hazard for our kids even with crosswalks."*
>
> *"Crossing guards before and after school would make a huge difference."*

This input strongly influenced the plan's emphasis on school-zone speed management, crossing improvements, and operational strategies.

Stakeholder Operational Insights

In addition to broad community input, targeted stakeholder engagement provided critical operational insight into how Bridgeport's transportation system functions under everyday and emergency conditions.

Emergency responders described recurring access delays caused by long freight trains blocking rail crossings, sometimes requiring

responders to reroute to the far southeast edge of town and backtrack—adding significant delay to response times when seconds matter. Fire personnel also identified narrow streets, unclear parking limits, and congestion near key facilities as factors that can hinder apparatus movement.

Hospital and EMS staff emphasized visibility challenges near downtown facilities, missing ADA ramps, and the importance of predictable access for patients, visitors, and emergency vehicles. While major access constraints were limited, these stakeholders reinforced the need for targeted, preventive improvements rather than reactive fixes.

> *"When long trains block the crossings, emergency responders may be forced to reroute to the far southeast edge of town and backtrack, adding significant delay to response times."*

Law enforcement and public health partners highlighted near-miss conditions, speed variability, driver distraction, and operational uncertainty at intersections—particularly where informal lane behavior, parked vehicles, or unclear striping affects driver expectancy.

> *"Limited visibility and missing ADA access near downtown facilities make turning movements and pedestrian crossings challenging for patients and visitors."*

Together, these perspectives reinforced that many of Bridgeport's safety challenges are predictable and preventable, even when severe crash counts are low.

While crash counts in Bridgeport are modest compared to larger communities, engagement revealed repeated exposure conditions, including limited sight distance at intersections, inconsistent sidewalk connectivity, and predictable congestion during school arrival and dismissal.

Under a Safe System framework, these exposure conditions matter even before severe crashes occur. Public input therefore served as an early-warning system, highlighting risks that may not yet appear prominently in crash data.

> *Many residents expressed a common sentiment: "We've been lucky so far."*
>
> *This plan is built on the belief that safety should not depend on luck.*



2.5 ROLE OF THE SS4A TASK FORCE

In addition to community surveys and stakeholder interviews, the Bridgeport SS4A planning process was guided by a multidisciplinary Task Force representing city leadership, public works, planning, public safety, schools, public health, and technical staff.

The Task Force played a critical role in:

- Reviewing public input and stakeholder feedback
- Validating safety concerns using local knowledge and field observations
- Identifying near-miss and exposure-based risks not evident in crash data alone
- Prioritizing actions based on safety impact, feasibility, and readiness
- Ensuring recommended projects align with local authority, operations, and partner coordination requirements

Rather than serving as a decision-making body for individual projects, the Task Force functioned as a technical and policy advisory group—helping translate community concerns into practical, implementable safety actions aligned with the Safe System Approach.

Task Force discussions reinforced several recurring themes, including the need for:

- Speed management in school areas and residential streets
- Improved pedestrian visibility and intersection operations downtown
- Clear lane configuration and stronger driver expectancy on state highway approaches
- Operational strategies to address emergency access constraints and rail crossings
- Quick-build and low-cost improvements that can deliver near-term safety benefits

Task Force input helped ensure that the actions advanced in this plan respond not only to community priorities, but also real-world operating conditions, jurisdictional responsibilities, and funding readiness.

Documentation of Task Force meetings, coordination, and supporting materials is compiled in **APPENDIX A10 - SUPPORT**, where meeting summaries and supporting documentation provide additional context for these recommendations.

2.6 HOW INPUT SHAPED THE PLAN

Public and stakeholder input was not collected for awareness alone—it directly guided the development of this Safety Action Plan. Community concerns and operational insights were used to:

- Identify priority corridors and intersections
- Select countermeasures aligned with local needs and operating conditions
- Emphasize an exposure-based safety approach, even where severe crash counts are low
- Prioritize quick-build and low-cost improvements that residents and responders could see and experience in the near term

Public input did not override data; it strengthened it. Where crash history and lived experience aligned, actions were elevated in priority.

Community input directly influenced project selection and tier prioritization. For example:

- Repeated concerns about parked vehicles blocking sight lines informed parking setback reinforcement in **Capital Program-1: Main Street Crossing and Visibility Improvements**.
- School congestion concerns shaped the focus of **Capital Program-2: School and Neighborhood Infrastructure Improvements** towards loading zone delineation and speed feedback deployment.
- Requests for safe access to the State Lakes guided

Capital Program-3: State Lakes Access and Railroad Corridor Improvements coordination with NDOT on pathway and corridor improvements.

- Concerns about winter conditions reinforced prioritization of snow and ice management (**Countermeasure-21**).

Detailed results—including verbatim comments, mapped input, and additional information on how engagement shaped specific countermeasures—are provided in **APPENDIX A1: ENGAGEMENT**, where the connection between community input and recommended actions is further documented.

2.7 ONGOING ROLE OF THE COMMUNITY

Community engagement does not end with adoption of this plan. As projects move into implementation, continued input will help refine design, monitor effectiveness, and adjust priorities over time.

The City intends to:

- Continue outreach as projects advance
- Use feedback to evaluate quick-build pilots
- Update priorities as conditions and travel patterns change

Safer streets are achieved through shared responsibility. Residents, schools, emergency services, and local partners will continue to play a vital role in shaping Bridgeport's transportation system.

> *Community input provides critical insight into where people feel unsafe and why—but understanding risk also requires objective analysis.*





2.8 PLANNING & POLICY ALIGNMENT AND IMPLICATIONS

Bridgeport's existing plans, policies, and community initiatives provide a strong foundation for transportation safety. The Comprehensive Plan, municipal code, and regional efforts led by the Panhandle Public Health District (PPHD) and Activate Bridgeport (BActive) emphasize pedestrian infrastructure, roadway maintenance, visibility, and community safety.

COMPREHENSIVE PLAN

The Comprehensive Plan identifies priorities that align closely with concerns raised through community engagement, including sidewalk repair and network connectivity, improved pedestrian crossings near the Community Center, intersection safety at locations such as 5th & Main, and continued investment in roadway maintenance and drainage. These recommendations reflect a strong emphasis on maintaining and improving existing infrastructure; however, they are not currently guided by crash risk, exposure, or severity-based prioritization.

MUNICIPAL CODE

The municipal code establishes important operational and enforcement tools, including truck route designation, right-of-way regulations, parking controls that preserve sight distance, and sidewalk maintenance requirements.

Targeted opportunities exist to strengthen alignment with modern safety practices, including

formalizing curb management and intersection daylighting, establishing consistent school-zone operations, and advancing ADA transition and accessibility planning.

The SS4A Safety Action Plan advances these priorities by establishing a formal ADA Transition and Accessibility framework (O5), strengthening visibility and curb management practices (O1), and standardizing school zone operations and safety treatments (O2). This transition shifts the City from a maintenance-focused approach to a safety-driven approach that prioritizes locations with the greatest risk of severe outcomes.

BACTIVE INITIATIVE

Regional and local initiatives further reinforce these priorities. PPHD's BActive program and Activate Bridgeport efforts have supported installation of speed feedback signs, high-visibility crosswalks, walk audits, school circulation improvements, and youth bicycle and pedestrian safety education. These efforts demonstrate a strong culture of collaboration and incremental safety improvements across the community.

NEED FOR UNIFIED FRAMEWORK

While these plans and initiatives reflect a clear commitment to safety, they have historically been implemented without a unified, data-driven framework. Existing efforts do not include formal crash analysis, High Injury Network identification, or systemic prioritization based on exposure and severity risk.

COMPREHENSIVE, DATA-DRIVEN APPROACH

The SS4A Safety Action Plan builds on this foundation by introducing a comprehensive, data-driven approach to safety. This includes crash and exposure analysis, identification of Bridgeport's High Injury Network, tiered prioritization of projects, and implementation-ready strategies aligned with the Safe System Approach. These elements allow the City to move from general safety goals to targeted, measurable actions focused on preventing fatal and serious injury crashes.

> ***These findings reinforce the need to proactively address risk before severe crashes occur.***

KEY FINDINGS & IMPLICATIONS

Key implications from this combined review of community input, policy framework, and existing conditions include:

- Severe crash risk is concentrated along higher-speed corridors, particularly US-26 and US-385
- Exposure risk in school areas and downtown exceeds what crash data alone reflects
- Pedestrian and bicycle activity is present but not fully accommodated by existing infrastructure
- Operational and enforcement tools exist but require stronger coordination and consistency
- Infrastructure gaps persist in sidewalks, ADA access, visibility, and lighting

These findings support a proactive, exposure-based safety strategy focused on speed management, visibility improvements, school-area operations, corridor-level treatments, and quick-build implementation where feasible.

Collectively, Bridgeport's existing plans and initiatives demonstrate that the community is well-positioned to advance transportation safety. The SS4A Safety Action Plan strengthens this foundation by integrating these efforts into a cohesive framework that prioritizes systemic risk reduction, aligns with federal Safe System principles, and supports near-term implementation.

See **APPENDIX A4 : FINDINGS** for a full summary of planning and policy findings.

The following analysis builds on these findings by examining crash history, severity, and spatial patterns across Bridgeport and providing the data-driven foundation for identifying high-risk locations.



3 WHERE AND WHY CRASHES HAPPEN

3.1 INTRO TO ANALYSIS

Crashes are not random. They tend to occur in predictable locations, under familiar conditions, and for repeatable reasons. By identifying these patterns, the City of Bridgeport can take proactive steps to address the conditions that contribute to serious injury and fatal crashes—before they occur.

This analysis highlights where risk exists today and where conditions indicate the greatest potential for future severe crashes if left unaddressed.

Crash analysis in a small rural community requires careful interpretation. With lower traffic volumes and fewer total crashes than urban areas, patterns may appear less concentrated. However, even a small number of fatal or serious injury crashes represents an unacceptable outcome.

This analysis evaluates ten years of crash data (2014–2023) within Bridgeport's corporate limits and the surrounding one-mile area to understand severity, contributing factors, user types, and spatial patterns. The focus is not on identifying a single "high-crash location," but on understanding the broader conditions that influence risk across the transportation system.

In Bridgeport, risk is driven more by exposure and roadway conditions than by crash frequency alone. This understanding supports a proactive approach—prioritizing improvements where conditions suggest the greatest potential for severe outcomes.

> *Behind every crash statistic is a person—a reminder that safety outcomes have real consequences for individuals, families, and the community.*

3.2 CRASH OVERVIEW

Crash data for Bridgeport was analyzed for the period 2014–2023 using both corporate limits and an expanded city limits plus one-mile jurisdictional area to reflect real travel patterns influencing local safety.

A **fatal** crash describes instances where the injuries sustained lead to death, either at the crash scene or subsequently due to the injuries.

A **serious injury (Inj-A)** crash involves severe harm requiring urgent medical attention. Examples include fractures, head trauma, or deep cuts—injuries that may not be life-threatening but demand prompt treatment.

An **observed injury (Inj-B)** encompasses visible injuries apparent to first responders, which can range from minor to moderate severity, such as cuts, bruises, or abrasions.

A **possible injury (Inj-C)** refers to minor discomfort or pain reported by an individual at the scene, without any visible signs of harm. These may include complaints like soreness or slight headaches, which don't immediately indicate serious medical issues.

A **property damage only (PDO)** crash involves a collision where vehicles or property incur enough damage to warrant formal reporting and repair—even though no injuries are sustained.

Across the expanded study area (City + 1 mile, ***see Figure 3-1***):

- **171** total crashes
- **2** fatal crashes
- **2** serious injury (Injury A) crashes
- **17** moderate injury (Injury B) crashes
- **6** minor injury (Injury C) crashes
- **144** property-damage-only (PDO) crashes

Within corporate limits alone:

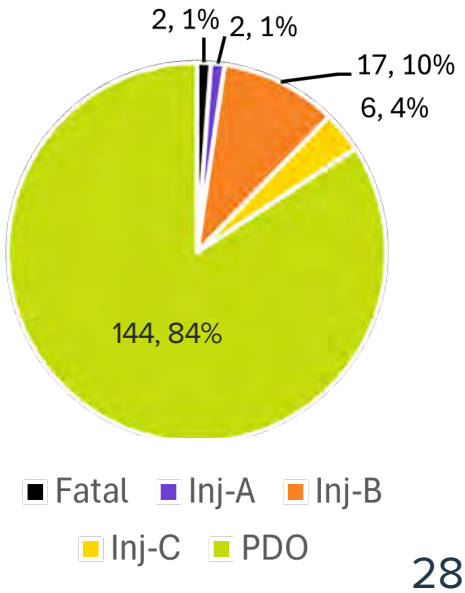
- **111** total crashes
- **1** fatal crash
- **0** serious injury crashes
- **11** Injury B crashes
- **4** Injury C crashes
- **95** PDO crashes

Most reported crashes were property-damage-only. However, the presence of fatal and serious injury crashes—even at low frequency—reinforces the importance of proactive safety improvements, particularly along higher-speed corridors and locations with elevated pedestrian exposure.

Because Bridgeport is a small rural community, crash totals are relatively low and year-to-year variability is high. A single severe crash can significantly influence annual trends. For this reason, the analysis emphasizes severity, exposure, and risk factors rather than crash frequency alone.

These findings provide a clear foundation for identifying priority locations and conditions where safety improvements can have the greatest impact.

Figure 3-1 — Crash Severity Distribution, City & ETJ (2014-2023)



3.3 CRASH DATA SOURCE

Crash data was obtained from state-reported records and includes all reportable crashes meeting Nebraska's reporting threshold. Severity classifications follow state definitions and align with the MMUCC and KABCO injury scales used in national safety analysis.

To ensure a comprehensive understanding of risk, both injury crashes and property-damage-only crashes were reviewed. While severe crashes drive prioritization, property-damage patterns often reveal recurring operational conflicts that may precede more serious outcomes.

Some crashes were reported as "Non-Reportable" (NR), meaning the amount of damage was below the monetary level required to qualify as a PDO crash. These NR crashes were not included in all ten years of the data set, and were not included in this plan's analysis for consistency's sake.

A more detailed summary of crash data and key findings is provided in **APPENDIX A4 - FINDINGS**, while **APPENDIX 7 - METHODS** documents the data sources, analytical methods, mapping workflows, and assumptions used to support this Safety Action Plan.

3.4 THE HIGH INJURY NETWORK

While national data highlights the impact of speed and distraction, Bridgeport's crash patterns suggest that visibility constraints, turning movements along state highways, and inconsistent pedestrian accommodations also influence crash frequency and severity.

In smaller communities, enforcement, visibility, roadway geometry, and seasonal agricultural traffic can further affect driver behavior. These contextual factors were considered alongside reported contributing causes.

To identify patterns where the most severe or most frequent crashes occur, the planning team developed the Bridgeport High Injury Network (HIN) — a data-driven representation of roadway segments and intersections with elevated crash severity patterns.

The HIN was developed using ten years of crash data (2014–2023) and applies a crash severity weighting method to emphasize locations where serious injury crashes occurred.

Roadway segments were ranked by crash severity per mile, with Tier 1 representing locations with the highest concentration of severe outcomes (above the 90th percentile of crash severity) and Tier 2 representing locations between the 85th and 90th percentile of crash severity.

Together, Tiers 1 & 2 consist of only **2.5%** of the Bridgeport ETJ roadway network, yet contain 100% of KSI crashes, along with all additional injury crashes (Injury B and Injury C).

Understanding where crashes are more likely to occur helps focus safety improvements where they will be most effective.

Most severe crashes cluster along the **North US Highway 26 and South US Hwy 385** corridors, with pedestrian crashes occurring along Main Street. Higher-speed corridors lacking pedestrian infrastructure are disproportionately represented.

> *Bridgeport's HIN reflects corridor-level risk more than isolated hotspot intersections. State highways US-26 and US-385 carry higher speeds, through traffic, and turning movements, increasing exposure severity even where total crash counts are modest.*

The HIN helps prioritize locations for near-term improvements and long-term safety upgrades; however, because Bridgeport experiences relatively dispersed crash patterns, the HIN was supplemented with exposure based review and community-identified near-miss clustering to avoid over-reliance on isolated crash counts.

This approach supports systemwide safety improvements rather than isolated spot treatments.

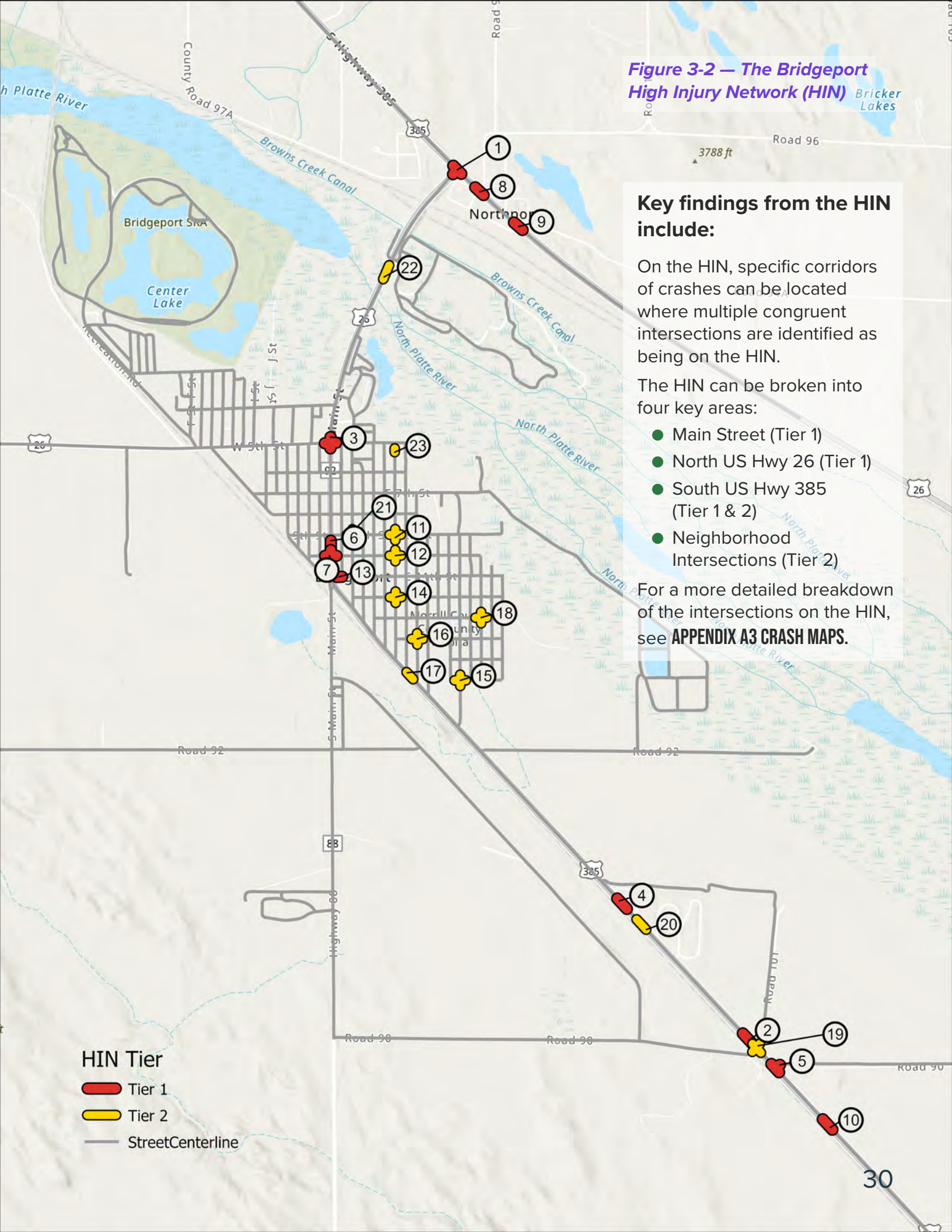


Figure 3-2 — The Bridgeport High Injury Network (HIN)

Key findings from the HIN include:

On the HIN, specific corridors of crashes can be located where multiple congruent intersections are identified as being on the HIN.

The HIN can be broken into four key areas:

- Main Street (Tier 1)
- North US Hwy 26 (Tier 1)
- South US Hwy 385 (Tier 1 & 2)
- Neighborhood Intersections (Tier 2)

For a more detailed breakdown of the intersections on the HIN, see **APPENDIX A3 CRASH MAPS.**

3.5 NEAR MISS DATA AND COMMUNITY-IDENTIFIED RISK

To supplement formal crash records, the planning process incorporated reported near misses collected through the community survey, popup events, in-person conversations, and interactive online mapping. Respondents identified specific intersections and corridors where drivers, pedestrians, bicyclists, or school-aged children experienced close calls or recurring safety concerns.

A total of **72** near misses were mapped and reviewed to identify where they were most concentrated across the community. (See ***Figure 3-3*** and ***Table 3-1***.)

While near misses do not appear in official crash databases, they provide valuable insight into locations where exposure, visibility, speed, or turning conflicts create recurring friction. The resulting map highlights clusters along Main Street (US-385), particularly at 5th, 9th, 10th, and 11th Streets, as well as along school and hospital access routes. These reported locations were reviewed alongside High Injury Network screening and crash history to support the development of Tier 1 and Tier 2 priorities within this plan.

Near misses often precede severe crashes. By evaluating reported close calls alongside crash history and High Injury Network screening, Bridgeport is choosing to act before tragedy occurs.

