SIDNEY

SAFETY **ACTION PLAN**

May 2025



SIDNEY SAFE STREETS PLANNING

Together for a Safer Sidney

Dedication

This Safety Action Plan is dedicated to all the lives lost and forever changed by severe injuries and fatalities resulting from traffic crashes within our community. In a town as tightly connected as ours, every loss reverberates far and wide. These are not distant strangers; they are our friends, neighbors, teammates, colleagues, and family. Their stories are woven into the fabric of our shared experiences—childhood memories, school games, workplace laughs, and moments of togetherness.

In this small town, relationships run deep, and every tragedy leaves a profound impact on all of us. It is in their honor and in the hope of safeguarding each member of our community that we commit to building safer streets for all. May their memories serve as both a solemn reminder of our shared responsibilities and a testament to our commitment toward a future where such losses are no longer a part of our shared story.

Acknowledgments

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

City of Sidney
Administration
Police Department
Street Department
Parks Department
Economic Development Department

Cheyenne County Tourism

South Platte Natural Resources District (NRD)

Nebraska Department of Transportation (NDOT)
District 5

Sidney Public School District

Sidney Regional Medical Center

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JNW Consulting

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Brett Kerkman, City Councilman
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Kendra Mitchell, Cheyenne County Director of Tourism
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Melissa Lally, (NDOT) Hwy District 5 Right of Way Permits Officer

Stakeholders
Sidney Public School District
Sidney Regional Medical Center (SRMC)
Wheatbelt Public Power District (PPD)
United Parcel Service (UPS)
Sidney Sun-Telegraph
Safe at Home



Dear Friends,

Achieving Vision Zero requires the dedication and involvement of the entire community.

Vision Zero policies are being adopted by communities across America—more than 70 cities as of April 2025 have officially adopted Vision Zero policies with more than 140 communities implementing Vision Zero-aligned strategies, including those funded through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program. Evidence from these initiatives is demonstrating a commitment to eliminating traffic fatalities and severe injuries through strategies like speed management and the Safe System Approach.

Embracing the principles of Vision Zero, ***West Fargo, North Dakota****, has seen the benefits of statewide action combined with local commitment. Since North Dakota adopted Vision Zero in 2015,* ***traffic fatalities statewide have decreased by approximately 34%****, with cities like West Fargo contributing through school zone safety upgrades, pedestrian improvements, and traffic calming. In* ***St. Joseph, Missouri****, the "Slow Down St. Joe" campaign, launched in 2018, helped reduce* ***speeding complaints by 25%*** *and* ***pedestrian crashes in targeted corridors by 18%****, while also cutting school zone citations by 40%. These changes reflect real behavior shifts and safer streets.* ***Baraboo, Wisconsin****, while not formally adopting Vision Zero, has achieved similar outcomes through Safe Routes to School programs. Between 2016 and 2022, new sidewalks and safer crossings encouraged a* ***40% increase in students walking or biking to school****, with no increase in reported incidents — and often fewer. In* ***Helena, Montana****, a Safe Streets for All (SS4A) plan adopted in 2022 identified high-injury corridors and prioritized infrastructure improvements like better crossings and speed management. With a goal to* ***cut serious and fatal crashes in half by 2035****, Helena's early steps reflect how small communities can take action using federal support and local planning.*

While people make mistakes on our streets, serious injury and death should not be the result. Everyone deserves to feel secure and protected on the roads.

Ensuring the safety of Sidney's roadways for pedestrians, bicyclists, and motorists is vital for creating a vibrant and healthy community. It's about building an environment where everyone can travel safely and confidently, no matter how they choose to get around. Our objective is to achieve zero traffic deaths and zero serious injuries by 2035. We are implementing a data-driven and coordinated strategy that includes designing safer streets, enforcing effective laws, providing public education, and adopting and evaluating best practices.

Through public involvement, education, and better street design, we will make Sidney streets more accessible and safer for all users. That's a vision we all collectively share.

Sincerely,



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Introduction

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1.1 Action Plan Outline

The City of Sidney received funding from the Safe Streets for All (SS4A) discretionary grant program to develop a Safety Action Plan. This plan aims to identify the community's most critical transportation safety concerns and includes strategies to mitigate these issues, reducing fatalities and serious injuries. It also facilitates additional planning, demonstration projects, and implementation efforts, contingent on future funding, to address the outlined needs effectively.

1. Introduction

The introduction outlines the national SS4A program guidance, defines the planning area boundary, reviews supporting documentation used in plan development, and includes additional relevant details.