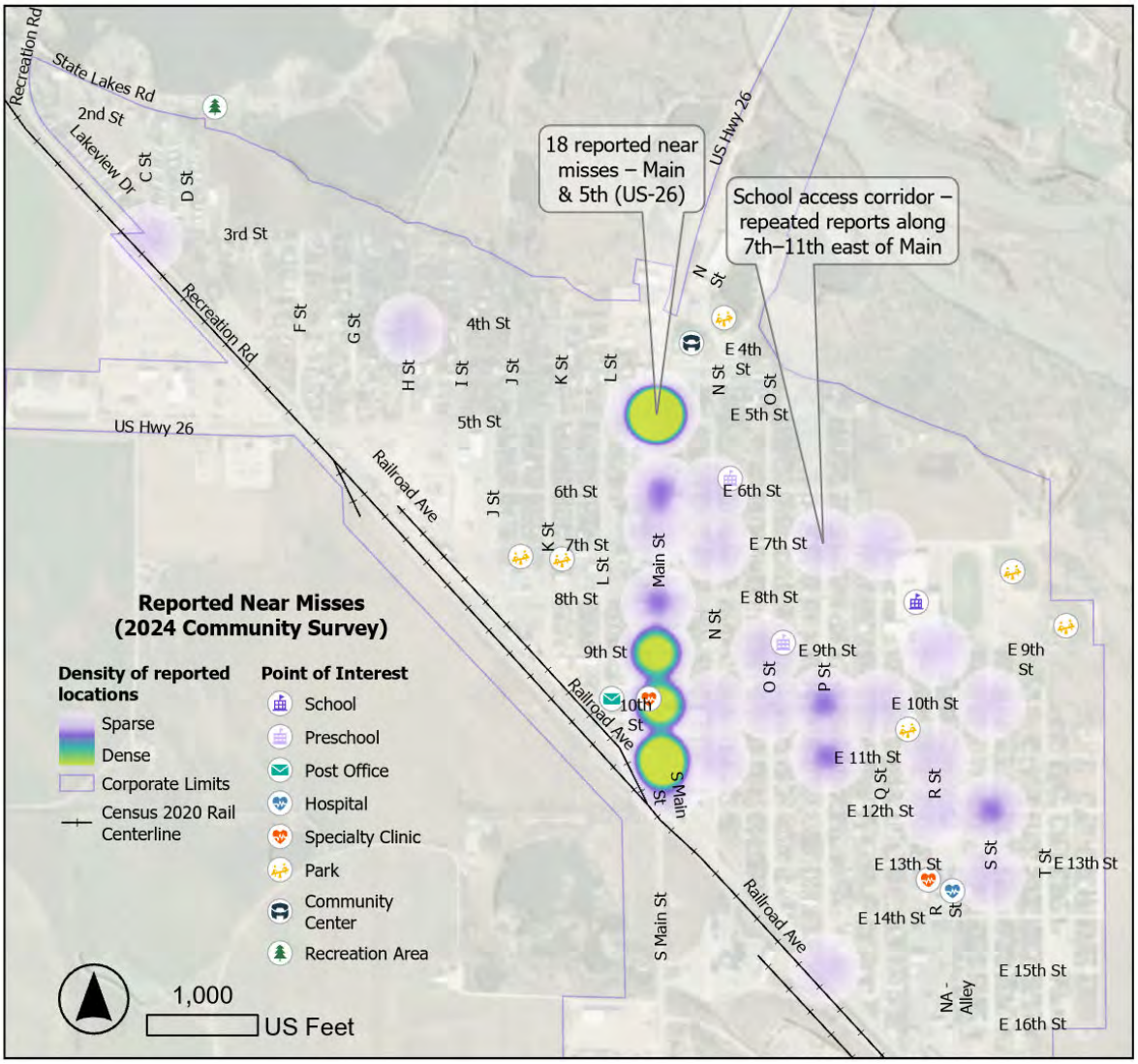


Figure 3-3. Reported Near Misses (2024 Community Survey)

Location / Corridor	Number of Reported Near Misses	Context
Main St (US-385) & 5th St (US-26)	**18**	Downtown gateway intersection; turning conflicts; state highway crossing
Main St & 11th St	**10**	Hospital access route; school proximity
Main St & 10th St	**7**	Downtown crossing; pedestrian activity
Main St & 9th St	**7**	Downtown crossing; school access
School Access Network (7th–12th east of Main)	**15+ combined**	Incomplete sidewalks; student exposure; preschool and park proximity
Hospital Access Corridor (E 11th St east of Main)	**5+ combined**	Emergency and clinic access route
Recreation Road & C St / W 3rd	**1**	State Lakes access; three-leg intersection
Northwest Unpaved Neighborhood (H & 4th)	**1**	No sidewalks; unpaved conditions

Table 3-1. ***Reported Near Misses (2024 Community Survey)*** *Residents reported 72 near misses through community surveys and outreach. Locations cluster along Main Street (US-385), particularly at the US-26 intersection (5th Street) and at 9th–11th Streets. Additional concentrations occur along school access routes east of Main Street and along the hospital access corridor. These reports reinforce High Injury Network findings and identify exposure risks not fully reflected in crash history.*



3.6 CRASH TYPE BREAKDOWNS

In addition to understanding where crashes occur, it is vital to understand the breakdown of crash types. This allows countermeasures to be tailored to the specific conditions of an intersection or corridor.

Across all modes, angle crashes make up the largest percentage of crashes (39.8%), followed by single-vehicle crashes (26.9%). Other crash types include sideswipe, front-to-front, and rear-end crashes. ***See Figure 3-4.***

Angle crashes primarily occur at intersections and are often associated with turning conflicts or failure to yield.

Single-vehicle crashes are more common along higher-speed segments and may reflect roadway departure, driver behavior, or environmental conditions.

Although the total number of pedestrian and bicycle crashes is relatively low, vulnerable road users represent a disproportionate share of severe outcomes. In smaller communities, even a single severe crash involving a pedestrian, child, or older adult can represent a meaningful share of total severe injuries.

This reinforces the importance of designing for exposure, not just crash frequency.

Children and older adults face unique risk factors in Bridgeport due to:

- School-route activity
- Downtown crossing distances
- Limited ADA compliance in some locations
- Slower walking speeds and visibility constraints

The following sections examine crash types in greater detail, identifying common contributing factors and corresponding countermeasures.

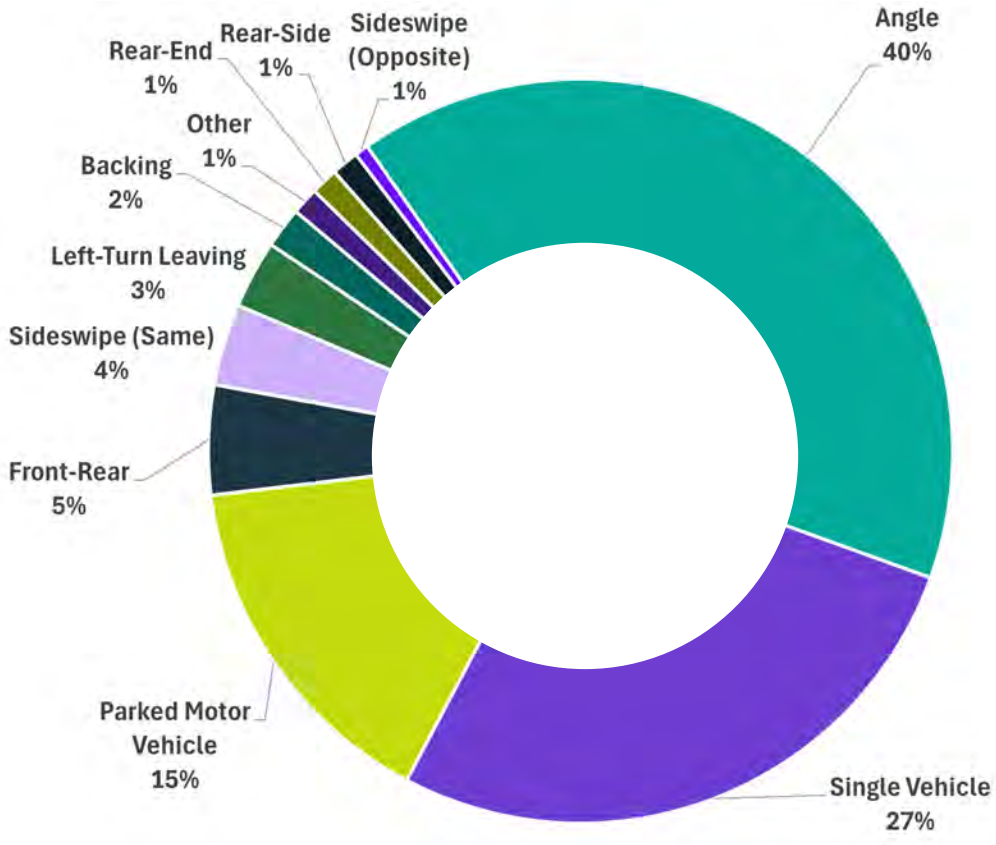


Figure 3-4. Total Crash Type Distribution (2014–2023)

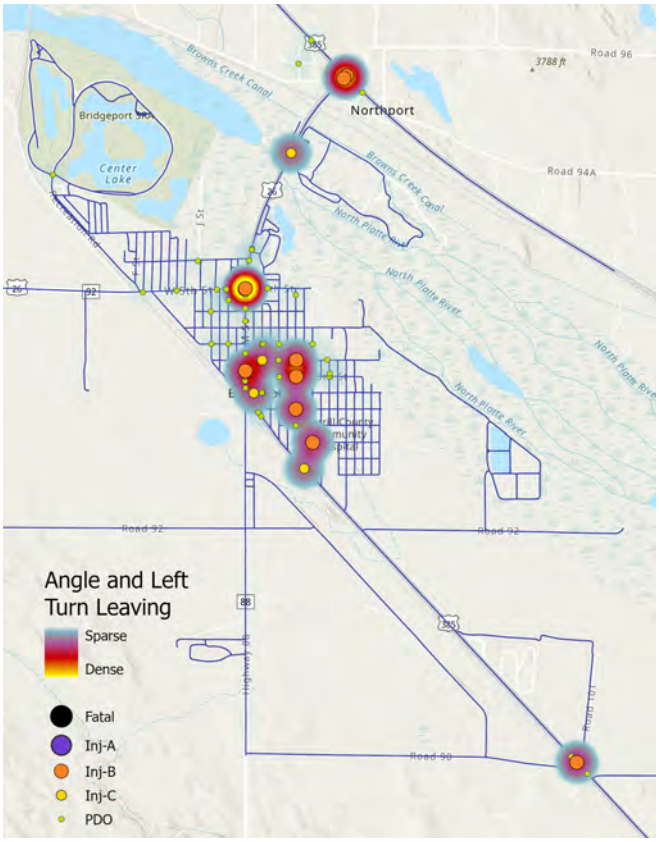
3.7 ANGLE CRASHES AND LEFT TURN LEAVING



Angle (Broadside, T-Bone, Right Angle, etc)



Left Turn Leaving



Bridgeport Statistics (2014-2023)

73 Total Crashes

0 KSI Crashes

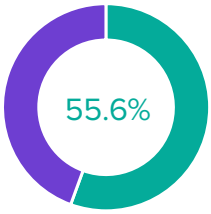
0 Fatalities

0 Serious Injuries

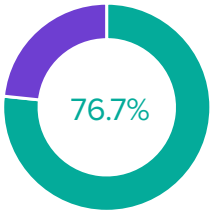
10 Visible Injuries

5 Possible Injuries

58 PDO Crashes



55.6% of non-PDO crashes were Angle or Left Turn Leaving (LTL)



More than 3 out of every 4 Angle/ LTL Crashes occurred at intersections

Left-turn movements are frequently associated with severe intersection crashes.

Common Causes

- Failure to yield
- Signal violations (failed to stop at stop/yield sign)
- Left-turn conflicts
- Speeding and aggressive driving
- Distracted driving
- Poor visibility or sight distance

Countermeasures

- Reduce Parking Near Intersections
- Raised Medians
- Road Diet (where context appropriate)
- Intersection Control (all-way stop evaluation)
- Reduced Left-Turn Conflict Intersections (RCUT / J-turn where appropriate)
- Corridor Access Management

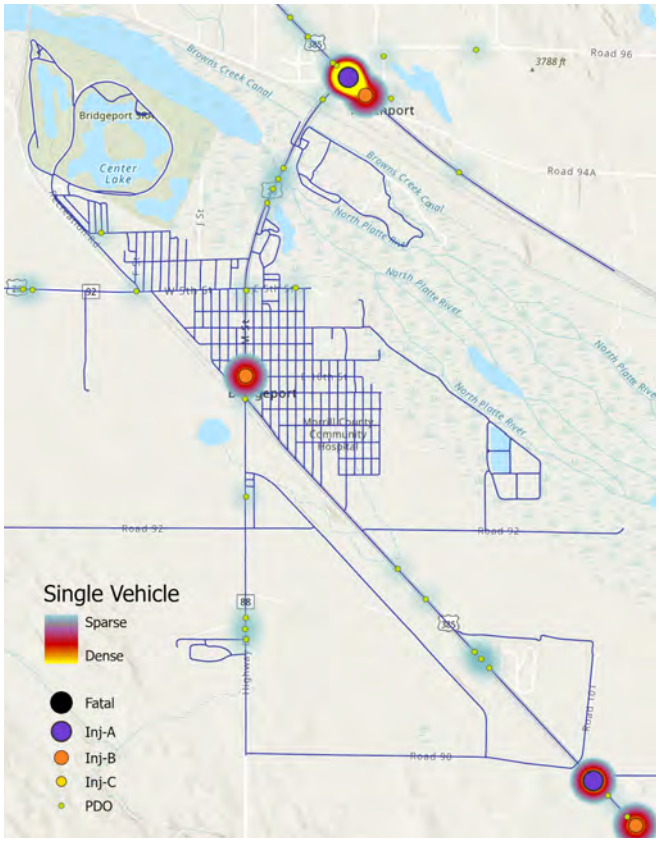
3.8 SINGLE VEHICLE CRASHES (SV)



Rollover / Overturn



Single Vehicle (Object)



Bridgeport Statistics (2014-2023)

46 Total Crashes

2 KSI Crashes

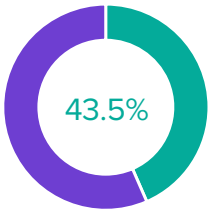
0 Fatalities

2 Serious Injuries

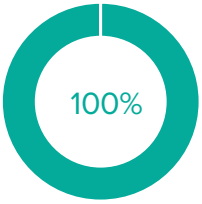
4 Visible Injuries

0 Possible Injuries

40 PDO Crashes



Almost half of SV crashes involved an animal on the roadway



100% of Bridgeport's serious injury crashes were overturn/rollover crashes

While angle crashes represent the most common crash type, single vehicle crashes account for the majority of KSI injuries project wide. Furthermore, almost 30% of all injury crashes involved only one motor vehicle.

Common Causes

- Speeding and loss of control
- Impaired driving
- Distracted driving
- Weather conditions
- Medical events

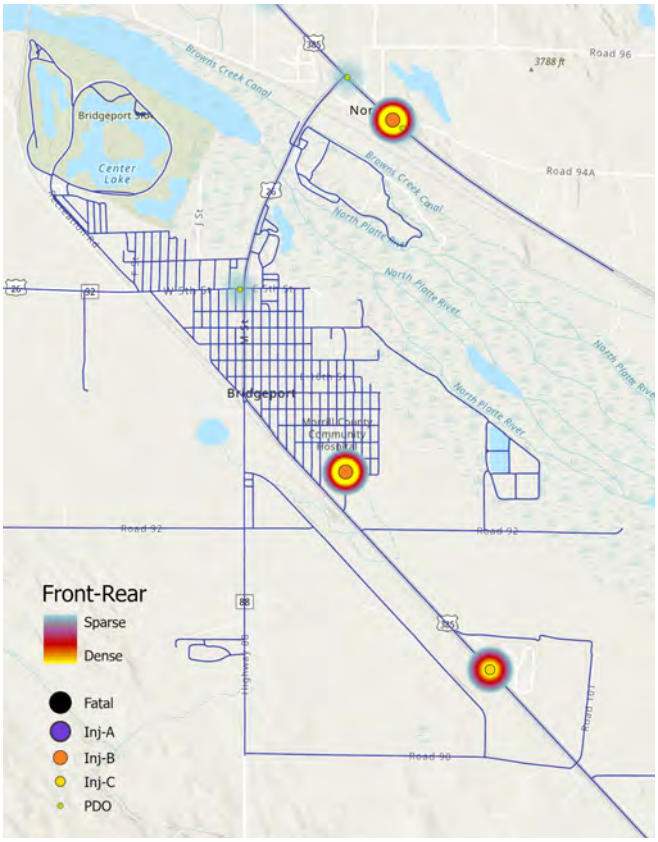
Countermeasures

- Speed Feedback Signs
- USLIMITS2 Speed Study Evaluation
- High Friction Surface Treatment
- Enhanced Delineation for Horizontal Curves
- Shoulder Rumble Strips
- Safety Edge
- Median Barriers (where warranted)
- Lane Reduction (where appropriate)
- Targeted Enforcement

3.9 FRONT REAR



Front Rear



Bridgeport Statistics (2014-2023)

10 Total Crashes

0 KSI Crashes

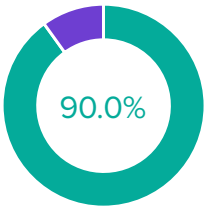
0 Fatalities

0 Serious Injuries

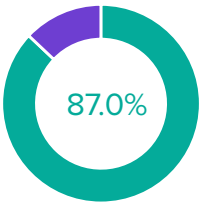
2 Visible Injuries

1 Possible Injury

7 PDO Crashes



90% of crashes occurred on dry roads with good lighting and clear weather



Nationwide, ~87% of Rear-End crashes involve a distracted driver

> *While there are no front-rear KSI crashes present in the data set, front rear and rear end crashes are common and can occur at almost any intersection or roadway locations*

Common Causes

- Following too closely
- Driver inattention
- Speed variability
- Sudden braking at signalized intersections
- Congestion and queue spill back

Countermeasures

- Intersection optimization to reduce abrupt stopping
- Advanced warning flashers on high-speed approaches
- Improved visibility
- Access management to reduce turning conflicts
- Speed management strategies along corridors

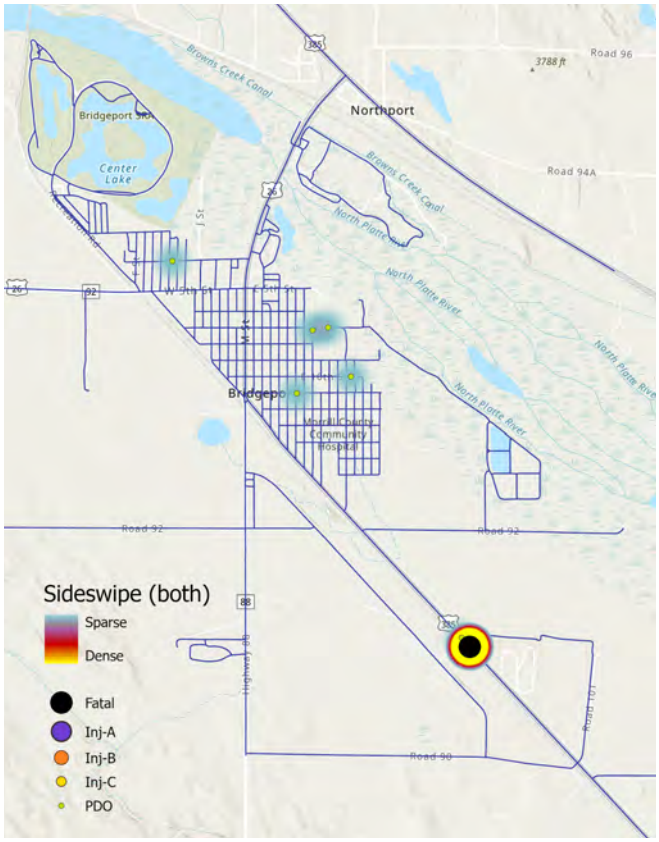
3.10 SIDESWIPE (SAME AND OPPOSITE)



Sideswipe (Same)



Sideswipe (Opposite)



Bridgeport Statistics (2014-2023)

7 Total Crashes

1 KSI Crash

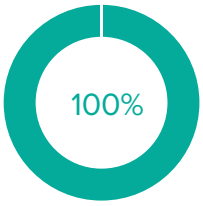
1 Fatality (50% of citywide fatalities)

0 Serious Injuries

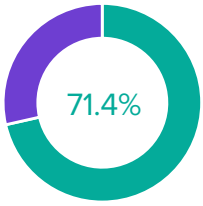
0 Visible Injuries

0 Possible Injuries

6 PDO Crashes



100% of Sideswipe KSIs included alcohol, reckless driving, and high speeds



The majority of Sideswipe crashes in BP occurred within city limits

> *Sideswipe crashes generally when one or both drivers fail to maintain their proper lane. This can occur due to a myriad of reasons, including distracted driving and impairment.*

Common Causes

- Failure to maintain lane
- Improper or unsafe lane changes
- Distracted driving
- Impairment
- Aggressive driving or speeding
- Inattention to blind spots

Countermeasures

- Longitudinal Rumble Strips and Stripes
- Center Line Rumble Strips
- Shoulder Rumble Strips
- Enhanced pavement markings
- Delineation improvements

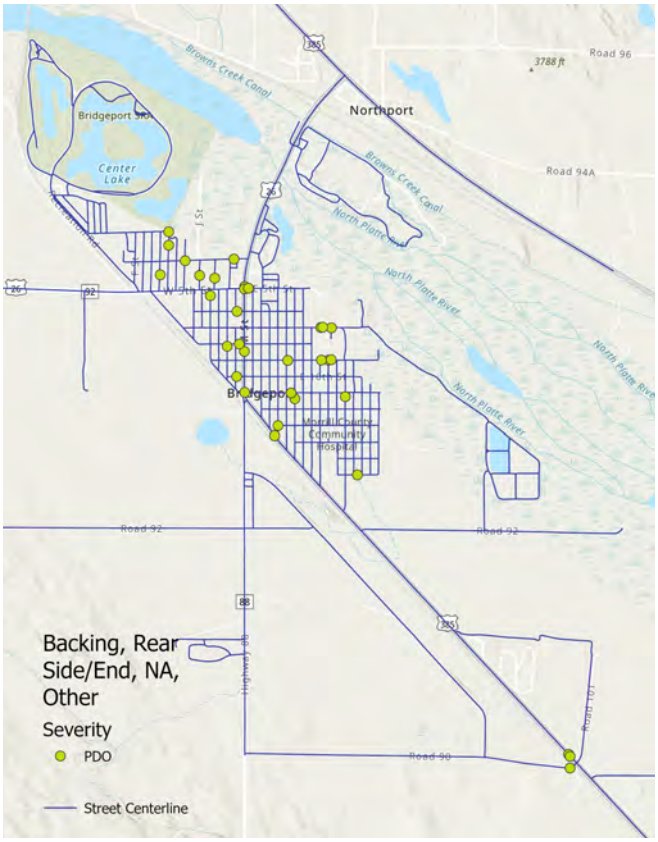
3.11 OTHER CRASHES
(BACKING, REAR-SIDE, N/A, OTHER)



Non-Applicable/ Other (MV to Object)

Rear-Side

Non-Applicable/ Other (MV to Parked Vehicle)



Bridgeport Statistics (2014-2023)

37 Total Crashes

1 KSI Crash

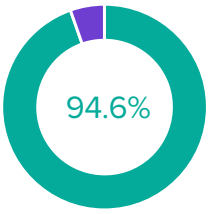
1 Fatality

0 Serious Injuries

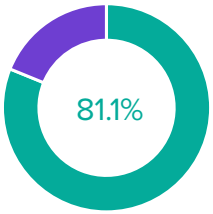
1 Visible Injuries

0 Possible Injuries

35 PDO Crashes



94.6% of other crashes were PDO crashes



81.1% of other crashes occurred on dry roads

> *Many "Other" crashes involve a parked vehicle or a stationary object. The non-PDO crashes are from motor vehicle vs. bicycle crashes (not pictured above, shown in 3.12: Bicycle Crashes)*

Common Causes

- Incomplete crash reporting
- Unusual or mixed collision patterns
- Environmental factors
- Driver behavior inconsistently reported
- Distracted driving
- Poor visibility or sight distance

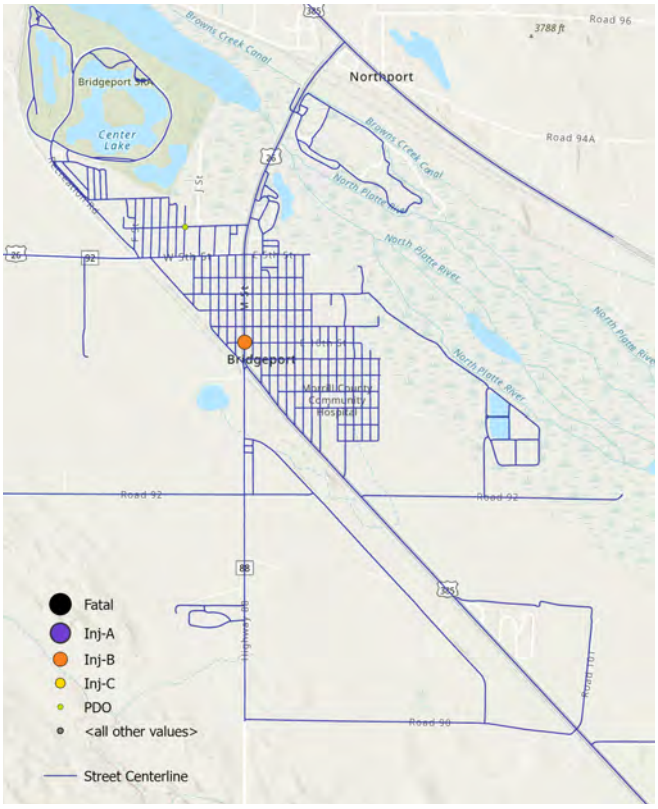
Countermeasures

- Speed management
- Improved lighting
- Corridor-level visibility enhancements
- Enforcement of traffic control compliance
- Reduced parking near intersections

3.12 PEDESTRIAN CRASHES



Pedestrian Crashes



Bridgeport Statistics (2014-2023)

2 Total Crashes

0 KSI Crashes

0 Fatalities

0 Serious Injuries

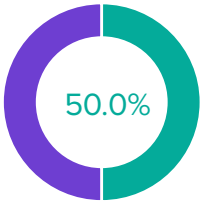
1 Visible Injury

0 Possible Injuries

1 PDO Crash



100% of Pedestrian crashes occurred while dark out



In 50% of pedestrian crashes, the driver of the motor vehicle was intoxicated

Pedestrian crashes involve a motor vehicle and a pedestrian, and common causes include lack of visibility, careless driving, lack of pedestrian infrastructure, or a combination of these causes.

Common Causes

- Speeding
- Impaired driving
- Distracted driving
- Visibility issues
- Lack of pedestrian infrastructure (crosswalks, ADA, pedestrian beacons)

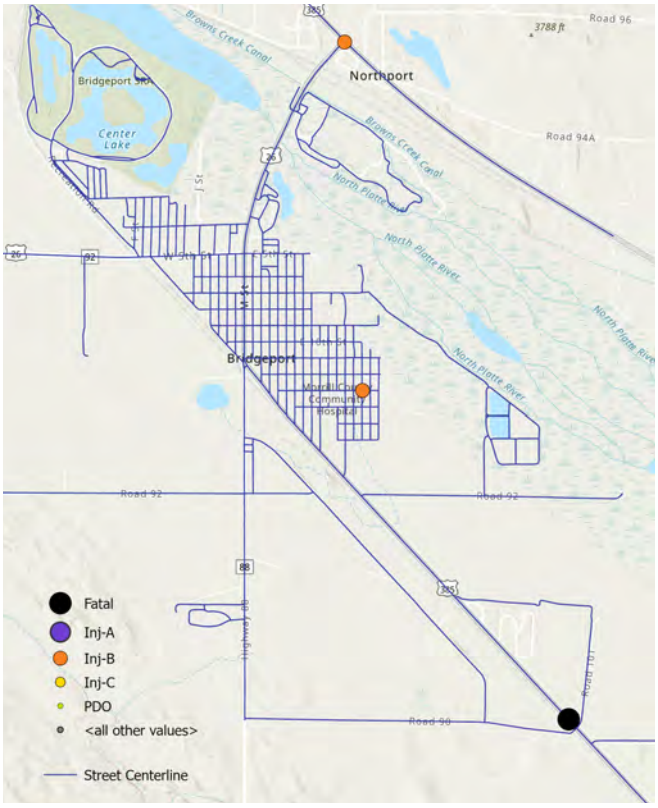
Countermeasures

- High Visibility Crosswalk
- Pedestrian Activated Crosswalk Warning Beacon
- Leading Pedestrian Interval
- Pedestrian Crossing Island
- Shared Use Paths
- Walkways (Sidewalks, Paved Shoulders)
- Medians
- Road Diets
- Lighting
- Traffic Education and Outreach
- Accessible Pedestrian Signal

3.13 BICYCLE CRASHES



Bicycle Crashes



Bridgeport Statistics (2014-2023)

3 Total Crashes

1 KSI Crash

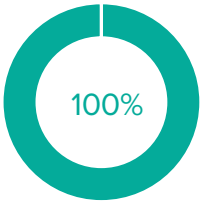
1 Fatality (50% of citywide fatalities)

0 Serious Injuries

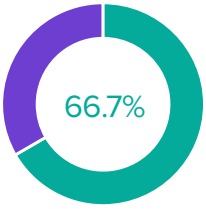
2 Visible Injuries

0 Possible Injuries

0 PDO Crashes



100% of reported bicycle crashes resulted in death or injury



2/3 bicycle crashes occurred on state highways

> *Crashes involving bicycles are particular dangerous for the bicyclist, due to lack of external protection*

Common Causes

- Careless or reckless driving
- No shoulder on highway
- No separation from traffic
- Lack of protected bike lane
- No bicycle signal phase
- Reduced visibility at intersection

Countermeasures

- Reduce Parking at Intersection
- Shared Use Paths
- Share the Road Signage
- Dedicated Bike Routes
- Protected Bike Lanes
- Raised Median

3.14 CONTRIBUTING FACTORS

While crashes can result from many causes, certain factors can make crashes more dangerous and more likely. Nationwide, speeding and distracted driving are two of the biggest factors that drive crash severity and frequency. In Bridgeport, some of the most common factors include alcohol use, failure to use or properly use restraints, and the presence of large-vehicles (such as semi-trucks).

IMPAIRMENT

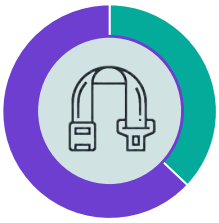


50% **of fatal crashes involved alcohol**

Alcohol and drug impairment remain significant contributors to crash severity nationwide, and alcohol use is present in **50%** of fatal crashes in Bridgeport. Impairment reduces reaction time, judgment, and vehicle control, increasing the likelihood of severe outcomes.

RESTRAINT USE

3-Point seat belts were designed in 1959, and have been mandatory in new cars in the US since 1968[1]. According to the NHTSA, the national use rate was at 91.2% in 2024[2]. Seat belts save lives. Buckling up in the front seat of a passenger car can reduce risk of fatal injury by 45% and the risk of moderate to critical injury by **50%[2]**.



37% **of injury crashes used no restraints or partial restraints only**

In Bridgeport, **37%** of injury crashes used no restraints or only used partial restraints. This emphasizes the importance of continued education on the importance of seat belts and properly using restraints.

LARGE VEHICLE PRESENCE

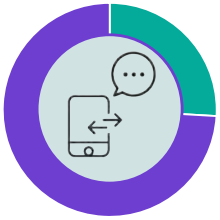
Large vehicles create unique roadway challenges due to wide turning radii, sight-line challenges, and high weights making stopping quickly difficult. In Bridgeport, more than a quarter of injury crashes involved a semi-truck. This is a particular issue in Bridgeport, where multiple highways converge and function as a freight corridor.



25.9% **of injury crashes involved a semi-truck**

DISTRACTED DRIVING

Driver distraction, including mobile device use, reduces awareness and reaction time. National data indicates that distracted driving remains a persistent safety concern. Taking your eyes off of the road to send or read a text takes an average of five seconds. At 55 mph, that is the equivalent of traveling the length of an entire football field with your eyes closed[3].



Nationwide, **3,208** people were killed in 2024 because of distracted driving[3]. That's almost **9** people every day.

While crash reports may under-represent distraction due to reporting limitations, it is a contributing factor in crashes locally.

SPEEDING

Nationwide, 29% of all traffic fatalities were speed-related in 2024[4]. A pedestrian hit by a vehicle traveling 20 mph is **9x** more likely to survive than if the vehicle was traveling 40 mph[5]. Speed setting and management are critical to maximizing safety for all users. Speeds that are set too low may result in speeding vehicles, while speeds set too high endanger everyone on the road — particularly vulnerable road users such as pedestrians or bicyclists.

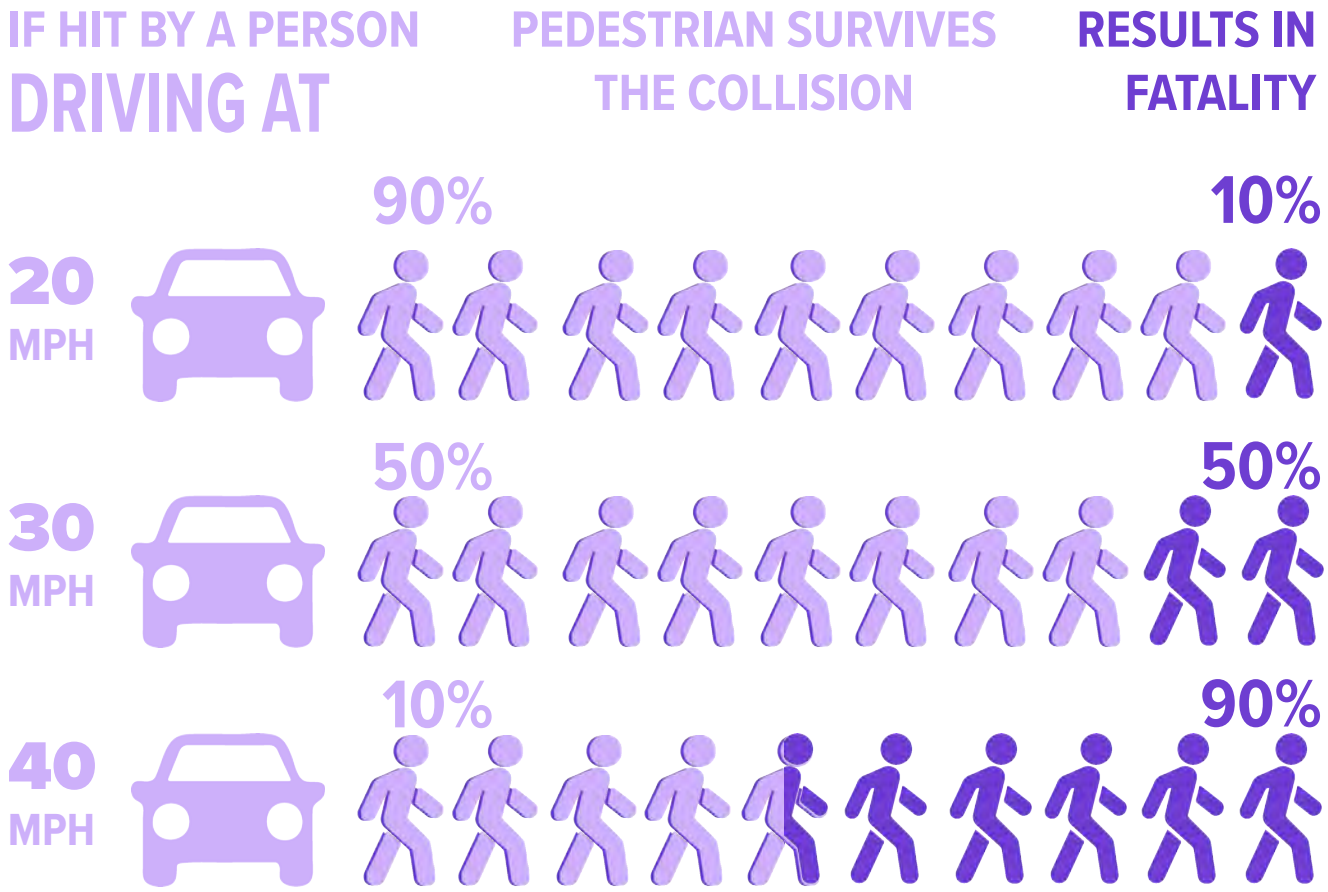
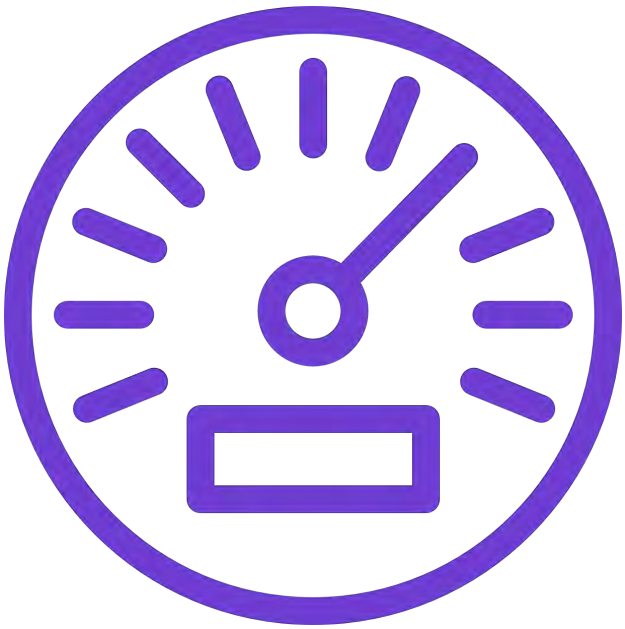


Figure 3-5. The Relationship Between Speeding and Pedestrian Fatalities[5]

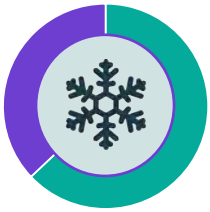
SLOWER SPEEDS SAVE LIVES



1: https://magazine.northeast.aaa.com/daily/life/cars-trucks/auto-history/a-seat-belt-history-timeline/
2: https://www.nhtsa.gov/vehicle-safety/seat-belts
3: https://www.nhtsa.gov/risky-driving/distracted-driving
4: https://www.nhtsa.gov/risky-driving/speeding
5: https://visionzeronetwork.org/safety-over-speed/



3.15 WEATHER



63% of injury crashes occurred with clear skies, dry roads, and adequate lighting

Weather can have a significant impact on crashes and crash severity. However, there can be a false notion that most severe crashes are weather dependent.

Although severe weather can contribute to crash risk, the majority of injury crashes in Bridgeport occurred during favorable weather conditions. In Bridgeport, more than 63% of injury crashes occurred with dry roads, clear weather and when it was light out. This reinforces the importance of systemic design improvements rather than reliance on weather-related mitigation alone.

3.16 LIGHTING

Environmental conditions alone do not drive severe crash risk. Human behavior and roadway design play a large role in fatal and serious injury outcomes. However, visibility does plays a significant role in crashes.

- **50%** of KSI crashes occurred during dark conditions
- Nighttime KSI crashes are more likely to involve alcohol or impairment
- Reduced visibility increases risk for pedestrians and turning conflicts

Improved lighting and visibility enhancements remain important safety strategies along high-risk corridors.



50% of KSI crashes occurred in the evening with dark visibility conditions

Figure 3-6. Crashes per Month (2014-2023)

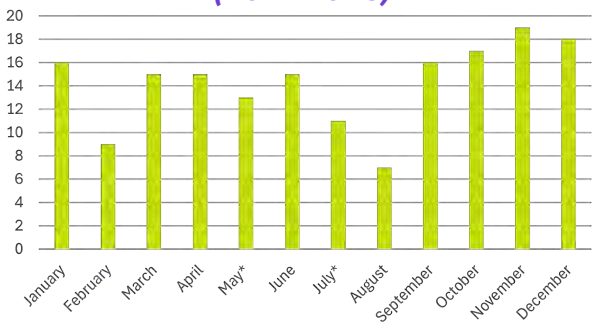
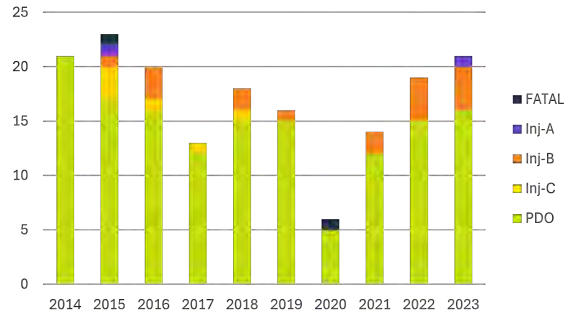


Figure 3-7. Crash Severity by Year (2014-2023)



3.17 TIME AND PLACE

Over the ten years from 2014-2023, the data shows several important trends:

Total crashes have been variable over the past decade, with notable lows in 2020. ***See Figure 3-7.***

The number of injury crashes has risen since 2019, although injury crashes are variable throughout the ten years from 2014-2023.

In addition to evaluating across years, the planning team evaluated crashes on day of the week, time of day, and month of occurrence.

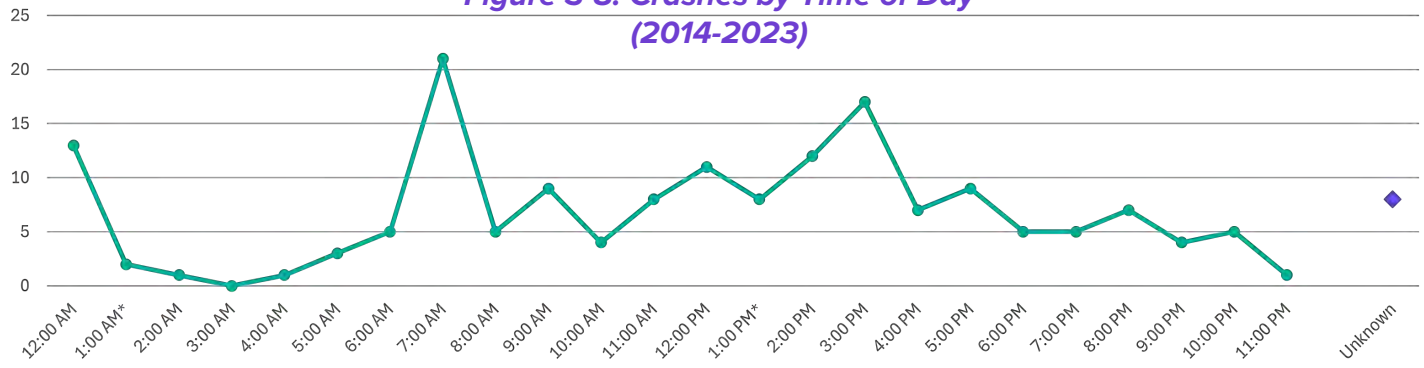
Bridgeport's crash timing patterns reflect predictable exposure conditions:

- **School travel hours**: Peak crash hours in Bridgeport occur in the 7-8 a.m. hour and the 3-4 p.m. hour. These are tightly linked to school morning drop-off and afternoon dismissal periods. ***See Figure 3-8.***
- **Evening peak hours**: Increased turning conflicts and reduced visibility at stop-controlled intersections may contribute to evening crashes.
- **Seasonal agricultural activity**: Periodic heavy vehicle presence during harvest seasons (September to December) may contribute to an increase of crashes in the fall. ***See Figure 3-6.***
- **Winter conditions**: Snow and ice contribute to loss-of-control crashes, though most severe crashes occur in clear conditions.

  Reduced daylight in winter months may also contribute to an increase in crashes from October to January.

Understanding the "when" and "where" supports targeted interventions that are timely and strategic, including speed management, enforcement timing, and visibility improvements.

Figure 3-8. Crashes by Time of Day (2014-2023)



3.18 WHO IS MOST AFFECTED

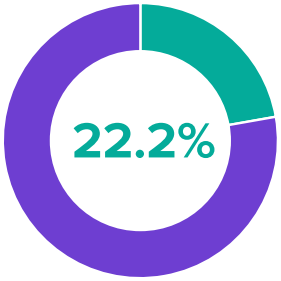
Crash risk is not evenly distributed across all users. The most exposed and vulnerable road users—such as people walking, biking, using scooters, or riding a motorcycle—face the greatest danger. During crashes, these users do not have an additional layer of protection provided by a vehicle.

- **Pedestrians** were involved in 2 crashes from 2014-2023, with 1 crash resulting in injury.
- **Bicyclists** were involved in 3 crashes, including one fatality and two injuries. Causes included failure to yield and lack of dedicated infrastructure.
- **Of the two motorcycle crashes, both resulted in injury and one resulted in serious injury.**
- **Additional vulnerable users include children and youth,** particularly around schools and residential streets.
- **Older adults also** face higher risk due to slower crossing times and visibility concerns.

A safe system must be designed for everyone—not just drivers.

3.19 AGE AND GENDER

Crashes in Bridgeport involve both men and women, and people of all ages. ***See Figure 3-10.*** Young drivers (14–19) were involved in the highest number of injury crashes, but crashes also involved middle-aged and older adults — even into the 80s. ***See Figure 3-9.*** This shows that traffic safety is a community-wide issue that affects everyone.



of all injury crashes involved vulnerable road users, and



of KSI crashes involved vulnerable road users



Figure 3-9. Age Groups Involved in Injury Crashes

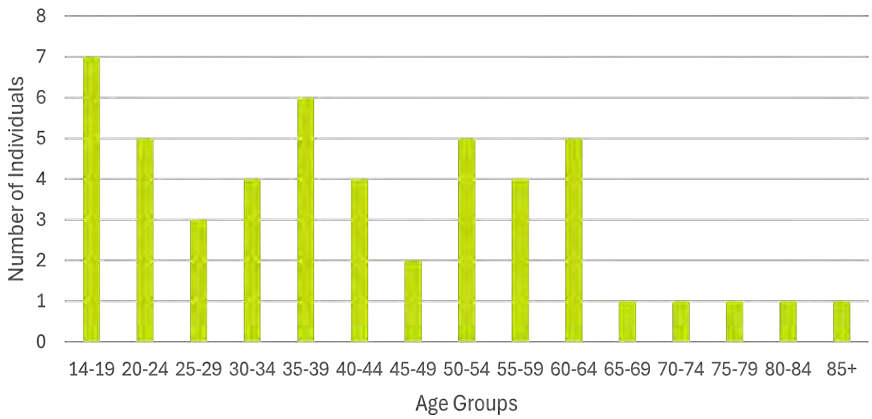
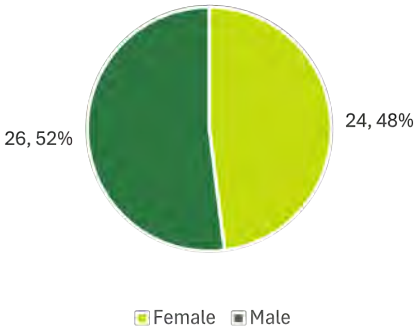


Figure 3.10 Gender Percentage of Drivers Involved in Injury Crashes



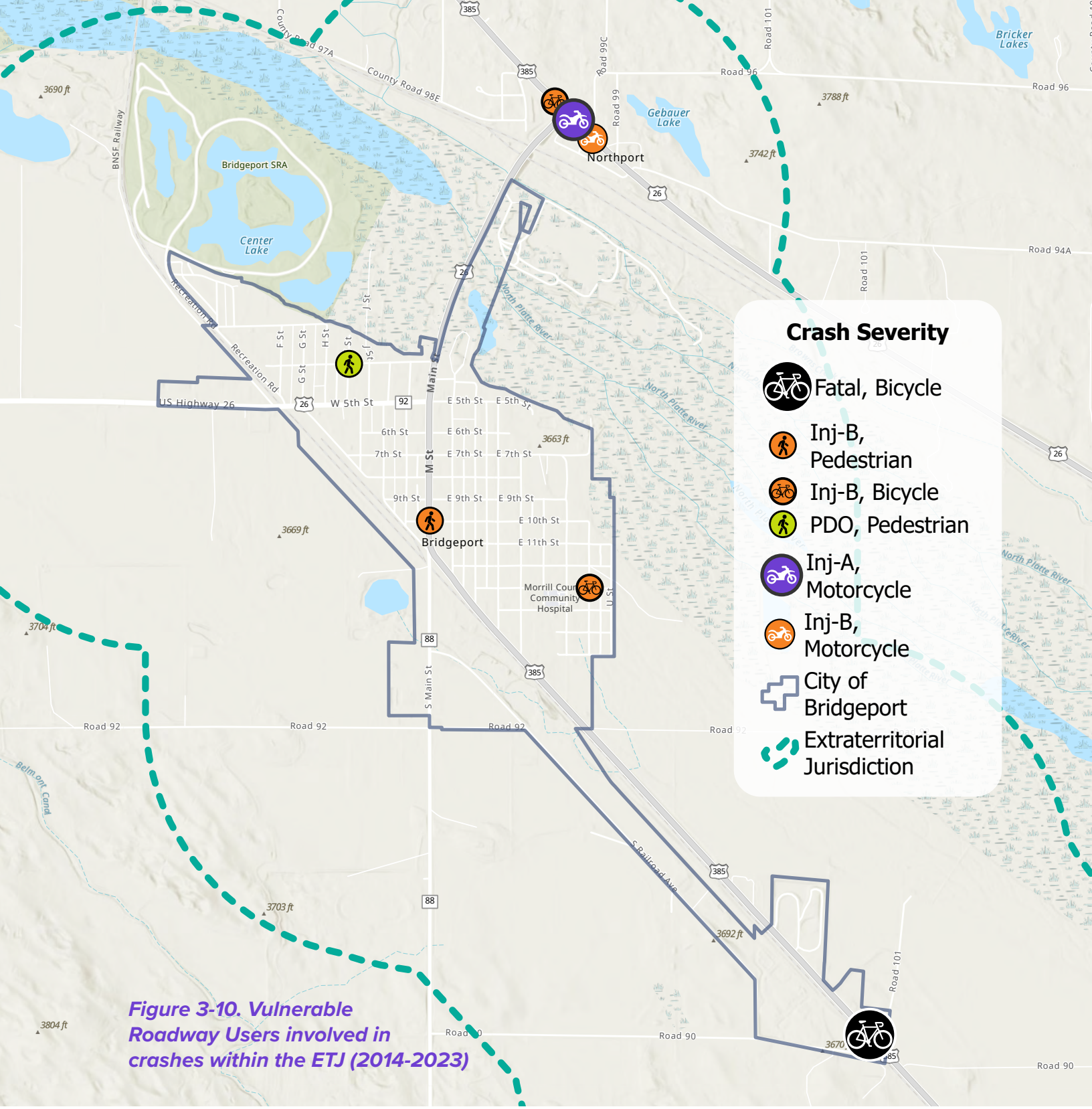


Figure 3-10. Vulnerable Roadway Users involved in crashes within the ETJ (2014-2023)

Every trip to school, to a park, or across town should feel safe — whether by foot, bicycle, or vehicle. The safety of children and families depends not only on individual behavior but on roadway design that anticipates mistakes and reduces harm.