2. Leadership Commitment and Goals

The Leadership Commitment and Goals section outlines objectives for reducing fatalities and serious injuries, as well as specific goals within the focus areas, all aligned with SA4A program requirements. Progress is tracked through actionable steps aimed at achieving the elimination of fatalities and serious injuries in Sidney.

3. Outreach and Engagement

The Outreach and Engagement section provides a concise summary of community involvement efforts, including Task Force meetings, stakeholder sessions, various public outreach events, as well as tools like the online commenting map, public surveys, mailings, and website postings. Additional public feedback is detailed in the **Community Engagement Appendix.**

4. Sidney's Story by the Numbers

This data summary section offers an overview of crash data, analyzing the who, why, when, where, what, and resulting trends for crashes during the ten-year period from 2014 to 2023. It includes information on demographics, crash characteristics, and the High Injury Network (HIN). The **Data Summary Appendix** includes maps for various datasets and analyses created during the development of the plan.

5. Collision Focus Areas

The Countermeasures Toolbox summarizes 2014-2023 Sidney crash data into collision profiles for the city's most prevalent crash types, highlighting common causes and applicable countermeasures. Crash trees and crash maps for HIN corridors and hotspot intersections are detailed in the **Crash Tree Appendix** and **Crash Map Appendix**.

The collision profiles, which analyze prevalent crash types, contributing factors, and recommended countermeasures, serve as the foundation for the four key focus areas outlined in the Safety Action Plan: 1) Controlled Intersections, 2) Separated and At-grade Rail Crossings, 3) Non-motorists, and 4) Pathway Connections. These focus areas were shaped by both crash data analysis and input from public and stakeholder engagement, ensuring a comprehensive and consensus-driven approach.

6. Strategy Identification

The Strategy Identification section addresses the four focus areas by aligning them with the Safe System Approach (safe road users, vehicles, speed, and roads) and the Es of Safety (Engineering, Education, Enforcement, Evaluation, and Encouragement). It outlines safety actions through diverse strategies, including policies, enforcement, educational initiatives, maintenance, and infrastructure projects. Additionally, this section offers overarching guidance for identifying, developing, and implementing future projects.

7. Action Plan—Projects, Programs, Policies

The Projects, Programs, and Policies section takes a proactive approach to addressing identified focus areas and safety concerns. It encompasses infrastructure enhancements with planning-level cost estimates, educational initiatives, and policy advancements to tackle these issues from multiple perspectives. For additional project information, the **Projects Appendix** includes detailed project summaries, cost estimates, and concept maps. The Solutions Toolbox Appendix offers a categorized set of treatments included in the projects and provides maintenance cost considerations.

8. Previous Work

The City of Sidney has demonstrated its commitment to improving transportation safety through both past and ongoing planning initiatives. The Sidney SS4A Safety Action Plan builds on these efforts by providing a detailed review of previous plans, analyzing recent crash trends within the community, and incorporating current growth policies. To ensure the plan effectively addresses previously identified concerns and aligns with the City's safety objectives, a thorough evaluation of past planning efforts was undertaken.

The City of Sidney has completed the first steps in this work. This Safety Action Plan advances the work accomplished through previous studies, which are listed below.

- ✓ Sidney Municipal Code, 2024-2025
- ✓ Completing the Loop-Completing the Planning, 2024 RAISE Planning Grant
- ✓ Old Post Road Corridor Improvement Plan, 2021
- ✓ Sidney Comprehensive Plan, 2023
- ✓ Sidney Downtown Master Plan, 2020
- ✓ Wayfinding Signing Plan, 2024

A detailed review of each document is provided in the **Plan Concurrence Appendix**.

9. Project Prioritization

The Project Prioritization and Implementation section outlines clear timelines and actionable steps for executing future projects. This enables the City to methodically improve roadway safety while addressing the community's identified safety concerns.

Plan Development Process

1.2 Collaboration Efforts

The Sidney SS4A Safety Action Plan was developed by a multi-disciplinary and collaborative team consisting of City of Sidney staff, Task Force partners, and various stakeholders. City staff will lead the implementation of Sidney's SS4A Safety Action Plan, supported by Task Force members who contribute their dedication, resources, and expertise to advancing transportation safety enhancements within the community.

Meetings were used to engage stakeholder partners both in public and private venues. Community members were engaged during an open house at a local brew pub and several popup events, including a Sidney High School home football pre-game tailgate, a Sidney Middle School home volleyball game, and a booth at Oktoberfest. The community was additionally engaged through newspaper articles and public notices, printed postcard direct mailings, the city website, and social media outreach. Further engagement materials included a project website, two online surveys, an online pledge, and an online public comment crowd-source map.

A project work planner was developed to include all planning tasks, set expectations for communication guidelines, and track project progress. Regular reporting included monthly progress, progress at a glance, documentation, and invoicing. Task Force and Stakeholder meetings were conducted on an as needed basis, and will continue periodically.

Regular progress reports document work performed, upcoming tasks and milestones, scope and schedule status, and any current issues or needs. Public engagement activities are all documented—processes, procedures, inputs and responses, findings, and outcomes.

Crash databases, police reports, and AADT data are sourced from Nebraska Department of Transportation, mapped and analyzed. Many other data layers are integrated with the crash data to form the crash data model, including land use and centerline data sets. Land use and corporate limits data layers are sourced from City of Sidney's recent comprehensive plan vendor, while the city's mapped road centerlines and attributes are conflated and expanded to include functional classification, speed limits, AADT, road width, lanes, and parking type. Additional map data layers developed include mapping of citywide transportation signage, ADA ramps, pathways, crosswalks, accesses, and points of interest. Demographic map data layers are sourced from 2020 US Census.

1.3 Problem Identification Process

The process of identifying key safety issues for the Sidney Safe Streets for All (SS4A) Safety Action Plan involved a thorough analysis of crash data, community input, and past city planning efforts. First, crash data from the last decade (2014-2023) was examined to identify high-risk areas, common crash types, and contributing factors such as human behavior and roadway conditions. This data was compared to trends in similarly-sized cities to better understand Sidney's safety challenges. Community feedback, gathered through public meetings and task force discussions, provided additional insights into local concerns and priorities. Furthermore, relevant city planning documents, including the Sidney Comprehensive Plan, Old Post Road Corridor and Complete the Loop Plan, Sidney Downtown Master Plan, and Sidney Signage Plan, were reviewed to ensure alignment with past recommendations. The municipal code related to transportation and traffic regulations was also examined to identify existing policies that may impact safety and potential barriers to improvements. This comprehensive approach pinpointed areas of concern, including high-injury network (HIN) intersections and locations with high rates of serious injuries or fatalities, which were prioritized for safety improvements based on data, public feedback, and feasibility.

1.4 Ensuring Fairness and Accessibility

Equity considerations were central to the planning process, ensuring that safety improvements benefit all community members, especially those in under-served areas. Projects focus on providing safer access to key destinations like schools, parks, and businesses, as well as prioritizing areas with higher pedestrian and cyclist traffic. By addressing gaps in infrastructure and making transportation safer, the plan seeks to support vulnerable groups, including youth, elderly residents, and those without access to vehicles, while fostering a more connected, inclusive community.

To ensure the plan reflected the diverse needs of the community, outreach efforts were designed to engage individuals from all walks of life. Through the various popup events we connected with residents of all backgrounds, ages, mobilities, and income levels. These events allowed us to gather valuable input from a wide cross-section of the community.

Throughout engagement with the community, we utilized a map divided into five distinct areas, separated by railroads and major roads, which allowed residents to indicate their general location of residence. This not only helped us gather feedback from all corners of the community but also enabled us to cross-reference the locations with demographic data, ensuring that we reached a diverse and representative cross-section of the population and that all voices were heard in shaping the plan.

1.5 Supporting Governmental Plans and Policies

Several governmental plans and policies support the development of the Sidney Safety Action Plan. These include local, regional, and state-level initiatives designed to improve transportation safety, accessibility, and infrastructure. Sidney's Comprehensive Plan provides a long-term framework for the city's growth and development, which aligns with safety goals outlined in the Safety Action Plan. Additionally, the Old Post Road Corridor Plan and the Complete the Loop Plan focus on enhancing specific transportation corridors and improving connectivity, which complement the safety measures identified in the action plan.

State-level policies, including the Nebraska Department of Transportation (NDOT) guidelines and safety regulations, also play a critical role in shaping the plan's direction. These policies emphasize the



importance of reducing fatalities and serious injuries, improving road conditions, and promoting active transportation options. By aligning the Sidney Safety Action Plan with existing governmental policies and plans, the city can ensure that its safety initiatives are in harmony with broader transportation and urban planning goals, and that resources are efficiently allocated to areas with the greatest need.