Protecting vulnerable users is not a special initiative — it is a core measure of a safe transportation system.

3.20 WHAT THE DATA TELLS US – CRASH ACTIVITY, EXPOSURE, AND SYSTEMIC RISK

The data tells a clear story:

- Crashes are concentrated on a small number of street corridors and intersections.
- Speed, impairment, and visibility are key drivers of crash severity.
- Vulnerable users—those walking, biking, or using scooters—face disproportionate risk.
- Children and older adults benefit from safer crossings and lower-speed environments.
- School zones and arterial roads are priority areas for targeted improvements.

These findings shaped the plan's priorities—from project scoring to recommended design strategies. The focus is not only on addressing individual locations, but on improving broader conditions such as speed management, intersection control, and sidewalk connectivity that influence safety citywide.

Bridgeport's crash profile differs from higher-volume urban areas with persistent hotspots. Instead, crashes are distributed across corridors and intersections where exposure, speed, and visibility interact.

This pattern reinforces the Safe System principles:

- Risk is often systemic.
- Speed increases crash severity.
- Exposure—not just crash frequency—drives vulnerability.

Because overall crash volumes are low, year-to-year variability is high, and individual incidents can disproportionately influence trends. As a result, traditional trend-line analysis and location-specific clustering are less effective indicators of risk than in larger communities.

Spatial analysis shows that crashes occur most often where traffic volumes are highest—particularly along US-26 and US-385, within the downtown area, and near key access points. Within downtown, intersections at 5th Street & Main Street and 10th/11th Street & Main Street reflect recurring community concern due to turning movements, visibility constraints, and pedestrian activity.

Hexagon grid analysis and hotspot analysis, (***Figure 3-***) indicate that crash locations are dispersed and intermittent rather than concentrated in persistent hotspots. This supports a corridor- and system-based approach to safety improvements.

Pedestrian and bicycle crashes are relatively infrequent; however, exposure risk remains due to sidewalk gaps, highway crossings, school-route activity, and near-miss locations. These conditions highlight where crash consequences are likely to be most severe, even when crash history is limited.

Traditional hotspot analysis is less effective in smaller communities where crash events are dispersed. Density and hexagon analysis confirm that Bridgeport's crashes do not concentrate in a single recurring location.

Instead, crash risk is associated with:

- State highway corridors
- Downtown intersections with turning movements
- School access routes
- Areas with limited pedestrian infrastructure

This pattern supports a systemic approach—applying proven safety treatments across corridors and networks rather than focusing solely on isolated locations.

Crash analysis indicates that risk in Bridgeport is shaped by speed, exposure, visibility, and roadway context, particularly along US-26, US-385, and school corridors. While severe crashes are relatively infrequent, their consequences can be significant.

These findings are carried forward into prioritized projects, programs, and policies designed to reduce exposure, manage speed, and improve safety systemwide—establishing a clear path from analysis to implementation.

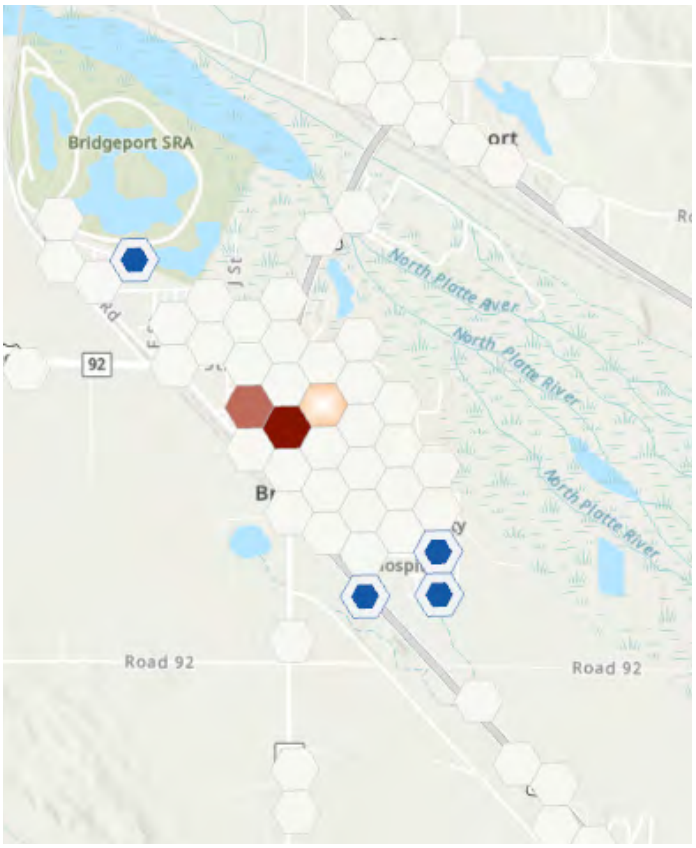


Figure 3-9 — Space-Time Cube

Crash data from 2014-2023 was analyzed using advanced spatial and statistical tools in ArcGIS Pro. This analysis applied a space-time cube method to group crashes by location and time, followed by Emerging Hot Spot Analysis to detect statistically significant patterns. These trends were classified as new, consecutive, persistent, or sporadic hot spots—revealing how crash risks evolve over time and where targeted interventions are most needed.

Due to the low crash counts in Bridgeport, specific time-space patterns were only sporadically identified. Nevertheless, a persistent hot spot does appear on Main Street. Additional information can be found in **APPENDIX A7 - METHODS**.

3.21 ADDITIONAL SAFETY CONSIDERATIONS

Crash data provides a critical foundation for understanding risk, but it does not capture all conditions affecting safety in Bridgeport. Stakeholder input, field observations, and community feedback identified additional factors—including railroad crossing delays, emergency response constraints, downtown visibility challenges, school-area circulation, and sidewalk gaps—that increase exposure and potential conflict. These conditions often indicate elevated risk before it appears in crash data and support a proactive, Safe System approach.

Additional supporting information is provided in the appendices:

- **APPENDIX A2 – COLLISION DATA** Summary, which provides additional crash summaries
- **APPENDIX A3 – CRASH TREES & MAPS** with HIN Visualizations, including crash type density maps and intersection/corridor-level analysis
- **APPENDIX A4 – BASELINE DATA**, documenting demographics, travel modes, and roadway conditions
- **APPENDIX A5 – MAPS**, providing additional mapping and spatial context
- **APPENDIX A6 – FINDINGS**, which expands on these considerations and their role in project development and prioritization



4 WHAT WE CAN DO TO MAKE STREETS SAFER

4.1 FROM FINDINGS TO ACTION

Crash data and community input point to clear, repeatable patterns of risk across Bridgeport's transportation system. Although total crash counts are modest compared to urban areas, the data reveal clear and predictable exposure patterns.

- **100** percent of fatal and serious injury crashes between 2014 and 2023 occurred on state highways.
- **58** percent of all crashes occurred on those same corridors.
- Nearly **40** percent of crashes were angle crashes, underscoring intersection conflict.
- More than **28** percent of crashes from August to May occurred during school travel hours.
- **16** percent occurred on snow or ice.
- **9** percent of all crashes involved heavy trucks, and over **25** percent of injury crashes involved heavy trucks.

In a small community like Bridgeport, individual crashes may be infrequent, but the patterns are not random.

These patterns point to speed, visibility, intersection control, school exposure, truck interaction, pedestrian access, and winter conditions as systemic safety risks.

A safer future for Bridgeport is within reach—but it will require focused effort, collaboration, and sustained commitment. With risk factors identified and community priorities well defined, the following actions provide practical, achievable steps to reduce serious crash risk and prevent future tragedies.

> *Under a Vision Zero framework, even a single fatal or serious injury crash is unacceptable.*



The goal is not to reduce crashes marginally—it is to eliminate fatal and serious injury crashes. While Bridgeport's size differs from large urban communities where Vision Zero began, the principle remains the same: transportation systems must be designed to anticipate human error and prevent catastrophic outcomes.

The strategy that follows is structured, proportional, and designed for implementation—aligning data, community priorities, and available resources into a clear path forward.

4.2 BUILDING ON LOCAL FOUNDATIONS

Bridgeport has a strong foundation of commitment to safety. The Municipal Code establishes truck routes, stop-control authority, parking regulations, and snow emergency provisions intended to maintain visibility and emergency access. The Comprehensive Plan highlights unpaved streets, sidewalk gaps, the need for pedestrian improvements near the Community Center, and concerns at intersections such as Main & 5th. Public health partners through Activate Bridgeport (BActive) have supported walk audits and active transportation initiatives across western Nebraska.

Stakeholder conversations reinforced these foundations:

- The Morrill County Sheriff emphasized school-zone monitoring and evening attention along Main Street.
- The Morrill County Community Hospital and EMS identified the importance of maintaining reliable access routes, particularly East 11th Street.
- The Bridgeport Public School District Superintendent described recurring operational conflicts during bus loading and parent pickup.



- Public health representatives stressed equitable access to recreation and safe walking environments.
- Public survey and pop-up engagement consistently ranked downtown visibility and pedestrian crossings among the highest safety concerns.

However, gaps remain.

Prior to this plan,

- No formal High Injury Network screening process existed.
- Sidewalk improvements occurred reactively rather than systematically.
- School-zone signage placement lacked standardization.
- Parking setbacks at downtown intersections were not consistently reinforced.
- Pedestrian connections to the State Lakes were absent.
- Railroad crossings created physical barriers without formal accommodation for pedestrians.

This plan addresses those gaps directly, aligning existing ordinances, policies, and capital improvements within a coordinated safety-first framework.

4.3 A SAFE SYSTEM FOR A SMALL COMMUNITY

Bridgeport's Safety Action Plan is grounded in the Safe System Approach, which underpins both Vision Zero and SS4A guidance.

The Safe System Approach acknowledges:

- People make mistakes.
- Human bodies are vulnerable to crash forces.
- Responsibility is shared across agencies, designers, policymakers, and users.
- Reducing speed and exposure reduces severity.

For Bridgeport, Safe System principles mean:

- Managing speeds where exposure is highest.
- Improving visibility where angle crashes occur.
- Reducing pedestrian vulnerability through infrastructure.
- Designing redundancy into crossings and corridors.
- Coordinating closely with NDOT on US-26 / US-385.
- Embedding safety into maintenance, education, and enforcement practices.

Because 100 percent of fatal and serious injury crashes occurred on state highways, speed management and exposure reduction along US-26 / US-385 form the backbone of this strategy. Since crash patterns are dispersed rather than clustered in persistent hotspots, corridor-level and systemic improvements are more effective than isolated reconstruction.



> *The goal is not simply to respond to past crashes—it is to prevent severe outcomes before they occur.*

For actions on US-26/US-385, coordination includes NDOT design review, right-of-way permissions, traffic control compliance, maintenance responsibility confirmation, and alignment with NDOT resurfacing and overpass schedules.

4.4 INTRODUCING COUNTERMEASURES: FROM RISK TO RESPONSE

Crash patterns and exposure conditions identified through analysis and community input are translated into a structured set of countermeasures.

What is a Countermeasure?

A countermeasure is a proven safety strategy designed to reduce crash likelihood, severity, or exposure.

A countermeasure is not the same as a project.

A **countermeasure** is a type of treatment or program (e.g., high-visibility crosswalk markings, speed feedback signs, sidewalk infill, targeted enforcement).

A **project** is the application of a countermeasure at a specific location (e.g., installing high-visibility crosswalks at Main & 10th).

Bridgeport's plan includes 25 countermeasures (**CM-01** through **CM-25**), organized into eight functional categories. Detailed countermeasure sheets, eligibility notes, and supporting tables are provided in **APPENDIX A9 - COUNTERMEASURES** where each treatment is documented for implementation and funding eligibility.

These countermeasures reflect:

- FHWA Proven Safety Countermeasures
- Safe System principles
- Infrastructure and non-infrastructure strategies
- Speed management emphasis
- Vulnerable road user prioritization
- Systemic risk reduction

No single treatment can eliminate crash risk. A safer transportation system requires layered solutions that reinforce one another—physical improvements, operational clarity, education, policy updates, and ongoing coordination. Bridgeport's strategy intentionally integrates these elements so that safety does not depend on any single action alone.

Select countermeasures are shown on the following pages. The full list of Countermeasures can be found in **APPENDIX A9 - COUNTERMEASURES.**

CM-01 High-Visibility Crosswalk Markings
Improves driver awareness and yield rates at pedestrian crossings.

Proven Safety Countermeasures for Bridgeport

CM-02 Rectangular Rapid Flashing Beacons (RRFBs) Increases driver yielding at uncontrolled pedestrian crossings.

THESE PROVEN COUNTER MEASURES REDUCE CRASH RISK BY MANAGING SPEED, IMPROVING VISIBILITY, AND PROTECTING VULNERABLE USERS.

CM-03 State-Law Pedestrian Yield Signage (R1-6/R1-6a)
Clarifies driver responsibility to yield to pedestrians in crosswalks.

CM-05 ADA-Compliant Curb Ramps & Landings
Provides safe and accessible crossings for people of all abilities



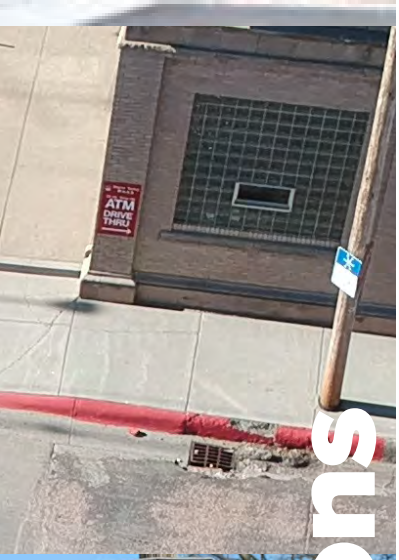


CM-18 Bus Loading Zone Delineation (Operational)
Promotes safer driving by reducing phone and in-vehicle distractions.

CM-06 Sidewalk Infill | Gap Closure
Completes missing sidewalk segments along key travel routes.



protect schools



CM-17 Crossing Guards (Operational)
Provides supervised crossings for students during peak school hours.

CM-09 Parking Setbacks at Intersections (Daylighting)
Improves sight distance by keeping parked vehicles away from corners.





manage speed & operations

CM-25 Youth Bicycle & Pedestrian Safety Education
Teaches children safe walking, biking, and crossing behaviors.

CM-12 Speed Feedback Signs + CM-24 Targeted, Data-Supported Enforcement
Encourages drivers to slow down in high-risk areas.



change behavior



CM-23 Distracted Driving Education (Education-First)
Promotes safer driving by reducing phone and in-vehicle distractions.

CM-22 Pavement Marking Refresh Cycles
Maintains clear roadway markings that guide drivers and pedestrians.





4.5 FROM COUNTER-MEASURES TO CAPITAL PROGRAMS

To translate strategy into action, related countermeasures are organized into five coordinated Capital Programs (**CP-1** through **CP-5**). Each **CP** represents a scalable implementation bundle rather than a single isolated project.

Each Capital Program includes sub-actions that may span multiple tiers; the CP's overall tier reflects the highest-priority, most implementation-ready components, while the CP tables preserve tiering for each sub-action.

The relationship between countermeasures and capital programs is summarized in the ***Capital Program Overview Matrix (Table 4-1).***

The Capital Program Overview Matrix identifies:

- CP category
- Associated countermeasures
- Tier designation
- Estimated cost range
- Implementation window
- Quick-build applicability
- Stakeholder concurrence
- NDOT coordination needs
- Equity and vulnerable user impact

Detailed implementation tables for each program are provided in:

- Table 4-3 – CP-1
- Table 4-4 – CP-2
- Table 4-5 – CP-3
- Table 4-6 – CP-4
- Table 4-7 – CP-5

These tables align directly with the cost estimate tables and descriptive project sheets contained in **APPENDIX A8 - PROJECTS**, where project sheets and planning level cost estimates support funding and implementation decisions.

Countermeasures were selected based on:

- Crash and contributing factor analysis
- High Injury Network screening
- School and park exposure review
- Public input and stakeholder engagement
- State highway coordination needs
- ADA and equity considerations
- FHWA Proven Safety Countermeasure resources
- SS4A eligibility guidance

Each countermeasure was evaluated for:

- Exposure reduction potential
- Severity reduction potential
- Cost and scalability
- Compatibility with NDOT facilities
- Ability to deploy as a quick-build
- Suitability for a rural community of approximately 1,400 residents



Safer streets are rarely created through a single large project. Instead, safety improves when multiple small improvements work together — clearer crossings, better visibility, safer speeds, improved sidewalks, and stronger education and enforcement. Bridgeport's strategy reflects this layered approach, combining proven countermeasures into coordinated programs that reduce risk across the entire community.

The result is a layered, scalable, and fundable set of safety strategies aligned with Bridgeport's needs and resources.

Importantly, most countermeasures are:

- Low-cost or moderate-cost
- Quick-build or phased
- Compatible with state highway coordination
- Preventative in nature, addressing risk before severe crashes occur

> *Quick-build actions are low-cost, rapidly deployable treatments that can typically be implemented within one construction season using existing right-of-way, standard traffic control devices, and routine maintenance practices.*

4.6 A STRUCTURED ACTION FRAMEWORK

The Capital Programs provide a clear structure for moving from strategy to implementation.

The Capital Program Overview Matrix (***Table 4-1***) summarizes the five Capital Programs that form the backbone of Bridgeport's safety strategy, and serves as the high-level roadmap, laying out program tier, cost range, implementation window, quick-build applicability, and coordination needs.

Detailed Capital Program tables (***Tables 4-2*** through ***4-6***) translate Bridgeport's priorities into specific, actionable improvements that can be advanced individually or as coordinated packages.

Within the CPs, each program groups related countermeasures into a coordinated set of improvements designed to address the community's most significant crash risks.

Supporting materials in **APPENDIX A8 – PROJECTS** provide project descriptions and planning-level cost estimates, while **APPENDIX A9 – COUNTERMEASURES** documents the technical basis, eligibility, and safety rationale for each treatment.

Together, this structure ensures that Bridgeport's Vision Zero strategy is implementable, fundable, and ready to advance into design, grant applications, and construction.

Each Capital Program groups related countermeasures into coordinated improvements that address specific risk patterns identified through crash analysis, High Injury Network screening, and community input

Table 4-1. Bridgeport Capital Program Overview Matrix

Bridgeport's safety strategy is organized into five coordinated Capital Programs that translate crash analysis, community input, and Safe System principles into implementable actions. Each program bundles related countermeasures to improve safety along key corridors, school routes, and community destinations. The matrix below summarizes the purpose, locations, implementation readiness, and coordination needs for each program.

Capital Program	Primary Safety Focus	Key Counter-measures	Primary Locations / Corridors	Primary Beneficiaries	Quick-Build Opportunities	Estimated Cost Scale	Implement ation Phasing	Key Coordination Needs	Equity / Vulnerable User Benefit
CP-1 Main Street Crossing & Visibility Improvements	Improve pedestrian visibility and reduce turning conflicts along state highway corridor	CM-01, CM-02, CM-03, CM-09, CM-11	Main St (US-26 / US-385), 8th–11th Streets downtown	Pedestrians, downtown visitors, older adults	QB	Low–Moderate	Near–Mid Term	NDOT, City Public Works	Protects pedestrians along the community's busiest corridor
CP-2 School & Neighborhood Infrastructure Improvements	Improve safety for students and neighborhood pedestrians during school travel periods	CM-01, CM-05, CM-06, CM-12, CM-17, CM-18, CM-25	School access routes east of Main Street (7th–11th Streets)	Students, families, neighborhood residents	QB	Low–Moderate	Near–Mid Term	Bridgeport Public Schools, Sheriff, PPHD	Prioritizes child safety and neighborhood walkability
CP-3 State Lakes Access & Railroad Corridor Improvements	Improve safe access between neighborhoods, downtown, and recreation areas	CM-07, CM-08, CM-01, CM-11	Railroad Avenue corridor, Recreation Road, State Lakes access routes	Recreational users, families, residents	Partial	Moderate –Capital	Mid–Long Term	NDOT, NGPC, railroad coordination	Expands safe access to recreation and outdoor activity
CP-4 Targeted Operational Improvements	Deploy systemic quick-build treatments to improve visibility, speed awareness, and intersection safety	CM-01, CM-09, CM-10, CM-11, CM-12, CM-22	Citywide intersections and corridors identified through HIN screening	Drivers, pedestrians, residents	QB	Low	Near Term	City Public Works, Sheriff	Improves safety at locations with recurring visibility and speed concerns
CP-5 Systemic Sidewalk & ADA Gap Program	Complete pedestrian network and improve accessibility citywide	CM-05, CM-06, CM-21	Priority pedestrian routes to schools, parks, healthcare, and downtown	Pedestrians, people with disabilities, older adults	Partial	Moderate	Near–Long Term	City Public Works	Improves accessibility and equitable mobility for all residents

> *While some improvements can be implemented quickly using low-cost materials, others will be coordinated with future infrastructure projects or funding opportunities. Together, these programs create a balanced approach that combines quick-build improvements, corridor upgrades, and long-term network completion.*

4.7 HOW TO READ THE CAPITAL PROGRAMS

The five Capital Programs organize Bridgeport's safety improvements into coordinated groups of projects, programs, and policy actions. Each program bundles related countermeasures that address specific risk patterns identified through crash analysis, High Injury Network screening, and community input. Rather than acting as standalone improvements, these actions are designed to work together to reduce risk across corridors, intersections, and community destinations.

To support implementation, each project, program, and policy is assigned a Tier that reflects readiness, timing, and level of coordination required. The tiering structure is intended to help the City advance efficiently—advancing near-term improvements while preparing for larger, partner-dependent investments.

TIER PRIORITY INDICATES IMPLEMENTATION READINESS AND TIMING:



Tier 1 (0–2 years): Near-term actions that are implementation-ready or require minimal coordination. These improvements are often low-cost, highly visible, and can be delivered quickly using existing authority or standard materials.



Tier 2 (2–5 years): Mid-term actions that expand safety benefits through corridor improvements, infrastructure upgrades, or bundled projects. These efforts may require design development, coordination with partners such as NDOT, or external funding.



Tier 3 (5+ years): Long-term opportunities that address larger system needs or constraints. These actions typically require significant coordination, funding, or capital investment and are preserved to maintain future eligibility and direction.

This tiered approach ensures that progress begins immediately while maintaining a clear path toward more complex improvements over time.

IMPLEMENTATION OVERVIEW MAP

An overview map (***Figure 4-1***, page 61) accompanies this section to show the location of projects across Bridgeport. Projects are displayed as point locations and labeled by their project code, allowing readers to quickly connect each location to the detailed tables and project sheets. This map provides a visual summary of how safety improvements are distributed across the community and how they relate to key corridors, schools, and activity centers.



Quick-Build Eligible improvements can often be deployed rapidly using striping, signage, or operational adjustments, allowing the City to address safety concerns in the near term while larger projects are planned and coordinated.

Cost ranges are planning-level estimates intended to support prioritization and funding discussions. Detailed cost assumptions and project descriptions with planning level cost estimates are provided in **APPENDIX A8 PROJECTS**, while full countermeasure descriptions appear in **APPENDIX A9 COUNTERMEASURES**.



SOME PROJECTS SUPPORT MULTIPLE CAPITAL PROGRAMS AND ARE SHOWN IN EACH APPLICABLE CATEGORY.

CP-1

Main Street Crossing & Visibility Improvements

Improves pedestrian visibility and driver awareness along the US-26 / US-385 corridor through enhanced crossings, parking setbacks, and targeted lighting.

- J1 Downtown Parking Setbacks for Sight Distance
- J2 Crosswalk Visibility & Compliance Program (Main Street Corridor)
- J3 North Main (US-26/US-385) School Route Mid-Block Enhanced Crossing at PWCC
- J6 Downtown Crosswalk Enhancements
- J11 5th & Main Non-Signal Safety Improvements
- J15 Pedestrian-Scale Lighting (Downtown)
- J16 Downtown Main Street Corridor Enhancements

CP-2

School & Neighborhood Infrastructure Improvements

Protects school travel routes and neighborhood streets through crossing improvements, operational changes, and youth safety support.

- J4 Sidewalk Infill & ADA Upgrades
- J5 Head Start Pickup / Drop-Off Pull-Out (9th Street / O Street)
- J8 Bridgeport Public Schools Safety Upgrades (including Sidewalk & Crossing Improvements)
- J10 Residential Traffic Calming Near Schools

CP-3

State Lakes Access & Railroad Corridor Improvements

Creates safer walking and bicycling connections between Bridgeport neighborhoods, downtown, and the State Lakes recreation area.

- J7 Recreation Road Pathway to Bridgeport State Lakes — Pedestrian and Bicycle Connection
- J4 Sidewalk Infill & ADA Upgrades
- J13 Park Area Speed & Safety Improvements
- J12 River Bridge Shared-Use Retrofit
- J9 South Main Multi-Use Pathway & Rail Crossing

CP-4

Targeted Operational Improvements

Deploys low-cost, quick-build treatments that improve visibility, speed awareness, and driver expectancy across the street network.

- J6 Downtown Crosswalk Enhancements
- J10 Residential Traffic Calming Near Schools
- J13 Park Area Speed & Safety Improvements
- J14 Citywide Street Lighting Program
- J15 Pedestrian-Scale Lighting (Downtown)

CP-5

Systemic Sidewalk & ADA Gap Program

Addresses missing sidewalks and ADA accessibility gaps to create a more complete and accessible pedestrian network.

- J4 Sidewalk Gap Closure Program
- J4 ADA & Sidewalk Improvements
- J8 School Area Sidewalk Improvements
- J9 South Main Multi-Use Pathway & Rail Crossing

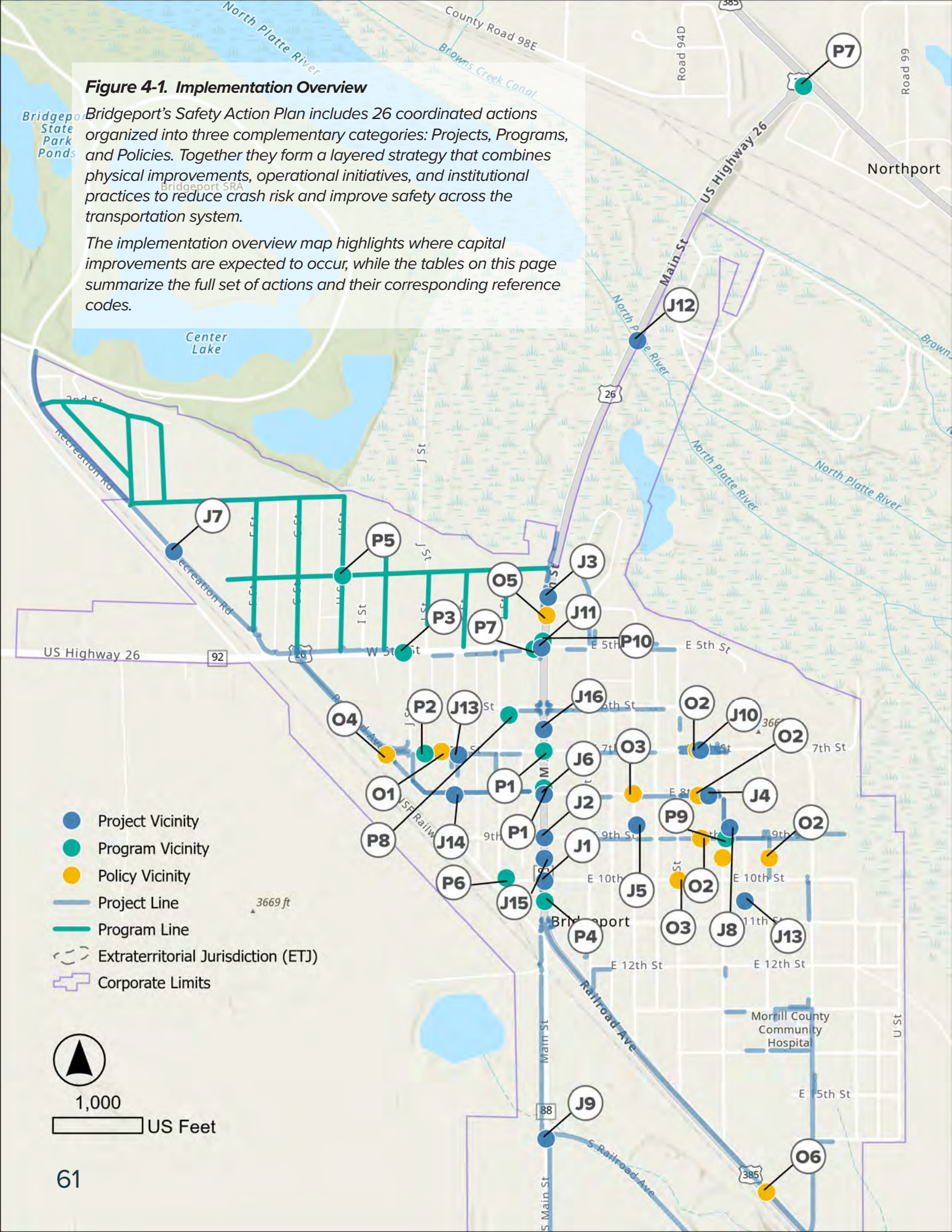


Figure 4-1. Implementation Overview

Bridgeport's Safety Action Plan includes 26 coordinated actions organized into three complementary categories: Projects, Programs, and Policies. Together they form a layered strategy that combines physical improvements, operational initiatives, and institutional practices to reduce crash risk and improve safety across the transportation system.

The implementation overview map highlights where capital improvements are expected to occur, while the tables on this page summarize the full set of actions and their corresponding reference codes.

CAPITAL PROJECTS (J SERIES)

Projects represent capital improvements that modify the physical transportation system. These actions implement evidence-based countermeasures at specific locations or corridors and typically involve infrastructure changes such as crossing enhancements, sidewalk improvements, visibility upgrades, lighting, and traffic operations adjustments. Projects are the primary way Bridgeport reduces crash risk by changing roadway conditions that influence speed, visibility, and exposure.

PROGRAMS (P-SERIES)

Programs support safety through education, operations, and coordinated community initiatives. These actions reinforce infrastructure improvements by addressing driver behavior, school travel operations, maintenance practices, and ongoing safety initiatives. Programs help ensure that safety improvements remain effective over time and that community members understand and support new safety measures.

POLICIES (O-SERIES)

Policies establish the standards and procedures that guide long-term safety decision-making. These actions update local practices related to street design, traffic operations, curb management, and accessibility planning. Policies ensure that future transportation decisions consistently support Bridgeport's Vision Zero goal of eliminating fatal and serious injury crashes.

Code	Capital Safety Projects (J-Series)
J1	Downtown Parking Setbacks for Sight Distance
J2	Crosswalk Visibility & Compliance Program (Main Street Corridor)
J3	North Main (US-26/US-385) School Route Mid-Block Enhanced Crossing at PWCC
J4	Sidewalk Infill & ADA Upgrades
J5	Head Start Pickup / Drop-Off Pull-Out (9th Street / O Street)
J6	Downtown Crosswalk Enhancements
J7	Recreation Road Pathway to Bridgeport State Lakes
J8	Bridgeport Public Schools Safety Upgrades
J9	South Main Multi-Use Pathway & Rail Crossing
J10	Residential Traffic Calming Near Schools
J11	5th & Main Non-Signal Safety Improvements
J12	River Bridge Shared-Use Retrofit (North Edge of Bridgeport)
J13	Park Area Speed & Safety Improvements
J14	Citywide Street Lighting Program
J15	Pedestrian-Scale Lighting in Downtown
J16	Downtown Main Street Corridor Enhancements
Code	**Safety Programs (P-Series)**
P1	Crossing Guard & School Zone Support
P2	Speed Feedback Sign Expansion at Critical Locations
P3	Distracted Driving Education Program
P4	Community Speed Management Program
P5	Community Sidewalk & Paving Program
P6	Snow & Ice Management for Pedestrian Safety
P7	Lane Clarity & Pavement Marking Program
P8	Youth Bicycle & Pedestrian Safety Education
P9	Annual ADA Improvement Program
P10	Wayfinding & Trail Access Signage Program
Code	**Safety Policies (O-Series)**
O1	Visibility & Curb Management Policy Update
O2	School Zone Operations & Signing Standards
O3	Neighborhood Stop Sign & Yield Review
O4	Truck & Farm Equipment Route Management Policy / Program
O5	Citywide ADA Transition & Accessibility Improvement Policy
O6	Highway Shoulder Continuity Review

Table 4-2. Implementation Overview of Capital Projects, Programs, and Policies

Bridgeport's Capital Projects (J-Series), Safety Programs (P-Series), and Safety Policies (O-Series), with reference codes used throughout the plan for cross-referencing.


Platte Valley Bank

4.8 CP-1 MAIN STREET CROSSING & VISIBILITY IMPROVEMENTS PROJECTS

See ***Table 4-3*** and **APPENDIX A8 - PROJECTS**

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Main Street (US-26 / US-385) is Bridgeport's most critical and most vulnerable corridor. It carries regional through traffic, heavy vehicles, and daily pedestrian activity through the heart of downtown. Crash analysis indicates that 100 percent of fatal and serious injury crashes occurred on state highways, and nearly forty percent of all crashes were angle crashes—patterns commonly associated with intersection visibility, turning conflicts, and driver expectancy challenges.

Between 8th and 11th Streets, constrained building setbacks and on-street parking reduce sight distance at intersections. Public engagement consistently identified downtown crossings and visibility as top safety concerns, particularly near the Prairie Winds Community Center (PWCC).

CP-1 responds with a corridor-level visibility and compliance strategy. Rather than pursuing full reconstruction, the program applies proven countermeasures that increase crossing conspicuity, reinforce yielding behavior, and improve driver awareness—while coordinating with NDOT's planned resurfacing to maximize efficiency and eligibility.

CP-1 integrates:

- CM-01 High-Visibility Crosswalk Markings
- CM-02 Rectangular Rapid Flashing Beacon (PWCC mid-block crossing)
- CM-03 State-Law Yield Signage
- CM-09 Parking Setback Reinforcement
- CM-11 Targeted Pedestrian Lighting (where warranted)

Together, these treatments directly address the concentration of severe crashes on state highways, the prevalence of intersection angle crashes, and documented downtown visibility constraints—advancing Safe System principles without altering Bridgeport's Main Street character.

Project	Action	Location / Corridor	Counter-measure Reference	Safety Objective	Tier Priority	Quick-Build Eligible	Planning-Level Cost Range	Implement ation Window	Key Partners	Primary Beneficiaries
J1	Reinforce parking setbacks at intersections ("daylighting")	Downtown intersections along Main St (8th–11th)	CM-09	Improve sight distance and reduce turning conflicts	1	QB	Low	0–2 years	City Public Works	Drivers and pedestrians
J2	Install high-visibility crosswalk markings at key downtown crossings	Main St (US-26 / US-385) at 8th–11th Streets	CM-01	Improve pedestrian visibility and driver yield rates	1	QB	Low	0–2 years	NDOT, City Public Works	Downtown pedestrians, older adults
J3	Install Rectangular Rapid Flashing Beacon (RRFB) at PWCC mid-block crossing	Main St near Prairie Winds Community Center	CM-02	Increase driver yielding at uncontrolled pedestrian crossings	1	No	Moderate	1–3 years	NDOT, City Public Works	Community center users, families
J6	Install State-Law pedestrian yield signage	Main St crossings downtown	CM-01	Reinforce Nebraska pedestrian yield laws	1	QB	Low	0–2 years	NDOT, City Public Works	Pedestrians crossing Main Street
J11	Non-Signal Safety Updates at 5th and Main	5th and Main St	CM-01 CM-03 CM-15	Reduce conflicts through operational and visibility improvements	2	QB	Moderate	2-5 years	NDOT	Drivers and pedestrians
J15	Evaluate targeted pedestrian lighting where visibility is limited	Downtown crossings and mid-block areas	CM-11	Improve nighttime visibility for drivers and pedestrians	2	No	Moderate	2–5 years	NDOT, City Public Works	Nighttime pedestrians
J16	Downtown Main Street Corridor Enhancements	Main St corridor/ Downtown corridor	Multiple	Improve pedestrian safety and comfort through pedestrian refuge features/curb extensions	3	No	Capital	2-5 years	NDOT	Downtown pedestrians, older adults, children
Program Coordination	Coordinate improvements with planned NDOT resurfacing project	Main St corridor	Program coord-ination	Align safety upgrades with scheduled roadway work	1	No	TBD (bundled with NDOT project)	2–5 years	NDOT	All corridor users

Table 4-3. Capital Program 1 (CP-1) - Main Street Crossing & Visibility Improvements

Actions focused on improving pedestrian visibility and reducing turning conflicts along the Main Street (US-26 / US-385) corridor through enhanced crossings, visibility treatments, and coordination with NDOT corridor improvements.


SNOW
ROUTE
Drug Free
ZONE

4.9 CP-2 SCHOOL & NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS PROJECTS

See ***Table 4-4*** and **APPENDIX A8 - PROJECTS.**

Approximately 30 percent of crashes during school months occurred during school travel hours. While severe crash totals remain modest, exposure during arrival and dismissal periods is both predictable and concentrated. In a Vision Zero framework, predictable exposure warrants proactive protection.

CP-2 strengthens the safety envelope surrounding Bridgeport Public Schools, nearby hospital corridors, and connecting neighborhood streets such as E 9th and E 11th. The focus is not solely on crash history but on daily exposure patterns involving children, caregivers, buses, and peak traffic volumes.

The program standardizes school zone treatments, clarifies loading operations, improves pedestrian connectivity, and reinforces speed compliance using layered, mutually supportive measures.

CP-2 integrates:

- CM-13 School Zone Speed & Signing Treatments
- CM-18 Bus Loading Zone Delineation
- CM-16 Curbside Loading Clarification
- CM-06 Sidewalk Infill
- CM-05 ADA Ramp Upgrades
- CM-12 Speed Feedback Deployment
- Stop-control consistency review at key intersections

This layered approach applies Safe System redundancy during predictable peak exposure windows. Rather than relying solely on enforcement or signage, CP-2 combines infrastructure clarity, operational organization, and speed reinforcement to reduce risk before severe crashes occur.

Project	Action	Location / Corridor	Countermeasure Reference	Safety Objective	Tier Priority	Quick-Build Eligible	Planning-Level Cost Range	Implementation Window	Key Partners	Primary Beneficiaries
J4	Install sidewalk infill segments along key school routes	School access routes east of Main Street (7th–11th corridors)	CM-06	Reduce pedestrian exposure to traffic	2	No	Moderate	2–5 years	City Public Works	Students, neighborhood pedestrians
J4	Upgrade ADA curb ramps and landing areas at key crossings	Intersections near school entrances and park access routes	CM-05	Improve accessibility and predictable crossing paths	2	No	Moderate	2–5 years	City Public Works	Students, people with disabilities
J5	Clarify bus loading and pickup circulation areas	School entrances and adjacent streets	CM-18	Reduce conflicts between buses, parents, and through traffic	1	No	Low	0–2 years	Head Start	Students, bus drivers
J8	Upgrade school-zone crosswalk markings and signage	School area corridors near Bridgeport Public Schools (7th–11th Streets east of Main)	CM-01, CM-13	Improve pedestrian visibility and driver awareness in school zones	1	Partial	Low	0–2 years	Bridgeport Public Schools, City Public Works	Students, parents
J10	Residential Traffic Calming Near Schools	Residential streets near schools and school access corridors	CM-10 CM-12	Reduce vehicle speeds, improve driver awareness, create safer school-routes	2	Partial	Low	2-5 Years	City	Students, elderly, people with disabilities

Table 4-4. Capital Program 2 (CP-2) - School & Neighborhood Infrastructure Improvements
CP-2 focuses on predictable school travel patterns and neighborhood walking routes. Improvements combine infrastructure upgrades, operational adjustments, and education programs to reduce exposure for children and other vulnerable users during peak school travel periods.


COFFEE
+ FLOWERS

4.10 CP-3 STATE LAKES ACCESS & RAILROAD CORRIDOR IMPROVEMENTS PROJECTS

See ***Table 4-5*** and **APPENDIX A8 - PROJECTS**.

Bridgeport's railroad corridor and state highways create physical divisions between neighborhoods and community destinations. The Bridgeport State Lakes Recreation Area is widely used by residents and visitors, yet no dedicated pedestrian facility connects the community to the park. Residents north of 5th Street and west of Main face disproportionate exposure when walking along 30–40 mph corridors.

CP-3 addresses this structural connectivity gap. By coordinating with NDOT's planned overpass and Railroad Avenue paving project, the City has an opportunity to integrate pedestrian accommodations into existing capital investment—reducing cost and improving feasibility.

The program advances a phased pedestrian connection strategy, extending safe access along Railroad Avenue, Recreation Road, and the 4th/H Street corridor while evaluating long-term accommodation at the South Main railroad crossing.

CP-3 applies:

- CM-07 Shared-Use Path Treatments
- CM-08 Pedestrian Sidepaths / Shoulder Facilities
- Corridor crossing and visibility enhancements
- Long-term railroad crossing accommodation evaluation

This program reduces exposure by providing safe alternatives to walking within travel lanes along higher-speed facilities. It strengthens equitable access to recreation and aligns local connectivity improvements with NDOT infrastructure investments.

Project	Action	Location / Corridor	Counter-measure Reference	Safety Objective	Tier Priority	Quick-Build Eligible	Planning-Level Cost Range	Implemen-tation Window	Key Partners	Primary Bene-ficiaries
J4	Expand neighborhood pathway connections linking west-side neighborhoods to the recreation corridor	4th / H Street corridor and adjacent neighborhood routes	CM-06, CM-07	Improve neighborhood connectivity to recreational destinations	2	No	Moderate	2-5 years	City Public Works	Residents, youth
J7	Develop shared-use path or sidepath connection toward Bridgeport State Lakes Recreation Area	Recreation Road / Railroad Avenue corridor	CM-07	Reduce pedestrian exposure along higher-speed corridors	2	No	Capital	2–5 years	NDOT, NGPC, City Public Works	Recreational users, families
J7	Improve pedestrian visibility and crossing conditions along the corridor	Key crossings near Recreation Road and corridor intersections	CM-01, CM-11	Improve visibility for pedestrians accessing recreation areas	2	Partial	Moderate	2–5 years	City Public Works	Pedestrians, cyclists
J9	Coordinate pedestrian facility with planned Railroad Avenue overpass improvements	Railroad Avenue corridor connecting downtown to State Lakes	CM-07, CM-08	Provide safe pedestrian access across the rail corridor	3	No	Capital	2–5 years	NDOT, City Public Works	Residents, recreational users
J9	Evaluate pedestrian accommodation at South Main railroad crossing	South Main Street rail crossing area	Corridor evalu-ation	Identify long-term opportunities for safe crossing across rail infrastructure	3	No	TBD	5+ years	Railroad operator, NDOT	Residents south of rail corridor
J12	River Bridge Shared-Use Retrofit	North Main / US-385 North Platte River bridge	CM-07 CM-08	Buffered/separated shared-use space for pedestrians and bicyclists on bridge	3	No	Capital	5+ years	NDOT	Residents, cyclists, regional users

Table 4-5. Capital Program 3 (CP-3) - State Lakes Access & Railroad Corridor Improvements
Bridgeport's railroad corridor and state highways create physical divisions between neighborhoods and key community destinations. CP-3 focuses on improving safe access between downtown, nearby neighborhoods, and the Bridgeport State Lakes Recreation Area. These improvements emphasize corridor connectivity, pedestrian facilities, and coordination with planned NDOT infrastructure projects.