In Nebraska, several state-level initiatives support the development of safety action plans and the enhancement of transportation, road safety, and community well-being. These include:

- Nebraska Department of Transportation (NDOT) Strategic Highway Safety Plan (SHSP)
- Safe Routes to School Program
- Nebraska's Vision Zero Initiative
- Nebraska Bicycle and Pedestrian Master Plan
- Nebraska Local Transportation Assistance Program (LTAP)
- Nebraska's Complete Streets Initiative

1.6 Existing Efforts

Sidney has made significant strides toward improving its transportation infrastructure and safety, providing a strong foundation for the Safety Action Plan. Past initiatives, such as the Comprehensive Plan, the Old Post Road Corridor Plan, and the Complete the Loop Plan, have identified key areas for improvement and outlined strategies for enhancing connectivity and safety. These efforts have provided valuable insights into community needs and priorities, setting the stage for further progress.

In recent years, Sidney has taken tangible steps to improve its streets, enhance pedestrian access, and fill critical gaps in its pathway network. Notable projects include: the completion of accessible pathways that address missing links near Legion Park, the replacement of four blocks of Forrest Street, and the ongoing repair of the 13th Avenue underpass. Other significant improvements include miscellaneous concrete projects, upgrades to storm drainage at 14th and Jackson streets, and improvements along 10th Avenue from Hickory to Osage. Additionally, the installation of bulb-outs in downtown Sidney has helped slow traffic and improve pedestrian safety at key intersections.

These efforts have significantly advanced the city's goal of creating safer streets and more accessible transportation options for all residents. Sidney has also worked to address transportation barriers by collaborating with organizations like Modivcare to provide free transportation services for seniors and individuals on Medicaid and Medicare, ensuring better access to essential services.

Ongoing community engagement through stakeholder meetings and public outreach has highlighted key safety concerns, especially at high-traffic intersections and for pedestrian access. The Sidney SS4A Safety Action Plan will build upon past work, accelerating progress toward safer streets and a more connected community for all residents.

1.7 Timeline

The Sidney SS4A Safety Action Plan timeline, **Figure 1**, depicts the key steps and milestones necessary for developing and implementing this plan and for improving transportation safety in Sidney over time.

Figure 1 **Sidney Safety Action Plan Timeline**

Data Collection and Analysis
The process began with gathering and analyzing crash data, community feedback, and other important information to understand the safety challenges and trends that needed to be addressed.

Community Engagement
Public outreach efforts were conducted through surveys, meetings, and events to gather input from residents on their safety concerns, priorities, and ideas for solutions.

Problem Identification and Priority Setting
Using the collected data and community input, the biggest safety issues were identified, and priority projects were selected that would have the most impact.

Strategy Development
Specific strategies and actions were developed to address the highest-priority safety issues identified in the previous steps.

Draft Plan and Review
A draft safety action plan was created and shared with community members, stakeholders, and other partners for feedback and suggestions.

Final Plan and Approval
After incorporating feedback, the final plan was submitted for approval by the relevant decision-makers or governing bodies. The plan was approved on May 27, 2025.

Implementation
Once approved, the plan moved into the implementation phase, which included securing funding, designing projects, and carrying out construction or other safety improvements.

Monitoring and Evaluation
Progress and effectiveness will be tracked over time, and adjustments will be made as needed to ensure the plan continues to improve safety in the community.

1.8 Safety Planning Area

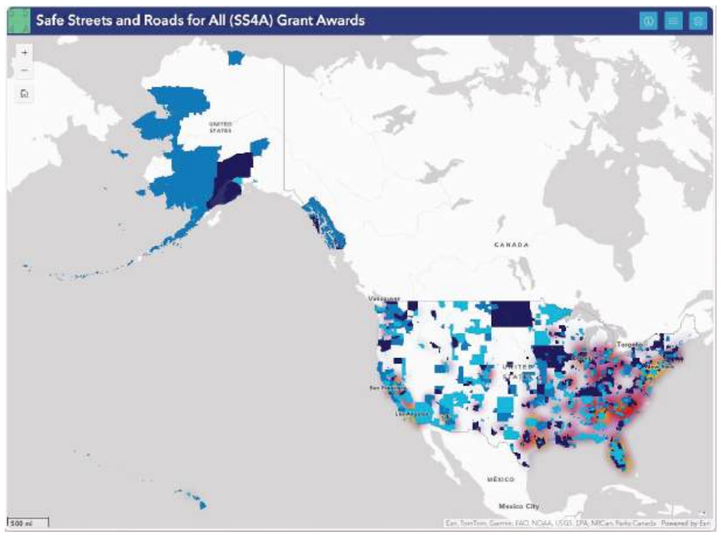
The safety planning area includes the Sidney corporate limits, as illustrated in the map, at right, **Figure 2**. These limits encompass portions of the Interstate 80 corridor, US Highway 30, and Nebraska L17J.