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4.11 CP-4 TARGETED OPERATIONAL IMPROVEMENTS PROJECTS

See ***Table 4-6*** and **APPENDIX A8 - PROJECTS.**

Crash data indicate that nearly 40 percent of crashes in Bridgeport are angle crashes—often linked to visibility limitations, intersection control inconsistency, and informal driver behavior patterns. These risks are dispersed rather than concentrated in one location, suggesting systemic operational ambiguity rather than isolated structural failure.

CP-4 responds with citywide, quick-build operational clarity. Rather than waiting for large-scale reconstruction, the program deploys scalable countermeasures across Tier 1 and Tier 2 High Injury Network locations to improve driver expectancy, lane definition, and sight distance.

CP-4 integrates:

- CM-01 Crosswalk Enhancements
- Stop-Control Optimization
- CM-09 Parking Setback Striping
- CM-22 Pavement Marking Refresh Cycles
- CM-12 Speed Reinforcement
- CM-10 Sight Distance Management

These treatments emphasize consistency and visibility. They correct recurring operational risks using cost-effective methods that can be implemented within existing right-of-way. CP-4 embodies the Safe System principle that roadway clarity reduces the consequences of human error.

Project	Action	Location / Corridor	Counter-measure Reference	Safety Objective	Tier Priority	Quick-Build Eligible	Planning-Level Cost Range	Implement ation Window	Key Partners	Primary Beneficiaries
J6	Refresh and upgrade crosswalk markings at priority intersections	Tier 1 and Tier 2 HIN intersections citywide	CM-01	Improve pedestrian visibility at crossings	1	QB	Low	0–2 years	City Public Works	Pedestrians
J10	Address sight distance constraints through vegetation management and obstruction removal	Selected intersections and corridors citywide	CM-10	Improve driver visibility and reduce turning conflicts	2	QB	Low	2–5 years	City Public Works	Drivers and pedestrians
J13	Park Area Speed & Safety Improvements	Corridors and intersections adjacent to city parks	CM-12	Coordinated safety improvements to reduce pedestrian exposure, and improve accessibility	2	Partial	Low	2–5 yrs	City	Children, families, people with disabilities, elderly pedestrians and cyclists
J14	Citywide Street Lighting Program	Pedestrian crossings, particularly near school and park routes	CM-11	Strategic, safety-driven lighting enhancements for select pedestrian crossings	3	No	Mod-erate	2–5 yrs	City	Pedestrians, cyclists, children, elderly, disabled
J15	Evaluate targeted pedestrian lighting where nighttime visibility is limited	Key crossings and intersections citywide	CM-11	Improve nighttime pedestrian visibility	2	No	Mod-erate	2–5 years	City Public Works	Nighttime pedestrians

Table 4-6. Capital Program 4 (CP-4) - Targeted Operational Improvements

CP-4 focuses on systemic operational improvements that can be implemented quickly across Bridgeport's transportation network. Rather than waiting for large capital projects, this program deploys proven countermeasures such as crosswalk upgrades, pavement marking refresh cycles, parking setback striping, and speed feedback signs. These improvements address visibility, driver expectancy, and speed management at locations identified through crash analysis and High Injury Network screening.


4-WAY

4.12 CP-5 SYSTEMIC SIDEWALK & ADA GAP PROGRAM PROJECTS

The Systemic Sidewalk and ADA Gap Program prioritizes continuous pedestrian access along routes to schools, parks, and community destinations, integrating ADA improvements into routine capital projects and maintenance practices.

See ***Table 4-7*** and **APPENDIX A8 - PROJECTS.**

Sidewalk gaps and incomplete ADA facilities increase vulnerability for children, older adults, and residents without vehicle access. While downtown curbs are generally traversable, network-level accessibility remains incomplete. Several residential blocks lack sidewalks entirely, and winter conditions compound risk.

CP-5 shifts Bridgeport from reactive sidewalk repair to a prioritized, network-based accessibility strategy tied to schools, parks, healthcare facilities, and community destinations. The program phases improvements citywide, focusing first on routes serving the highest daily exposure.

CP-5 applies:

- CM-06 Sidewalk Infill
- CM-05 ADA Ramp Upgrades
- CM-21 Winter Maintenance Prioritization

By integrating construction, accessibility compliance, and seasonal maintenance planning, CP-5 strengthens Safe System redundancy and advances equitable mobility. It transforms isolated improvements into a cohesive pedestrian network.

Together, the five Capital Programs address corridor risk, school exposure, operational clarity, pedestrian connectivity, and network accessibility. They are designed to be scalable—delivering near-term benefits while preserving flexibility for future investment. This structure allows Bridgeport to act immediately while positioning itself competitively for state and federal funding.

Project	Action	Location / Corridor	Counter-measure Reference	Safety Objective	Tier Priority	Quick-Build Eligible	Planning-Level Cost Range	Implementation Window	Key Partners	Primary Bene-ficiaries
J4	Construct sidewalk infill along school access corridors east of Main Street	7th–11th Streets east of Main	CM-06	Improve safe walking access to Bridgeport Public Schools		No	Moderate	2–5 years	City Public Works, Bridgeport Public Schools	Students, families
J4	Install ADA-compliant curb ramps at key pedestrian crossings	Intersections along priority pedestrian corridors	CM-05	Improve accessibility and predictable crossing paths		No	Moderate	2–5 years	City Public Works	People with disabilities, older adults
J4	Coordinate ADA upgrades with roadway resurfacing or intersection improvements	Citywide as projects occur	CM-05	Integrate accessibility improvements into routine capital projects		No	Moderate	Ongoing	City Public Works	Pedestrians
J8	Bridgeport Public Schools Safety Upgrades	School area corridors near Bridgeport Public Schools (7th–11th Streets east of Main)	CM-01, CM-05, CM-13, CM-16	Improve safe walking and crossing access to Bridgeport Public Schools		Partial	Low	0–2 yrs	Schools, City	Students, parents, people with disabilities, older adults
J9	South Main Multi-Use Pathway & Rail Crossing	South Main Street / NE-88	CM-07, CM-08	Reduce pedestrian exposure / prioritize separation of pedestrians from vehicle traffic		No	Capital	2–5 yrs	NDOT, Railroad	Pedestrians, cyclists, children

Table 4-7. Capital Program 5 (CP-5) - Systemic Sidewalk & ADA Gap Program

Sidewalk and ADA ramp gaps increase vulnerability for pedestrians, particularly children, older adults, and residents without access to a vehicle. CP-5 establishes a phased, citywide program to complete sidewalk connections and upgrade accessibility at key crossings. Prioritizing routes to schools, parks, healthcare facilities, and community destinations ensures that improvements provide the greatest benefit to everyday travel in Bridgeport.



4.13 PROGRAMS AND POLICY: REINFORCING INFRASTRUCTURE

Infrastructure alone cannot fully address behavior or operational consistency. Supporting programs and policy updates reinforce physical improvements by improving consistency, awareness, and long-term system performance.

Bridgeport's supporting programs include:

- CM-23 Distracted Driving Education
- CM-25 Youth Bicycle & Pedestrian Education
- CM-24 Targeted Data-Driven Enforcement
- CM-21 Snow & Ice Prioritization
- CM-22 Pavement Marking Refresh Cycles
- CM-19 / CM-20 Freight Management

The Visibility & Curb Management Policy Update formalizes:

- Parking setback standards
- School-zone placement standards
- Stop-control review procedures
- Sight-triangle maintenance standards

Together, these actions reflect the Five Es:

- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation

And align with Safe System pillars:

- Safer Roads
- Safer Speeds
- Safer Road Users

4.14 A PROPORTIONATE AND FUNDABLE PLAN

This plan reflects the scale of Bridgeport (population ~1.45K), while remaining aligned with national safety policy. It emphasizes:

- Proven countermeasures
- Coordination with NDOT investments
- Phased implementation
- Quick-builds and cost-effective treatments where feasible
- Systemic improvements over isolated reconstruction
- Eligibility under SS4A Implementation Grants
- Tier-based prioritization

Cost estimates and project sheets in **APPENDIX A8 - PROJECTS** provide order-of-magnitude ranges and project-level detail to support funding applications, while **APPENDIX A9 - COUNTERMEASURES** documents the technical basis and federal eligibility of each treatment.

Tier 1 actions are largely implementation-ready.

Tier 2 actions expand systemically.

Tier 3 actions preserve eligibility for future funding.

This structure supports SS4A merit criteria, including safety impact, equity, cost effectiveness, climate and public health co-benefits, and readiness.

Progress will be tracked using simple, practical measures—such as yielding behavior at crossings, operating speed trends, school-zone compliance, completed sidewalk/ADA gaps, and maintenance response—so the City can demonstrate results and adjust actions over time.

The Capital Program Overview Matrix (***Table 4-1***) and supporting tables serve as a living roadmap, allowing Bridgeport to advance projects as funding becomes available while maintaining alignment with identified safety priorities.



4.15 MOVING FORWARD: A SUMMARY SO FAR

Bridgeport's safety strategy reflects the integration of crash data, community priorities, local policy authority, federal guidance, and practical implementation realities.

Crash analysis identified concentrated severity along US-26 and US-385, recurring angle crashes at intersections—particularly downtown—school-hour exposure patterns, winter-related risk, and conflicts involving heavy vehicles. These patterns are not random; they are predictable outcomes of exposure, speed, and visibility conditions within the current system.

Public and stakeholder engagement reinforced those findings. Residents, school leaders, emergency responders, and public health partners consistently emphasized downtown visibility, school operations, emergency access, recreational connectivity, and equitable pedestrian infrastructure. The safety concerns voiced by the community align directly with the documented crash and exposure patterns.

Existing municipal code and the Bridgeport Comprehensive Plan provide regulatory authority for truck routing, parking setbacks, snow emergency procedures, and stop-control management. However, those authorities require modernization and integration into a cohesive, safety-first framework. This plan brings those elements together under a unified Vision Zero strategy.

Federal guidance under the Safe System Approach and the Safe Streets and Roads for All (SS4A) program requires evidence-based countermeasures, systemic risk reduction, speed management, and prioritization of vulnerable users. These principles are embedded throughout this plan.

Because all fatal and serious injury crashes occurred on NDOT-controlled corridors, coordination with NDOT is central to implementation—particularly along US-26 and US-385, where speed, geometry, and exposure intersect.

Cost feasibility and community scale shaped the strategy toward phased, quick-build, and fundable improvements. Order-of-magnitude cost estimates in **APPENDIX A8 - PROJECTS** and detailed countermeasure documentation in **APPENDIX A9 - COUNTERMEASURES** provide the technical and fiscal framework needed to advance implementation and support grant competitiveness.

> *Under a Vision Zero framework, the objective is clear: fatal and serious injury crashes are preventable and unacceptable.*

Bridgeport's strategy does not rely on perfect behavior from road users. Instead, it strengthens roadway design, operational clarity, maintenance practices, education, and enforcement so that inevitable human error does not result in catastrophic outcomes.

The actions outlined in this plan are not aspirational concepts. They are practical, measurable, and scalable steps designed to eliminate fatal and serious injury crashes while preserving Bridgeport's character as a safe, connected, and resilient community.

The following chapter defines how these actions will be implemented, funded and tracked over time.



5 IMPLEMENTING AND SUSTAINING SAFER STREETS IN BRIDGEPORT

5.1 FROM PLANNING TO PROGRESS: DELIVERING SAFER STREETS IN BRIDGEPORT

Bridgeport's Safety Action Plan turns crash patterns and community priorities into five coordinated Capital Programs supported by proven countermeasures, policies, and programs.

Following is a practical implementation framework for delivering those actions—defining who leads, how coordination works, how projects advance through funding and scheduling, and how Bridgeport tracks progress over time.

In a small community, success depends on steady governance, clear roles, realistic staffing assumptions, and maintaining grant-ready documentation. Under Vision Zero, implementation is where prevention becomes real.

This framework is designed to function as a repeatable, manageable routine for carrying the plan forward—year by year, budget cycle by budget cycle, and meeting by meeting. It clarifies who is responsible, what happens first, how improvements are funded, how progress is tracked, and how safety efforts are sustained over time.

Bridgeport is a small community, and the City Administrator, Clerk/Treasurer, and Public Works staff already carry significant responsibility.

The implementation framework laid out on the following pages is intentionally realistic. It assumes limited local capacity and builds a structure that relies on efficient coordination, targeted outside technical support where appropriate, and consistent but manageable oversight.

> *Under a Vision Zero framework, fatal and serious injury crashes are preventable. Implementation is where that commitment becomes measurable and visible.*



5.2 A PRACTICAL ROADMAP FROM STRATEGY TO SAFER STREETS

Bridgeport's Safety Action Plan was built to be used—not filed. The purpose of these actions is to turn the five Capital Programs and supporting countermeasures into a simple, repeatable way of working that the City can sustain with limited staff capacity, clear partner roles, and steady progress.

Implementation will not occur in a single step. It will progress through a series of smaller, well-sequenced manageable actions that reduce risk quickly, build public confidence, and position the City for larger investments.

The most effective approach is to start with improvements that are visible, feasible, and high-impact, then bundle and phase actions so the City can pursue funding efficiently and align timing with NDOT schedules where state highways are involved.

A Safe System and Vision Zero approach does not wait for crash totals to rise. It acts when exposure and risk patterns are predictable—especially where children, older adults, and pedestrians must interact with higher-speed traffic.

For this reason, the plan emphasizes quick-build improvements, corridor coordination, and a clear method for consistently tracking results over time.

5.3 ACTION PLAN AND IMPLEMENTATION PRIORITIES

To move from planning to visible results, Bridgeport will focus on a set of clear, near-term and ongoing actions that align with available staff capacity, funding opportunities, and community priorities. These actions are designed to be practical, measurable, and scalable.

The following priorities reflect a *"start where we are"* approach—focusing on actions that can be implemented quickly while building toward larger investments.

5.4 SAFETY ACTION IMPLEMENTATION MATRIX

The Safety Action Implementation Matrix (shown in ***Tables 5-1, 5-2, and 5-3***) serves as Bridgeport's central implementation tool — bringing together projects, programs, and policy actions into a format that supports decision making, coordination, and progress tracking.

Policies, programs, and projects are organized to avoid duplication:

- ***Policies*** *establish direction.*
- ***Programs*** *provide ongoing implementation.*
- ***Projects*** *deliver capital improvements.*

The matrix is designed for practical use during:

- Budget planning
- Grant preparation
- Coordination meetings
- Annual work planning

It supports three key functions:

- **Tier 1 — Setting near-term priorities:** Tier 1 actions identify work that can begin quickly using existing authority and manageable resources.
- **Tier 2 — Building grant-ready packages:** Tier 2 actions allow Bridgeport to assemble coordinated, defensible bundles—especially aligned with CP-1 through CP-5—when SS4A and other opportunities become available.
- **Tier 3 — Maintaining long-term readiness:** Tier 3 actions ensure partner-dependent improvements remain visible and "ready to advance" when timing aligns.

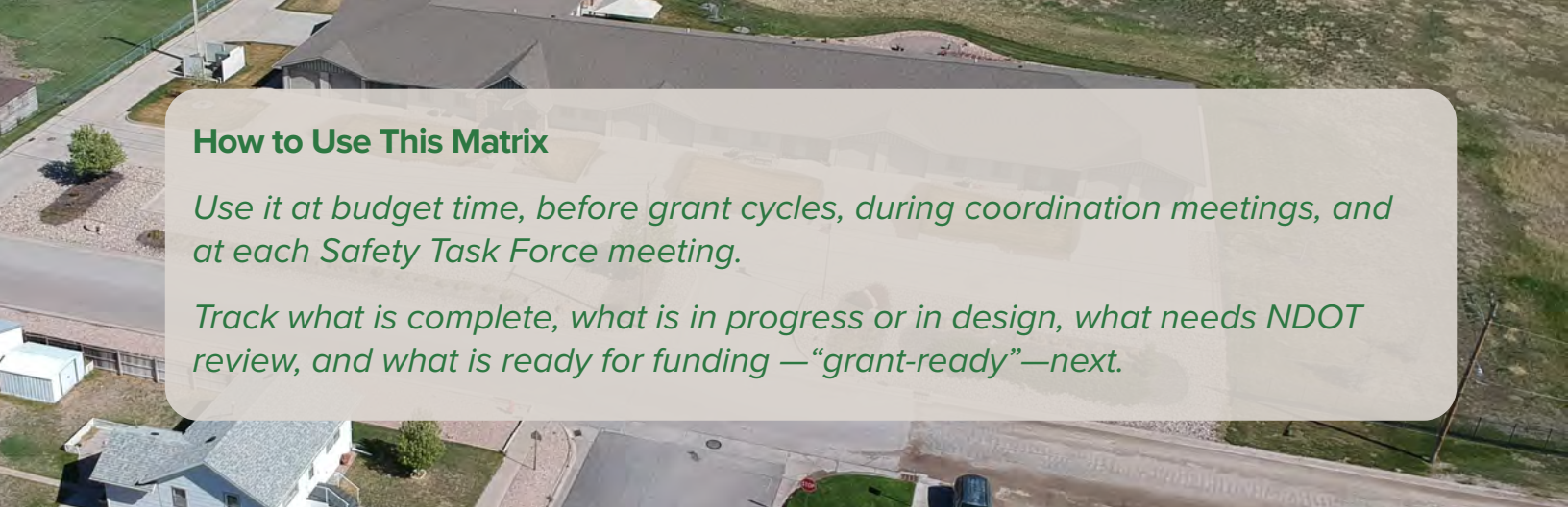
The matrix is intentionally a living tool. As projects move forward, costs are refined, NDOT schedules shift, or new issues emerge, Bridgeport can update readiness notes while staying anchored to the priorities established through crash analysis, the High Injury Network screening, and public engagement.

Table 5-1. Safety Action Implementation Matrix — Capital Projects

Bridgeport's capital (construction) projects are listed in a single, decision-ready matrix. Location-based improvements—such as crossing upgrades, sidewalk/ADA construction, pathway connections, and corridor changes—apply one or more countermeasures at specific sites. The table is organized to help the City sequence work realistically, bundle related actions under the Capital Programs (CP-1 through CP-5), and maintain grant readiness over time.

For each capital project, the table identifies the associated Capital Program, the primary safety objective, and the tier priority (near, mid, or long-term). It also notes whether the project is quick-build eligible (a deliverable with striping, signing, and/or limited physical work within a short window) or whether it requires design, right-of-way coordination, utilities, or construction. Readiness indicators summarize whether an item is ready to implement now, advancing toward implementation (e.g., awaiting NDOT review, refining scope/cost, or grant targeting), or longer-term/partner-dependent. The funding strategy column documents the most likely pathway for advancing the project, including opportunities to bundle projects for SS4A Implementation, coordinate timing with NDOT work on US-26/US-385, or stage local match and maintenance-based improvements.

This table is intended to be used as a living management tool. At each ***Safety Task Force meeting*** *and* ***during annual budgeting****, the City can update statuses, confirm next steps, and identify which projects should move into design, grant application packaging, or near-term delivery.*



How to Use This Matrix

Use it at budget time, before grant cycles, during coordination meetings, and at each Safety Task Force meeting.

Track what is complete, what is in progress or in design, what needs NDOT review, and what is ready for funding —"grant-ready"—next.

Table 5-1. Bridgeport Safety Action Implementation Matrix — **CAPITAL PROJECTS**

Project Code	Project / Program Name	Capital Program	Counter-measures	Tier	Readi-ness	Quick Build	Sup-port	Funding Strategy	Cost Range	Implemen-tation Window	Key Partners
J1	Downtown Parking Setbacks for Sight Distance	CP-1	CM-09 CM-10	1	▲	QB	●●●	City Maintenance / Operations	Low	0–2 yrs	City Public Works
J2	Crosswalk Visibility & Compliance Program (Main Street Corridor)	CP-1	CM-01 CM-03 CM-10	1	▲	QB	●●●	City Maintenance / Operations	Low	0–2 yrs	NDOT, City
J3	North Main (US-26/US-385) School Route Mid-Block Enhanced Crossing at PWCC	CP-1	CM-01 CM-02 CM-03 CM-04	1	▲	No	●●●	**NDOT** Partnership + **SS4A** Implementation	Mod-erate	1–3 yrs	NDOT, City
J4	Sidewalk Infill & ADA Upgrades	CP-2 CP-3 CP-5	CM-05 CM-06	2	■	No	●●●	**SS4A** Implementation Grant	Mod-erate	2–5 yrs	City Public Works
J5	Head Start Pickup / Drop-Off Pullout Safety Improvements	CP-2	CM-16 CM-18	1	■	No	●●	**SS4A** Implementation + City Capital Improvement	Low	0–2 yrs	City, Head Start
J6	Downtown Crosswalk Enhancements	CP-1 CP-4	CM-01	1	▲	QB	●●●	City Maintenance / Operations	Low	0–2 yrs	City Public Works
J7	Recreation Road Pathway to Bridgeport State Lakes	CP-3	CM-07 CM-08	2	■	No	●●	**SS4A** Implementation + **NGPC** Partnership	Capital	2–5 yrs	NDOT, NGPC
J8	Bridgeport Public Schools Safety Upgrades	CP-2 CP-5	CM-01 CM-05 CM-13 CM-16	1	▲	Partial	●●●	School District + **SS4A** Implementation	Low	0–2 yrs	Schools, City
J9	South Main Multi-Use Pathway & Rail Crossing	CP-3 CP-5	CM-07 CM-08	3	▼	No	●●	**SS4A** Implementation + **NGPC** Partnership	Capital	2–5 yrs	NDOT, Railroad
J10	Residential Traffic Calming Near Schools	CP-2 CP-4	CM-10 CM-12	2	▲	Partial	●●	City Capital Improvement (CIP)	Low	2–5 yrs	City
J11	5th & Main Non-Signal Safety Improvements	CP-1	CM-01 CM-03 CM-15	2	▼	Partial	●●●	**NDOT** Partnership + **SS4A** Implementation	Mod-erate	2–5 yrs	NDOT
J12	River Bridge Shared-Use Retrofit	CP-3	CM-07 CM-08	3	▼	Partial	●	NDOT Partnership + Federal Bridge Programs	Capital	5+ yrs	NDOT
J13	Park Area Speed & Safety Improvements	CP-3 CP-4	CM-12	2	▲	Partial	●●	City Capital Improvement (CIP)	Low	2–5 yrs	City
J14	Citywide Street Lighting Program	CP-4	CM-11	3	■	No	●●	City Capital Improvement (CIP)	Mod-erate	2–5 yrs	City
J15	Pedestrian-Scale Lighting in Downtown	CP-1 CP-4	CM-11	2	▼	No	●●●	City Capital Improvement + SS4A Implementation	Mod-erate	2–5 yrs	City
J16	Downtown Main Street Corridor Enhancements	CP-1	Multiple	3	▼	No	●●●	Conceptual: Future Corridor Grant or NDOT Coordination	Capital	2–5 yrs	NDOT

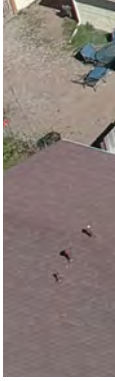


Table 5-2. Safety Action Implementation Matrix — Programs

Bridgeport's Implementation programs are operational, educational, and partnership-driven actions that reduce risk without major construction. These actions support Safe System performance by improving day-to-day safety conditions, strengthening predictable behavior, and reinforcing the benefits of physical improvements.

Programs often deliver early results quickly and can be paired with capital projects to improve effectiveness and grant competitiveness.

For each program, its corresponding sheet in **APPENDIX A8 - PROJECTS** describes what the program does, where it applies (citywide, school areas, downtown, corridors, or seasonal conditions), and which countermeasures it supports.

The tier priority and implementation window reflect how quickly a program can start and whether it is ongoing. Readiness notes identify what is needed to launch or sustain the program—such as partner commitments, a simple work plan, a recurring calendar, or a communications package.

The funding strategy column identifies likely support pathways (e.g., local budget, partner capacity, education/enforcement grants where applicable, or braided funding through Panhandle Public Health District (PPHD) and other partners).

Designed to help Bridgeport keep safety moving even when capital construction is limited, this table also clarifies partner roles—especially for schools, law enforcement, and PPHD—so expectations are clear and progress does not depend on one City department carrying the entire workload.

Table 5-2. Bridgeport Safety Action Implementation Matrix — PROGRAMS

Program Code	Program	Capital Program	Counter-measures	Tier	Readi-ness	Quick Build	Sup-port	Funding Strategy	Cost Range	Implemen-tation Window	Key Partners
P1	Crossing Guard & School Zone Support	CP-2	CM-17	1A	▲	QB	●●●	School District / City Operations	**Low**	**Ongoing**	Schools
P2	Speed Feedback Sign Expansion at Critical Locations	CP-2 CP-4	CM-12 CM-14	1A	▲	QB	●●●	Highway Safety Office Grant	**Low**	**0–2 yrs**	Sheriff
P3	Distracted Driving Education Program	CP-2 CP-4	CM-23	1A	▲	QB	●●●	Highway Safety Office + PPHD	**Low**	**Ongoing**	Sheriff, PPHD
P4	Community Speed Management Program	CP-4	CM-12 CM-13 CM-14 CM-24	1A	▲	**Partial**	●●●	Highway Safety Office Grant + City Operations	**Low**	**Ongoing**	Sheriff
P5	Community Sidewalk & Paving Program	CP-2 CP-3 CP-5	CM-06	2A	■	No	●●●	**SS4A** Implementation Grant	**Mod-erate**	**0–2 yrs**	City
P6	Snow & Ice Management for Pedestrian Safety	CP-4	CM-21	1A	▲	QB	●●●	City Maintenance	**Low**	**Ongoing**	City
P7	Lane Clarity & Pavement Marking Program	CP-4	CM-15 CM-22	2A	■	QB	●●	NDOT	**Low**	**0–2 yrs**	City
P8	Youth Bicycle & Pedestrian Safety Education	CP-2	CM-25	1A	▲	No	●●●	**SS4A** Implementation Grant	**Low**	**Ongoing**	Sheriff, PPHD-City, Bactive
P9	Annual ADA Improvement Program	CP-5	CM-06	2A	■	**Partial**	●●	City / **SS4A** Implementation	**Low**	**5+ yrs**	City
P10	Wayfinding & Trail Access Signage Program	CP-3	CM-08	2A	■	QB	●●	City / **SS4A** Implementation	**Low**	**0–2 yrs**	City Public Works, NGPC, NDOT

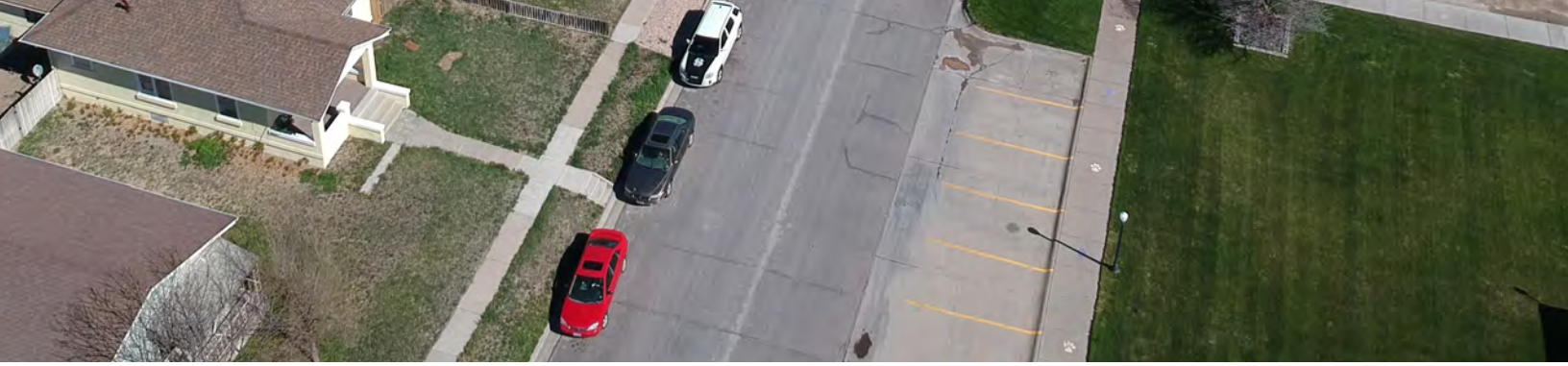


Table 5-3. Safety Action Implementation Matrix — Policies and Ongoing Administration

Bridgeport's policy actions and administrative practices will keep safety improvements consistent, enforceable, and sustained over time. Policies and administrative steps are the "institutional backbone" of Vision Zero: they make safety the default in daily decisions about parking, visibility, maintenance, snow response, signing consistency, and how projects are prioritized and funded. These actions typically cost less than construction but are essential for lasting results—especially in a small community where staff time and turnover can affect continuity.

For each policy or administrative action, the table summarizes what should be adopted or updated, who leads it, and what it changes in practice (i.e., formalizing intersection daylighting standards, defining school-zone signing consistency, setting a stop-control review procedure, or establishing a repeatable annual safety reporting routine). The tier priority reflects when the action should occur, and readiness notes (see **APPENDIX A8 - PROJECTS**) identify whether the City needs a draft ordinance/resolution, a template, NDOT coordination (where state corridors are affected), or consultant support for documentation and reporting. The funding strategy column clarifies whether the action can be completed through staff effort, bundled with consultant support, or integrated into grant-funded implementation activities.

The policies help ensure the plan does not become "one-time projects." Instead, it supports a consistent, defensible system where safety remains active—budget cycle by budget cycle, meeting by meeting, and year by year.

Policy Code	Policy / Action	Capital Program	Counter-measures	Tier	Readi-ness	Quick Build	Sup-port	Funding Strategy	Cost Range	Implemen-tation Window	Key Partners
O1	Visibility & Curb Management Policy Update	CP-1 CP-4	CM-09 CM-10	1	▲	QB	●●●	City Policy / Operations	Low	5+ yrs	City, NDOT
O2	School Zone Operations & Signing Standards	CP-2	Policy	1	▲	QB	●	NDOT Study / Planning Coordination	TBD	5+ yrs	NDOT
O3	Neighborhood Stop Sign & Yield Review	CP-2 CP-4	Opera-tional	1	▲	QB	●●	City Maintenance / Operations	Low	Ongoing	City
O4	Truck & Farm Equipment Route Management Policy/Program	CP-4	CM-19 CM-20	3	▼	QB	●	City Policy / Operations	Low	5+ yrs	City, NDOT
O5	Citywide ADA Transition & Accessibility Improvement Policy	CP-1 CP-2 CP-5	CM-06	2	■	Partial	●●	City Policy / SS4A / Local Coordination	Low	Ongoing	City, NDOT coord., Funding Agencies
O6	Highway Shoulder Continuity Review	CP-3 CP-4	Opera-tional	3	■	QB	●	NDOT Study / Planning Coordination	Low	5+ yrs	NDOT

Table 5-3. Bridgeport Safety Action Implementation Matrix —
POLICIES



5.5 PLANNING-LEVEL COST ESTIMATES AND IMPLEMENTATION READINESS

To support implementation planning and grant readiness, this Safety Action Plan includes planning-level cost estimates for each project, program, and policy action identified in **CHAPTER 4**. These estimates are provided in the Detailed Implementation Cost Tables ***(Tables 5-4, 5-5, and 5-6)*** and are intended to support budgeting, phasing, and funding strategy development.

The cost ranges reflect order-of-magnitude planning estimates appropriate for a rural community of Bridgeport's scale. They are based on typical installation costs for similar treatments in the Nebraska Panhandle and comparable rural communities, drawing from regional construction pricing, Nebraska Department of Transportation standards, and recent municipal infrastructure projects.

These estimates are not final engineering estimates and do not represent construction bids. Instead, they provide a realistic framework for:

- Prioritizing projects
- Packaging improvements for grant applications
- Coordinating with partner agencies such as NDOT
- Aligning safety improvements with the City's Capital Improvement Program

The tables also identify the countermeasures associated with each action, linking each project directly to the evidence-based strategies described in **APPENDIX A9 - COUNTERMEASURES**. This connection ensures that Bridgeport's implementation strategy remains aligned with FHWA Proven Safety Countermeasures and Safe System principles.

In addition to cost ranges, the tables identify:

- Project tier and implementation timing
- Quick-build eligibility
- Potential funding sources
- Coordination considerations
- Capital program alignment

Together, these fields allow Bridgeport to move efficiently from planning to delivery while maintaining the documentation needed for state and federal funding programs.

Because implementation opportunities evolve over time, these tables should be treated as a living implementation tool. As projects advance, the City may refine scopes, update cost estimates, and adjust funding strategies while maintaining alignment with the Safety Action Plan's core priorities.

Each project is assigned a unique project code that corresponds to the Implementation Matrix and project sheets in **APPENDIX A8 - PROJECTS**. The table identifies the associated Capital Program, countermeasure basis, implementation tier, and potential funding sources to support grant readiness and capital planning.





Table 5-4. Capital PROJECT Cost Estimates

(Below) summarizes planning-level cost estimates for the capital infrastructure projects identified in the Safety Action Plan. These projects represent the physical improvements that implement the plan's safety countermeasures, including crossing enhancements, visibility improvements, sidewalk and ADA upgrades, corridor safety treatments, and operational roadway improvements.

Each project is assigned a unique project code that corresponds to the Implementation Matrix and project sheets in **APPENDIX A8 - PROJECTS.** *The table identifies the associated Capital Program, countermeasure basis, implementation tier, and potential funding sources to support grant readiness and capital planning.*

Project Code	Project / Program / Policy Name	Capital Program	Countermeasure	Cost Range (2026$)	Tier	Quick Build	Potential Funding Sources	Notes
J1	Downtown Parking Setbacks for Sight Distance	CP-1	CM-09, CM-10	$5k–$20k	1	QB	Local CIP, SS4A	Pavement markings and signage
J2	Crosswalk Visibility & Compliance Program	CP-1	CM-01, CM-03, CM-10	$25k–$75k	1	QB	SS4A, Local	Multiple downtown crossings
J3	North Main (US-26/US-385) School Route Mid-Block Enhanced Crossing at PWCC	CP-1	CM-01, CM-02, CM-03, CM-04	$60k–$120k	1	No	SS4A, NDOT coordination	RRFB installation
J4	Sidewalk Infill & ADA Upgrades	CP-2 CP-3 CP-5	CM-05, CM-06	$150k–$500k	2	No	SS4A, TA, Local	Phased sidewalk gaps
J5	Head Start Pickup / Drop-Off Pull-Out	CP-2	CM-16, CM-18	$80k	1	No	SS4A, Local	Operational curb improvements
J6	Downtown Crosswalk Enhancements	CP-1 CP-4	CM-01	$40k–$120k	1	QB	SS4A, Local	Reinforces downtown crossings
J7	Recreation Road Pathway to State Lakes	CP-3	CM-07, CM-08	$400k–$1.0M	2	No	SS4A, TA, NGPC partnership	Multi-use path
J8	Bridgeport Public Schools Safety Upgrades	CP-2 CP-5	CM-01, CM-05, CM-13, CM-16	$30k–$90k	1	Par-tial	SS4A, Local	School crossings and signage
J9	South Main Multi-Use Pathway & Rail Crossing	CP-3 CP-5	CM-07, CM-08	$550k–$1.6M	3	No	SS4A, NDOT, Federal	Rail corridor coordination
J10	Residential Traffic Calming Near Schools	CP-2 CP-4	CM-10, CM-12	$25k–$90k	2	Par-tial	SS4A, Local	Speed feedback and markings
J11	5th & Main Non-Signal Safety Improvements	CP-1	CM-01, CM-03, CM-15	$75k–$250k	2	Par-tial	SS4A, NDOT	Intersection safety upgrades
J12	River Bridge Shared-Use Retrofit	CP-3	CM-07, CM-08	$25k–$200k	3	Par-tial	SS4A, NDOT, Federal	Structural addition to bridge
J13	Park Area Speed & Safety Improvements	CP-3 CP-4	CM-12	$20k–$70k	2	Par-tial	SS4A, Local	Speed management near parks
J14	Citywide Street Lighting Program	CP-4	CM-11	$15k–$35k per crossing	3	No	SS4A, Local, Utility	Phased lighting expansion
J15	Pedestrian-Scale Lighting in Downtown	CP-1 CP-4	CM-11	$120k–$350k	2	No	SS4A, Local	Downtown pedestrian visibility
J16	Downtown Main Street Corridor Enhancements	CP-1	Multiple	$25k–$400 k	3	No	SS4A, NDOT	Future corridor modernization



Table 5-5. Capital PROGRAM Cost Estimates

(Below) Summarizes planning-level cost estimates for the capital infrastructure projects identified in the Safety Action Plan. These projects represent the physical improvements that implement the plan's safety countermeasures, including crossing enhancements, visibility improvements, sidewalk and ADA upgrades, corridor safety treatments, and operational roadway improvements.

Each project is assigned a unique project code that corresponds to the Implementation Matrix and project sheets in **APPENDIX A8 - PROJECTS.** *The table identifies the associated Capital Program, countermeasure basis, implementation tier, and potential funding sources to support grant readiness and capital planning.*

Code	Program Name	Capital Program	Countermeasure	Annual Cost (2025$)	Tier	Quick Build	Funding Sources	Notes
P1	Crossing Guard & School Zone Support	CP-2	CM-17	$5k–$18k	1	QB	Local, School District	Operational support
P2	Speed Feedback Sign Expansion at Critical Locations	CP-2 CP-4	CM-12, CM-14	$5k–$12k	1	QB	SS4A, Local	Portable units
P3	Distracted Driving Education Program	CP-2 CP-4	CM-23	$2k–$8k	1	QB	Highway Safety Office	Education campaign
P4	Community Speed Management Program	CP-4	CM-12, CM-13, CM-14, CM-24	$5k–$12k	1	Partial	Highway Safety Office	Targeted enforcement
P5	Community Sidewalk & Paving Program	CP-2 CP-3 CP-5	CM-06	$25k–$60k	2	No	Local, TA	Incremental improvements
P6	Snow & Ice Management for Pedestrian Safety	CP-4	CM-21	$5k–$12k annually	1	QB	Local	Winter maintenance priority
P7	Lane Clarity & Pavement Marking Program	CP-4	CM-15, CM-22	$5k–$25k	2	QB	Local	Ongoing striping maintenance
P8	Youth Bicycle & Pedestrian Safety Education	CP-2	CM-25	$700-$2.5k annually	1	No	SS4A, Local	Education campaign
P9	Annual ADA Improvement Program	CP-5	CM-06	$20k–$60k annually	2	Partial	SS4A, Local	Incremental improvements
P10	Wayfinding & Trail Access Signage Program	CP-3	CM-08	$5k–$20k	2	QB	SS4A, Local	Signage Enhancements



Table 5-6. POLICY and Administrative Actions

(Below) Identifies policy updates and administrative actions that support long-term safety implementation. These items generally involve minimal capital cost but provide important institutional support for the Safety Action Plan by clarifying standards, improving coordination, and integrating safety into routine decision-making.

Policy actions may include updates to parking setback practices, operational procedures, ADA planning strategies, and other administrative tools that strengthen Bridgeport's ability to sustain safety improvements over time.

Policy Code	Policy Action	Capital Program	Counter-measure	Cost	Tier	Quick Build	Funding	Notes
O1	Visibility & Curb Management Policy Update	CP-1 CP-4	CM-09 CM-10	**Low**	1	QB	Local	Establishes consistent parking setbacks to improve intersection visibility
O2	School Zone Operations & Signing Standards	CP-2	Policy	**Low**	1	QB	Local	Standardizes school zone signage, markings, and operations to improve safety
O3	Neighborhood Stop Sign & Yield Review	CP-2 CP-4	Operational	**Low**	1	QB	Local	Provides a consistent process for evaluating and updating intersection control
O4	Truck & Farm Equipment Route Management Policy/Program	CP-4	CM-19 CM-20	**Low**	3	QB	Local	Designates and manages truck routes to reduce conflicts with local traffic
O5	Citywide ADA Transition & Accessibility Improvement Policy	CP-1 CP-2 CP-5	CM-06	**Low**	2	**Partial**	Local/ SS4A	Establishes ADA priorities and guides implementation through programs and projects
O6	Highway Shoulder Continuity Review	CP-3 CP-4	Operational	**Low**	3	QB	Local	Identifies and prioritizes shoulder gaps to improve bicycle and roadway safety

5.6 TYPICAL TREATMENT COST REFERENCE

The following planning-level cost ranges ***(Figure 5-1A through 5-1J)*** represent typical installation costs for common safety improvements in Bridgeport and similar rural Nebraska communities. These values are intended to support project scoping, budgeting, and grant applications.

Because many improvements in Bridgeport are implemented as part of bundled corridor or program actions, actual project costs may vary depending on site conditions, design coordination, utility conflicts, and construction timing.

These reference costs are used to inform the planning-level cost estimates presented in the Capital Program examples and project sheets. They allow Bridgeport to maintain consistent budgeting assumptions while preserving flexibility to refine estimates during design and funding development.

> *Costs represent planning-level estimates based on 2026 pricing for rural western Nebraska and are intended for comparison, prioritization, and funding strategy development.*

Figure 5-1A.

PROGRAM



SS4A Program Administration & Community Engagement (as needed)
$10.000 — $40.000 Annual Cost

Figure 5-1B.

ROADWAY IMPROVEMENTS & VISIBILITY ENHANCEMENTS



Concrete Curb
$35 — $55 / LF

Concrete Pavement for Curb
$90 — $140 / SY

Roadway Paint Centerline
$0.5 — $1.5 / LF

Roadway Parking Space Paint
$150 — $300 Each

At-Grade Pedestrian Railway Crossing
$100,000 — $150,000 / Crossing Location

Grading for Trail
$20 — $30 / LF

10' Concrete Shared Use Pathway Sidewalk
$70 — $90 / LF

Parking Setbacks / Daylighting
$800 — $1,500 / Corner

Figure 5-1C.

CROSSWALK & PEDESTRIAN SAFETY ENHANCEMENTS



Curb Ramp with ADA Friction Strip
$3,500 — $5,500 / Ramp

High Visibility Crosswalk Markings
$4,000 — $6,000 / Crossing

Thermoplastic or Epoxy-Based Painted Crosswalk
$3,500 — $6,000 / Crossing

RRFB (Rapid Rectangular Flashing Beacon)
$40,000 — $65,000 / Location

Crosswalk Markings Enhancement
$3,000 — $4,000 / Crossing

Figure 5-1D.

SIGNAGE & TRAFFIC CONTROL ENHANCEMENTS





Speed Zone Sign
$350 — $600 Each

Speed Feedback Sign
$20,000 — $25,000 Each

State Yield Signs & Advance Yield Lines
$3,000 — $4,000 / Crossing

Pedestrian Crossing Sign
$300 — $500 Each

Reflective Pedestrian Crossing Sign
$350 — $600 Each

Illuminated Pedestrian Crossing Sign
$1,500 — $4,000 Each

Wayfinding Signage
$500 — $2500 Each

Share the Road Sign
$300 — $500 Each

Yield Signage
$350 — $600 Each

Stop Signage
$350 — $600 Each

Bus Zone Delineation (Signs & Curb Paint)
$5,000 — $10,000 Each
Sign: $350 — $600 Each
Curb Paint: $0.5 — $1.5 / LF

Figure 5-1E.

PATHWAY & SIDEWALK IMPROVEMENTS



5' Sidewalk
$55 — $70 / LF

6' Sidewalk
$65 — $85 / LF

8' Shared-Use Path
$90 — $120 / LF

Concrete Sidewalk (Sidewalk Infill)
$45 — $65 / LF

Figure 5-1F.

PEDESTRIAN LIGHTING ENHANCEMENTS & STREETSCAPE IMPROVEMENTS



Pedestrian Lighting Enhancements
$15,000 — $25,000 / Crossing

Pedestrian Lighting Enhancements for Railroad Crossing
$20,000 — $35,000 / Crossing

Figure 5-1G.

STUDIES & REVIEWS



Stop/Yield Review
$5,000 — $12,000 Allowance

Figure 5-1H.

ORDINANCES



Visibility Ordinance Updates
$2,000 — $8,000 Allowance

School Zone Operations & Signing Standards
$3,000 — $10,000 Allowance

Freight Route & Heavy Vehicle Management
$3,000 — $12,000 Allowance

Figure 5-1I.

EDUCATION



Bicycle/e-Bike Education
$2.000 — $10.000 / Program

Figure 5-1J.

SOFT COSTS



Design + Engineering
10% — 15%

Contingency
5% — 25%



5.7 HOW BRIDGEPORT PAYS FOR IT: FUNDING THAT MATCHES THE WORK

Bridgeport's strongest funding strategy is to build a layered funding approach aligned with the type of work being delivered.

- Local funds are best suited for quick-build improvements, maintenance-based upgrades, and actions that demonstrate commitment and progress.
- SS4A Implementation is well matched for bundled, evidence-based packages aligned to CP-1 through CP-5—especially where exposure risk and countermeasure justification are clear.
- Highway and state coordination opportunities become more feasible when Bridgeport's priorities are documented, mapped, and timed to partner schedules.
- Public health partnership support can strengthen education, engagement, and injury-prevention framing and can support smaller program elements that reinforce engineering improvements.

The plan's appendices are intentionally structured for funding readiness. **APPENDIX A8 - PROJECTS** provides the project sheets and planning-level cost estimates while **APPENDIX A9 - COUNTERMEASURES** documents the technical basis and eligibility for each treatment—together forming a complete grant-ready package.

5.8 GOVERNANCE THAT FITS A SMALL COMMUNITY

Bridgeport does not need a complicated new process to make this plan succeed. What it needs is a consistent, manageable coordination routine: a small group that meets regularly, keeps work moving, and maintains readiness for funding opportunities—without placing unrealistic demands on staff.

A practical approach is to continue the Safety Task Force as a Safety Coordination Group, with membership sized for action:

- City Administration (convener)
- Public Works
- City Council liaison
- Morrill County Sheriff's Office
- Bridgeport Public Schools
- PPHD (BActive partner)
- Consultant support (as needed)
- NDOT participation when state highway items are on the agenda



RECOMMENDED MEETING CADENCE

A quarterly meeting is the right baseline for Bridgeport—often enough to maintain momentum and grant readiness, but not so frequent it becomes burdensome. Short, time-limited "special meetings" can be added when an SS4A application is in development, when NDOT coordination is required for a specific highway item, or when a school-year operational change is being launched.

RECOMMENDED MEETING OUTCOMES

Each meeting should result in a short, plain-language record that includes:

- The 3–5 next actions Bridgeport will advance (90–180 day window)
- Any NDOT coordination items (what is needed and who is responsible)
- Any funding steps or grant preparation tasks (letters, match decisions, application assignments)
- Updated Implementation Status: A brief update to Table 5-1 status (completed / in progress / next)

This approach keeps the plan operational, maintains City "grant-readiness," and prevents loss of momentum between budget cycles.