1.9 National Guidance

The SS4A discretionary grant program, introduced in 2021 as part of the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act), provides funding for local, regional, and Tribal initiatives aimed at reducing roadway fatalities and serious injuries through planning and implementation efforts. This program aligns with the U.S. Department of Transportation's Vision Zero, which strives for zero roadway deaths. It employs the Safe System Approach (SSA) to enhance the safety of all road users, with an emphasis on fostering a safer safety culture, encouraging collaboration among stakeholders, and addressing the human factors involved in reducing crashes.

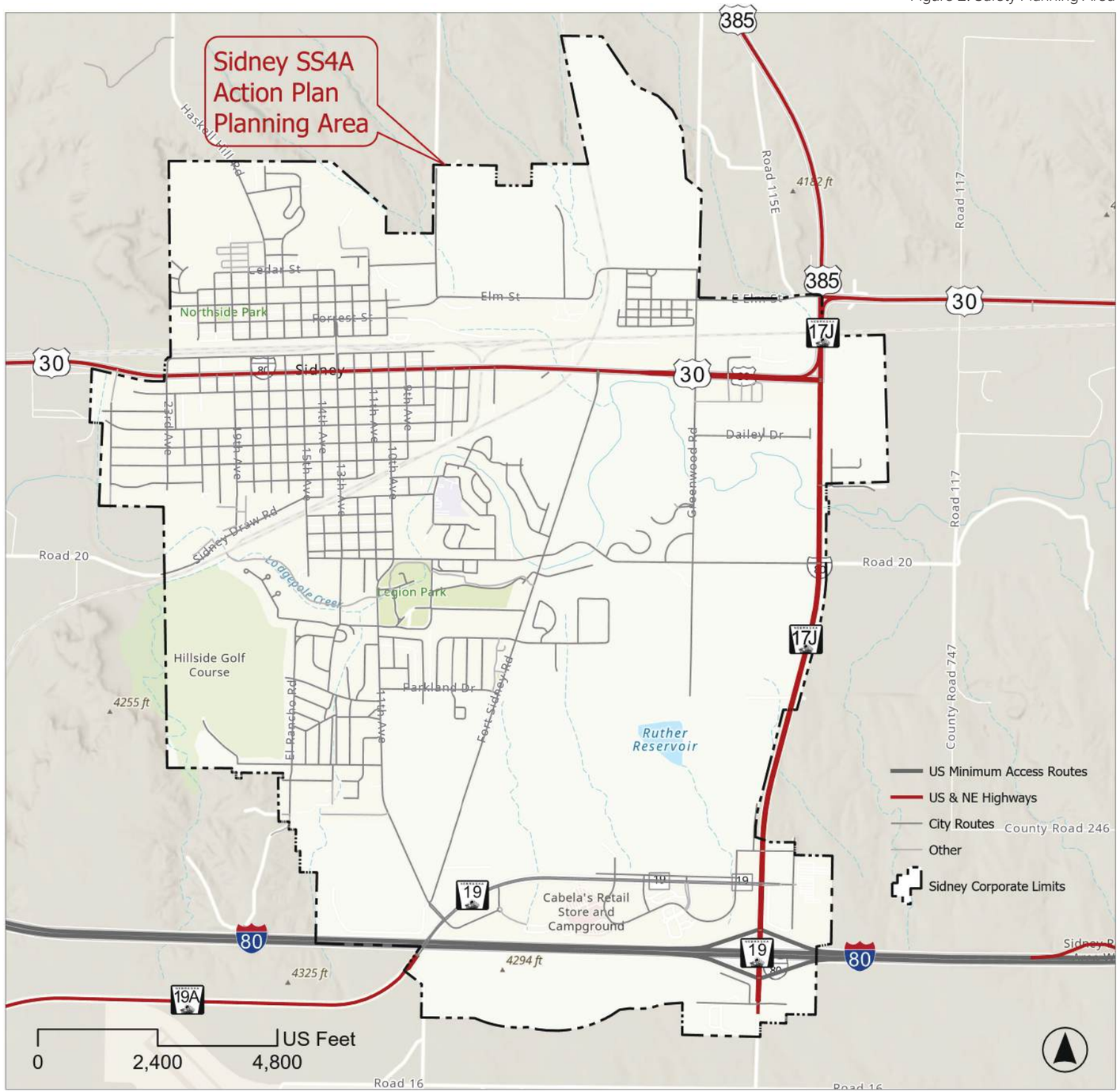
Sidney was among one of 511 communities who pursued and were awarded grants during the first round of funding (2022 SS4A Awards) for the Safe Streets and Roads for All (SS4A) grant program. During the 2022-2024 grant funding years, 710 communities, shown in **Figure 3**, below, have received planning, demonstration, or implementation grants. These grants aim to prevent roadway deaths and serious injuries.