Detailed meeting records, coordination summaries, and partner documentation are compiled in **APPENDIX A11 - DOCUMENTATION**, supporting accountability and funding readiness.

5.9 WHO DOES WHAT: CLEAR ROLES THAT PREVENT STALLS

Bridgeport's safety work will succeed with clear and realistic responsibilities. The plan assumes limited staff capacity and builds around coordination, partner support, and efficient packaging of work.

City Council and Administration provide continuity and authority. Their role is to keep safety visible and fundable by adopting priorities, authorizing applications and agreements, and receiving regular updates.

Public Works is the implementation engine for most physical actions—striping, signs, sidewalk work, ADA upgrades, and maintenance-based improvements. The plan is structured to help Public Works deliver work in manageable phases rather than a single major push.

Morrill County Sheriff's Office strengthens implementation by pairing



visible enforcement and compliance support with new treatments—especially near schools and on Main Street during early rollout.

Bridgeport Public Schools are essential partners because school travel periods represent predictable exposure windows. School leadership helps coordinate operational changes, supports education, and helps identify where supervision or loading operations need reinforcement.

Panhandle Public Health District (PPHD) is a practical implementation partner in Bridgeport through BActive. PPHD can help pair education, engagement, walk audits, and injury-prevention framing with Bridgeport's quick-build and school-area investments—particularly where near-misses and perceived risk are high even when crash history is limited. PPHD can also support grant alignment and health-related performance framing that strengthens SS4A competitiveness.

NDOT coordination is essential, particularly along US-26 and US-385 where the highest-severity risks occur. Successful implementation requires early and consistent NDOT coordination for any improvements within or affecting US-26 / US-385 right-of-way.

5.10 NDOT COORDINATION THAT WORKS IN PRACTICE

Because all fatal and serious injury crashes occurred on state highways, coordination with NDOT is not a formality—it is a primary implementation pathway for a significant portion of Bridgeport's safety strategy.

To streamline NDOT coordination, Bridgeport should follow a consistent process:

- Clearly define the location and treatment using project codes, Capital Program (CP) table reference, and a simple exhibit mapping.
- Confirm right-of-way and maintenance responsibilities early so improvements can be approved, installed, and maintained without rework.
- Align improvements with NDOT schedules where possible— resurfacing, corridor work, and overpass.
- Document coordination for funding and compliance purposes.

This approach reduces delays, clarifies roles, and strengthens funding competitiveness.





5.11 CONSULTANT AND GIS SUPPORT: MINIMUM REQUIREMENTS FOR A SMALL STAFF

Bridgeport's staffing reality is reflected in this plan. The Clerk/Treasurer and Public Works cannot be expected to take on GIS maintenance, grant writing, and technical reporting on top of their daily responsibilities. Maintaining implementation momentum requires targeted technical support, not additional burden on City staff.

At a minimum, consultant support should provide:

GIS AND MAPPING UPKEEP

- Keep a current map of implemented actions by tier and CP
- Update crash and near-miss mapping displays as new information is collected
- Maintain sidewalk/ADA gap mapping so CP-5 remains systematic
- Produce grant-ready exhibits that match plan terminology and appendices

This approach protects staff capacity while maintaining the technical quality required for funding and implementation.

GRANT READINESS AND APPLICATIONS

- Track SS4A Notice of Funding Opportunity (NOFO) timing and requirements
- Package CP bundles with maps, scopes, and appendix references
- Coordinate letters of support and partner documentation
- Update cost assumptions as projects move from planning to application

SIMPLE PROGRESS REPORTING

- Prepare an annual or biennial Safety Progress Summary for Council and attachments
- Maintain a log of completed improvements (what, where, when, by whom)
- Update the Implementation Matrix status so Bridgeport stays "ready"

This is not about adding work. It is about protecting City staff time while preserving the technical rigor USDOT expects.

> *When risks are predictable, prevention is possible—and Bridgeport has chosen to act before tragedy occurs.*



5.12 WHAT HAPPENS FIRST: A PRACTICAL PHASING APPROACH

Bridgeport's tiering system functions as both a timeline and a workload management tool. It allows the City to deliver visible early wins while preparing larger or partner-dependent actions responsibly. In order to clearly breakdown the necessary tasks, the tier framework is summarized below. Furthermore, example tasks are shown in ***Figure 5-2*** and a detailed Year 1 Key Action Checklist is shown in ***Figure 5-3*** on page 94.

Early progress will focus on visible, low-cost improvements that build community confidence and support future funding efforts.

TIER 1 (0–2 YEARS):

Quick-build, operations, and high readiness

The near-term focus is on actions that are proven and implementable within one or two work seasons—especially where exposure is concentrated: downtown crossings, school routes, and high-priority HIN locations. These actions build public confidence and create measurable safety gains quickly.

TIER 2 (2–5 YEARS):

Program expansion and corridor coordination

Mid-term actions typically require more planning, refined cost estimating, design coordination, or external funding. Tier 2 is where Bridgeport bundles improvements through CP-1 through CP-5 to pursue SS4A Implementation and align with NDOT schedules.

TIER 3 (5+ YEARS):

Partner-dependent improvements and system completion

Long-term actions preserve important needs—especially rail and highway coordination items—without allowing them to delay near-term progress. Tier 3 is the City's way of staying ready when timing, funding, or partner schedules align.

Phasing ensures that progress continues even when individual projects are delayed or dependent on partners.

Figure 5-2. Tiered Example Actions

SHORT-TERM: ESTABLISH THE FOUNDATION

- Initiate a Safe Streets program within the City's existing operations
- Assign a lead staff contact responsible for coordinating safety efforts
- Advance quick-build projects (striping, signage, daylighting, crosswalk visibility)
- Deploy speed feedback signs in priority locations
- Begin annual safety data tracking and reporting
- Continue Task Force coordination as needed for implementation guidance
- Prepare and submit SS4A Implementation Grant applications

MID-TERM: EXPAND AND STANDARDIZE

- Implement Capital Programs (CP-1 through CP-4) as funding allows
- Establish consistent sign placement and school zone standards
- Improve lighting at priority crossings and corridors
- Expand sidewalk and ADA improvements through phased projects
- Formalize coordination with NDOT for state highway improvements
- Integrate safety priorities into the City's capital improvement planning

LONG-TERM: SUSTAIN AND ADAPT

- Continue corridor-level improvements along US-26 and US-385
- Address railroad crossing constraints and network barriers
- Maintain and upgrade infrastructure as conditions evolve
- Update the Safety Action Plan periodically to reflect new data and priorities

These actions ensure that progress is visible early, sustained over time, and aligned with Bridgeport's Vision Zero commitment.

Table 5-7. Action Plan Summary and Tracking

Action	Lead	Timeframe	How Progress is Tracked
Launch Safe Streets Program	City Administration	▲	Program established; staff assigned
Assign Safety Lead	City Administration	▲	Designated role and responsibilities
Quick-Build Projects	Public Works	▲	# of projects installed annually
Speed Feedback Deployment	Public Works / Police	▲	Locations deployed; speed data trends
Grant Applications (SS4A)	City / Consultant	✱	Applications submitted and awarded
Capital Program Implementation	City / NDOT	■	Projects completed by CP category
School Zone Improvements	City / Schools	■	Upgrades completed; reduced conflicts
Lighting Improvements	City	■	Crossings upgraded
Data Tracking & Reporting	City / Consultant	✱	Annual safety summary
Plan Updates	City	▼	Plan reviewed/ updated every 3–5 years

✱ **On-going** ▲ **Short-Term** ■ **Mid-Term** ▼ **Long-Term**



5.13 COMMITMENT TO COMPLIANCE AND CONTINUOUS IMPROVEMENT

This Safety Action Plan aligns with FHWA Safe System principles and SS4A implementation expectations through evidence-based countermeasures, coordinated program bundling, clear tiering, documented costs, and an implementation structure scaled to Bridgeport's capacity.

Compliance is not treated as paperwork. It is embedded in how Bridgeport selects projects, coordinates with NDOT, documents delivery, and measures results. As conditions change and lessons are learned, Bridgeport can refine this work while staying anchored to the plan's purpose: preventing fatal and serious injury crashes and protecting the people who use Bridgeport's streets every day.

The following checklist ***(see Figure 5-3)*** outlines the key actions Bridgeport will take in the first year following plan adoption to begin implementation and demonstrate progress.

YEAR 1 KEY ACTION CHECKLIST

First 12 Months After Adoption

GETTING STARTED ON SAFER STREETS IN BRIDGEPORT

Set the Foundation

- ☐ Assign a City Safety Lead (staff or designated role)
- ☐ Confirm roles and responsibilities across City staff and partners
- ☐ Establish a simple tracking spreadsheet or dashboard for actions
- ☐ Establish a baseline crash and safety data snapshot (2019–2023 or 2014–2023)
- ☐ Create a simple project tracking log (*projects, locations, dates, cost*)

Launch Quick-Build Improvements

- ☐ Identify priority locations (*downtown, schools, key crossings*)
- ☐ Implement high-visibility crosswalk markings
- ☐ Install or reinforce parking setbacks / daylighting
- ☐ Install advance yield markings and signage where needed
- ☐ Install speed limit signage 1/2 block from school where needed
- ☐ Schedule annual pavement marking and signage maintenance review

Deploy Speed Management Tools

- ☐ Install speed feedback signs at priority corridors
- ☐ Coordinate with Morrill County Sheriff's Department on targeted enforcement areas
- ☐ Document baseline speeds for future comparison

Advance Capital Programs (Early Steps)

- ☐ Begin coordination with NDOT for state highway locations
- ☐ Refine scope and limits for **CP-1** and **CP-2** priority projects
- ☐ Identify phasing opportunities for small, fundable segments

Pursue Funding

- ☐ Prepare and submit SS4A Implementation Grant application
- ☐ Identify additional funding sources (HSIP, TAP, local funds)
- ☐ Develop cost estimates and supporting materials for applications
- ☐ Identify potential local match sources (budget, in-kind, partnerships)

Engage the Community

- ☐ Share plan adoption and next steps via City website and local media
- ☐ Provide a simple way for residents to submit ongoing feedback (i.e. City website GIS and/or project website)
- ☐ Coordinate with schools, stakeholders, and partners on priority safety concerns
- ☐ Meet with school officials to confirm priority safety locations and operations
- ☐ Post the plan and updates on City webpage or project page

Track and Report Progress

- ☐ Document projects completed and locations improved
- ☐ Track speed data and observed changes (where available)
- ☐ Summarize crashes and near-misses annually
- ☐ Review any fatal or serious injury crashes to identify contributing factors
- ☐ Provide a brief *Year 1* progress update to City Council

Keep Momentum Going

- ☐ Identify next set of quick-build locations
- ☐ Update priorities based on what is working
- ☐ Continue coordination with partners and Task Force (as needed)

> *Small steps taken early build the foundation for long-term safety improvements.*



Figure 5-3. Year 1 Key Action Checklist



WHAT SUCCESS LOOKS LIKE AFTER YEAR 1

- Visible safety improvements at priority locations
- Speed awareness tools installed and in use
- At least one funding application submitted
- Clear roles, coordination, and tracking system in place
- Ongoing communication with the community
- Documented progress shared with City Council

5.14 MEASURING SUCCESS WITHOUT OVERCOMPLICATING IT

Bridgeport does not need a complex performance system to be credible. It needs a consistent, defensible way to show what changed and why it matters—especially for grant reporting and future applications.

Practical measures include:

- Annual review of fatal/serious injury outcomes and contributing factors
- Periodic speed snapshots at priority locations
- Yielding and compliance observations at improved crossings
- Sidewalk/ADA gap completion tracking (segments and ramps completed)
- School-area operational check-ins at the start of the school year
- A simple "completed / in progress / next" status update tied to ***Tables 5-1, 5-2, and 5-3***

A short annual or biennial report to City Council keeps safety visible, builds public trust, and sustains momentum.

Progress will be reviewed annually using simple, measurable indicators such as the number of projects implemented, changes in vehicle speeds, and reductions in crashes where data is available. This approach ensures that performance tracking remains practical and aligned with available staff capacity.

5.15 KEEPING MOMENTUM THROUGH ROUTINE AND COMMUNICATION

In a small community, momentum comes from consistency, steady and visible progress, and clear communication. The most important implementation skill is consistency—showing that safety improvements are continuing, even in small steps.

Bridgeport can sustain momentum by:

- Maintaining the quarterly coordination cadence
- Selecting a manageable set of "next actions" every 90–180 days
- Using before/after photos and simple maps to explain improvements
- Reinforcing safety changes with education and visible compliance support
- Celebrating improvements that matter locally: safer school routes, clearer downtown crossings, better ADA access, and safer winter walking conditions

Maintaining momentum will depend on consistent communication, visible progress, and alignment with funding opportunities. Even small improvements play an important role in reinforcing community trust and demonstrating progress.

5.16 MANAGING CONSTRAINTS WITHOUT LOSING THE VISION ZERO GOAL

Bridgeport will face normal implementation constraints: limited staffing, short construction seasons, funding uncertainty, partner schedules, and the learning curve that comes with operational changes.

The tiered structure is designed maintain progress despite those constraints. If one action is delayed, the City can advance another. The plan's goal is not perfection in year one—it is continuous implementation that steadily reduces exposure and prevents severe outcomes over time.

> *Safer streets are built step by step—through steady implementation, strong partnerships, and a shared responsibility to protect everyone who travels through Bridgeport.*

Managing constraints does not delay progress—it helps prioritize the actions that can be implemented today while building toward larger system improvements over time.

Vision Zero remains the north star: fatal and serious injury crashes are preventable and unacceptable. This plan strengthens the system so human mistakes do not become tragedies.



BRIDGEPORT SS4A SAFETY ACTION PLAN

COUNCIL ADOPTION SUMMARY

PURPOSE

5.17 PLAN ADOPTION

The Bridgeport Safe Streets and Roads for All (SS4A) Safety Action Plan establishes a data-driven, phased strategy to reduce fatal and serious injury crashes within the community. The plan aligns with the Federal Safe System Approach and supports the City's Vision Zero goal of eliminating traffic-related fatalities and serious injuries.

WHY THIS PLAN IS NEEDED

Crash analysis (2014–2023) identified that fatal and serious injury crashes in Bridgeport are concentrated along:

- US-385
- US-26

These corridors and intersections represent the highest combination of crash severity and user exposure. The Safety Action Plan prioritizes improvements where risk is greatest.

WHAT THE PLAN DOES

The plan:

- Identifies a High Injury Network (HIN)
- Applies Safe System principles
- Establishes prioritized capital projects (J-Series)
- Defines programmatic actions (P-Series)
- Updates policy tools (O-Series)
- Provides planning-level cost estimates
- Structures improvements into short-, mid-, and long-term phases
- Establishes a performance monitoring framework

IMPLEMENTATION APPROACH

Implementation will:

- Prioritize Tier 1 High Injury Network corridors
- Advance school-zone safety improvements early
- Bundle projects to maximize grant competitiveness
- Coordinate with NDOT on state-controlled highways
- Coordinate with BNSF on rail crossing improvements
- Align with annual Capital Improvement Planning

Short-term actions focus on quick-build improvements and school safety standardization.

Mid-term actions advance corridor modernization and lighting expansion.

Long-term actions address system-scale improvements and rail interface feasibility.

FUNDING STRATEGY

The plan positions Bridgeport to compete for:

- SS4A Implementation Grants
- Highway Safety Improvement Program (HSIP) funds
- Transportation Alternatives Program (TAP) funds
- Highway Safety Office (HSO) funding
- Rail safety programs

Local match may include General Fund allocations, CIP funding, and in-kind services.



PERFORMANCE & ACCOUNTABILITY

The City will:

- Conduct annual crash trend analysis
- Update the High Injury Network annually
- Track project implementation progress
- Monitor pedestrian and school-zone safety outcomes
- Publicly report safety performance

Baseline crash data (2014–2023) will serve as the reference point for measuring progress.

COUNCIL ACTION

Adoption of the Bridgeport SS4A Safety Action Plan:

- Formally endorses the Vision Zero goal
- Authorizes staff to pursue implementation funding
- Integrates safety priorities into capital planning
- Positions the City for federal and state grant competitiveness

This plan does not commit the City of Bridgeport to immediate construction expenditures but establishes a structured framework for phased, fundable safety improvements.

STATEMENT OF COMMITMENT

By adopting this Safety Action Plan, the City of Bridgeport affirms its commitment to reducing fatal and serious injury crashes through coordinated engineering, enforcement, education, and partnership.

Strategy defines what to do. Adoption authorizes how it begins.

Figure 5-4. SS4A Plan Adoption and Vision Zero Commitment Resolution

RESOLUTION NO. 2026-06

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF BRIDGEPORT NEBRASKA, ADOPTING THE VISION ZERO BRIDGEPORT SAFETY ACTION PLAN AND COMMITTING TO A GOAL OF ZERO TRAFFIC FATALITIES AND SERIOUS INJURIES

WHEREAS, traffic crashes resulting in fatal and serious injuries are preventable; and

WHEREAS, the City of Bridgeport recognizes that roadway safety is a shared responsibility among roadway users, designers, and decision-makers; and

WHEREAS, the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program supports communities in developing comprehensive safety action plans; and

WHEREAS, the City of Bridgeport has completed the Vision Zero Bridgeport Safety Action Plan, based on crash data from 2014–2023, stakeholder coordination, and public engagement; and

WHEREAS, the plan identifies that a disproportionate share of fatal and serious injury crashes occur on a small portion of the roadway network, particularly along US-26 and US-385; and

WHEREAS, the plan establishes a framework of prioritized projects, programs, and policies to improve safety for all users, including pedestrians, bicyclists, and motorists; and

WHEREAS, adoption of the Safety Action Plan positions the City to pursue federal and state funding for implementation of safety improvements;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BRIDGEPORT, NEBRASKA:

1. The Vision Zero Bridgeport Safety Action Plan is hereby adopted as a guiding document for improving transportation safety within the community.
2. The City of Bridgeport commits to a goal of eliminating traffic fatalities and serious injuries through a data-driven, proactive approach to roadway safety.
3. The City of Bridgeport establishes a target to reduce traffic fatalities and serious injuries by 50 percent by 2031, to eliminate traffic fatalities and serious injuries by 2036, and to have zero pedestrian deaths in the next 12 months on its transportation system.
4. The City will apply the principles of the Safe System Approach, including managing speed, reducing conflict points, improving visibility, and designing roadways to anticipate human error.
5. City staff are directed to pursue funding opportunities, including SS4A Implementation Grants and other state and federal programs, to implement the strategies identified in the plan.
6. The City will continue to engage the public and coordinate with partner agencies, including the Nebraska Department of Transportation and regional stakeholders, in implementing safety improvements.
7. The City will support ongoing monitoring and evaluation of safety performance and update priorities as needed.

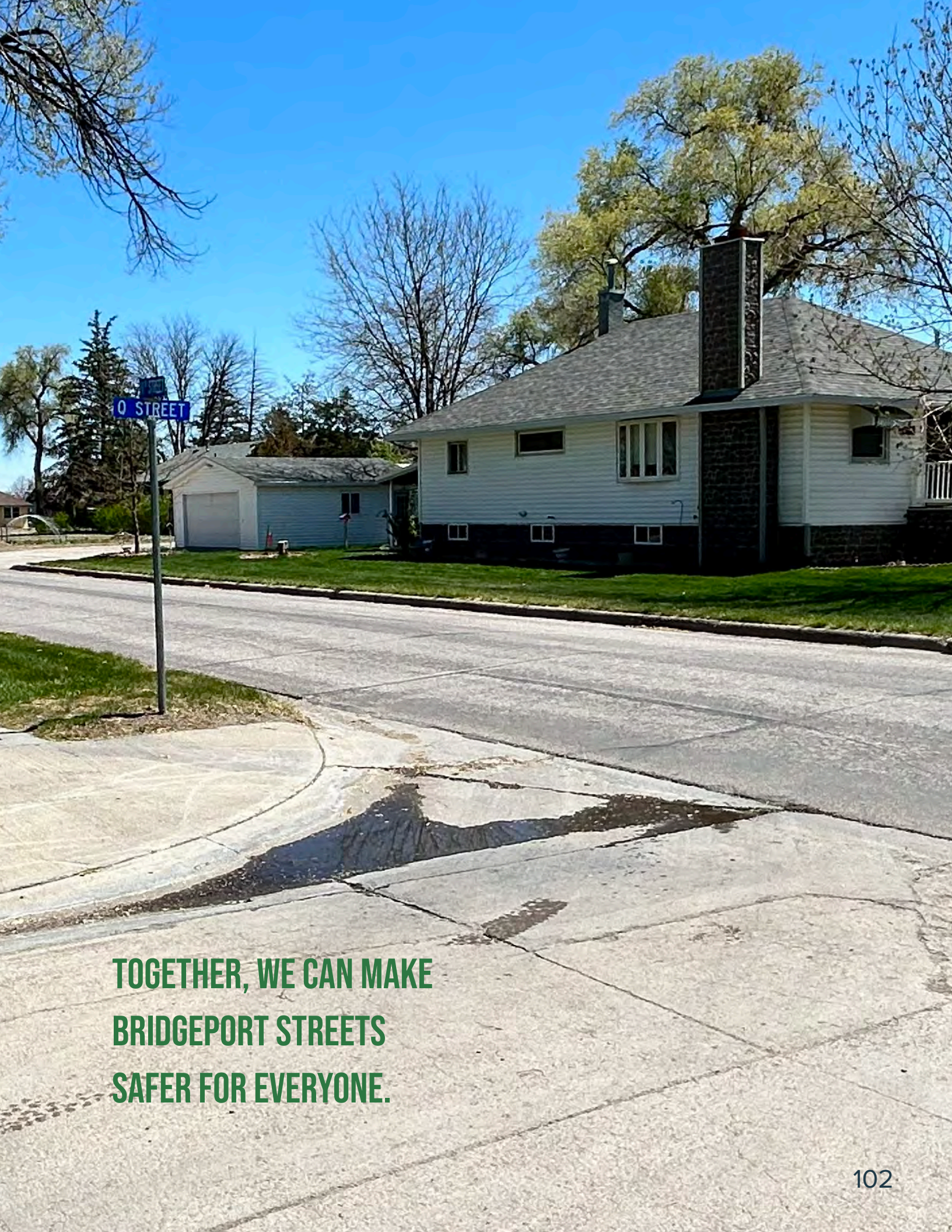
PASSED AND APPROVED THIS 14TH DAY OF MAY 2026

(ATTEST)

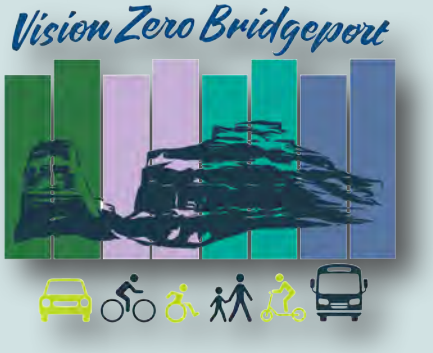
Gail Beyer, Mayor
City of Bridgeport

Doretta J. Huck, City Clerk/Treasurer
City of Bridgeport





TOGETHER, WE CAN MAKE BRIDGEPORT STREETS SAFER FOR EVERYONE.


Vision Zero Bridgeport