Figure 3. SS4A Grant Awards



https://www.transportation.gov/grants/ss4a/cumulative-awards

Figure 2. Safety Planning Area



Human life and health are non-negotiable priorities

The City of Sidney has developed a dynamic Safety Action Plan to address growing roadway safety concerns, with a particular focus on the well-being of bicyclists, pedestrians, and other vulnerable road users. Recent increased trends in number of roadway fatalities and heightened traffic volumes have underscored the urgency for a fresh, holistic approach. Developed under the SS4A program guidelines and tailored to Sidney's unique needs, this living document outlines strategic projects and priorities—ranging from evidence-based roadway improvements to enhanced community engagement—aimed at preventing deadly crashes while aligning with broader City initiatives.

At the heart of this plan are the Vision Zero principles and the Safe System Approach. Vision Zero originated in Sweden in 1997 and has since been instrumental in reducing road deaths and pedestrian fatalities. It seeks to eliminate all traffic-related fatalities and severe injuries while ensuring safe, healthy, and equitable mobility.

Complementing this, the Safe System Approach (Figure 4) recognizes that humans make mistakes and calls for designing transport networks that minimize crash's severity and consequences. This framework focuses on three key elements: 1) creating safe people through outreach and training, 2) ensuring safe speeds with appropriate design, signage, and enforcement, and 3) building safe roads that mitigate the inevitable human error during travel.

This combined strategy emphasizes that human life and health are non-negotiable priorities, that traffic deaths and severe injuries are preventable, and that safety must always take precedence over speed.

Both system designers and road users share responsibility in creating a safer transportation environment. By integrating these principles into every facet of the Action Plan, the City of Sidney and its partners are committed to a future where roadway safety is re-imagined and improved for all.

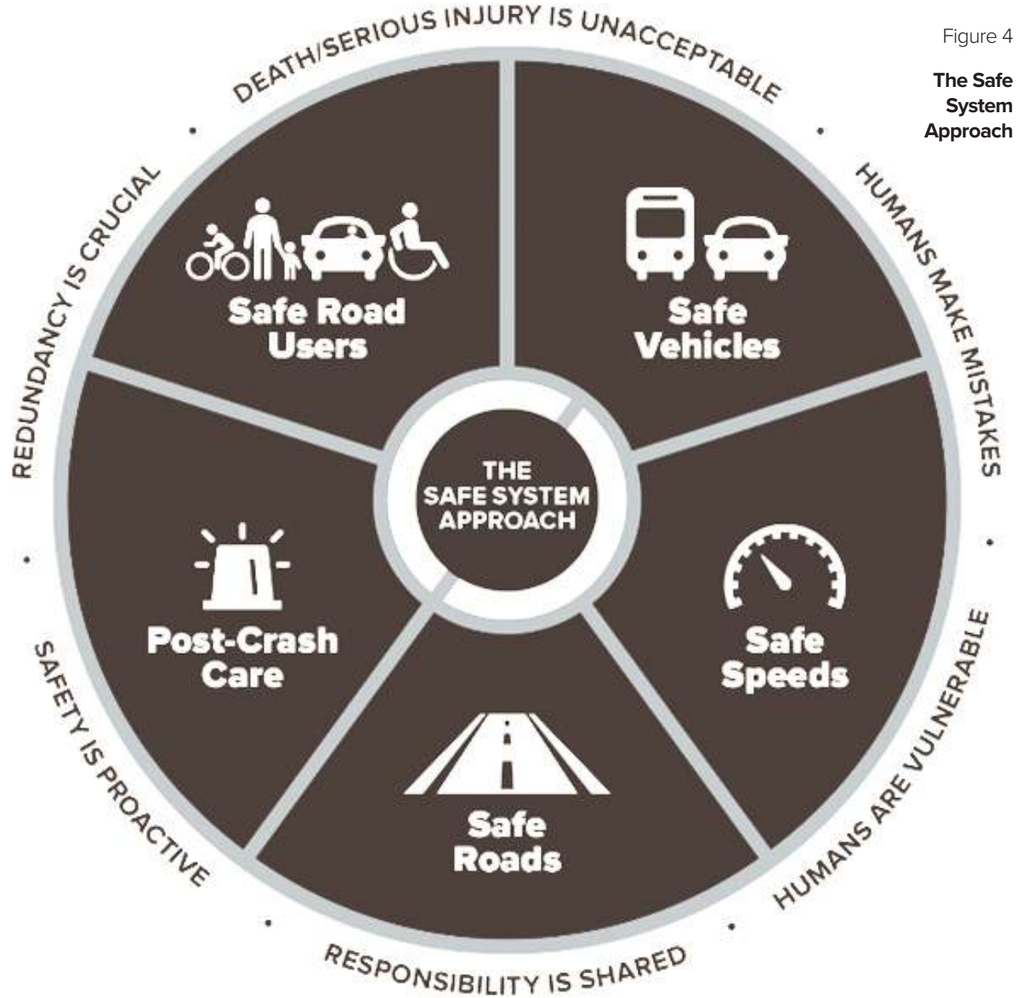


Figure 4

The Safe System Approach

Safe System Approach

Death and serious injury are unacceptable.

The Safe System approach focuses on preventing deaths and serious injuries on roadways, even if crashes occur. It prioritizes saving lives over simply reducing collisions.





Responsibility is shared

Roads and their users form a system where everyone shares responsibility for safety. Stakeholders, including users, managers, and manufacturers, must work together to prevent deaths and serious injuries, reflecting the Safe System's principle of shared responsibility.

Humans make mistakes.

People make mistakes that can lead to crashes, but the Safe System approach designs transportation to accommodate these errors, reducing the risk of death and serious injury. Unlike traditional systems focused on improving behavior, this approach prioritizes adapting to human limitations.





Safety is proactive.

Safety should be prioritized before crashes occur by identifying and addressing risks proactively, instead of reacting after accidents happen. The Safe System approach focuses on prevention rather than relying on crash history.

Humans are vulnerable.

Crash forces must stay within the limits of what the human body can tolerate. The Safe System approach focuses on designing transportation to account for human vulnerability by reducing kinetic energy, rather than solely controlling speed.





Redundancy is critical.

Redundancy is essential—each part of the transportation system must work together, so if one part fails, others will protect people from serious harm. The Safe System approach strengthens all components in order to reduce crash severity, save lives, and ultimately achieve zero roadway fatalities and serious injuries.



Your Life Can Change Forever

In a heartbeat, everything you know can be turned upside down.

Traffic crashes leave a lasting impact on individuals, families, and communities. On Sidney streets, two lives are lost every five years on average, with an additional 3.4 people suffering serious injuries annually. Twelve percent of these crashes involve pedestrians, cyclists, or motorcyclists. When traffic accidents claim lives, it's often our cherished children, parents, siblings, neighbors, or co-workers who are taken from us. Errors on the road shouldn't lead to fatal or life-altering consequences.

From 2011 to 2019, Sidney saw no traffic crash fatalities. However, from 2020 to 2023, four people lost their lives in traffic crashes in Sidney, Nebraska. During the ten-year period from 2014-2023, 34 people were seriously injured in crashes on our transportation network.

Our road system should not only facilitate movement but also prioritize our safety. As a community, we must decide whether we accept the daily risk of death and injury as a mere consequence of our routines, impacting not just anonymous figures, but the lives of people we care about.

Addressing this issue requires collective commitment. Our efforts not only demonstrate our dedication to safety but also set a standard for our families, friends, coworkers, and other road users. Sidney streets must be safer for everyone—pedestrians, wheelchair users, drivers, motorcyclists, and cyclists alike.

Something needs to change.

Although traffic crashes might appear inevitable, they are actually preventable incidents that can be minimized or eliminated through innovative design, strategic policies, and dedicated local leadership. The Sidney transportation network should be safe and effective for all users, and the City of Sidney has adopted a long-term safety goal of zero roadway fatalities and serious injuries by the year **2035** to achieve this. The City of Sidney is taking a step toward a safer Sidney through the Safe Streets and Roads for All (SS4A) program, based on the Safe System Approach.

3.9 people die or are seriously injured a year on Sidney streets.

17% of these deaths or serious injuries are people walking, riding a bicycle, or riding a motorcycle.

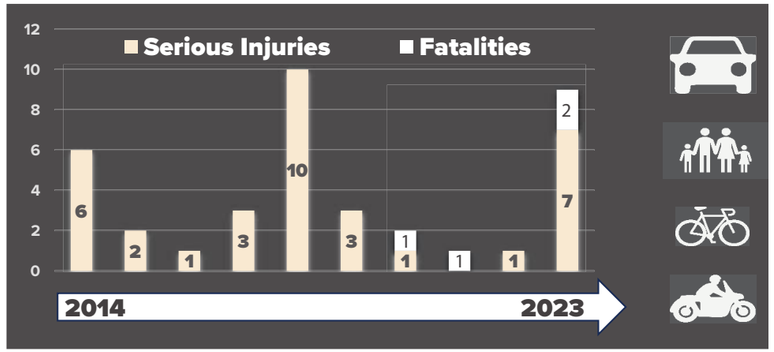
8.75 people are seriously injured for every person killed between 2014-2023.

A mistake on the roadway should not carry a death penalty.

SIDNEY CRASH SERIOUS INJURIES AND FATALITIES

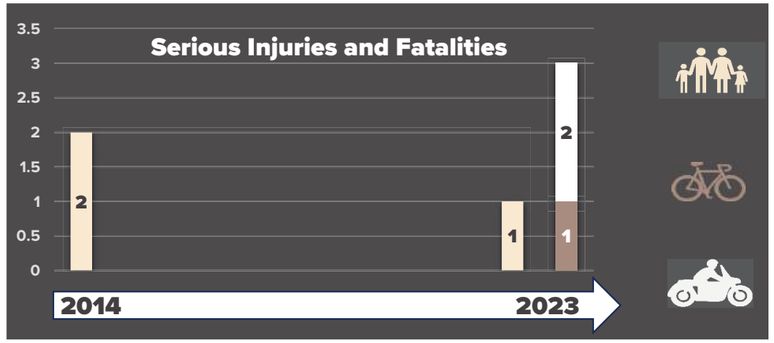
ALL MODES

Figure 5



BY MODE

Figure 6



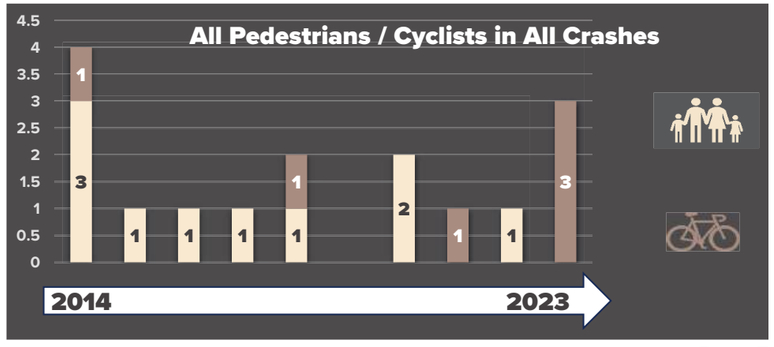


Figure 7

Eliminate fatal and severe crashes by **2035**.

Zero pedestrian deaths in the next **12** months.

Reduce the number of severe roadway departure crashes **50**% by **2030**.

Reduce the number of severe left turn crashes **50**% by **2030**.

Leadership Commitment and Goals

2

2.1 Fatality and Serious Injury Goals

In 2022, the Sidney City Council committed to pursuing Vision Zero. On **April 22** of **2025**, the City Council expressed their recommitment to reaching Vision Zero by implementing a goal of zero fatalities and severe injury crashes on Sidney streets by **2035**. The mission statement, objectives, goals and approach are as follows:

Mission Statement

Eliminate fatal and serious injuries resulting from traffic crashes and make decisions based on their ability to reach zero deaths on Sidney's transportation System.

Objectives

Make streets safer citywide for all modes of transportation through improved pedestrian, biking, and alternate forms of transportation (e.g. e-bikes and scooters).

Update existing infrastructure for accessibility for all citizens and visitors—sidewalk and crosswalk improvements, convert busiest streets into complete streets using Federal Highway Administration (FHWA) guidelines, and create safe passageways for most isolated neighborhoods through improved pathways and sidewalks.

Align with FHWA Vision Zero principles.

Re-envision transportation in Sidney—create a multi-modal transportation system that minimizes crash severity, injuries and property damage.

2.2 Focus Area Goals

From the formation of the Sidney Safe Streets for All (SS4A) Task Force, the commitment was made to address the critical safety challenges facing pedestrians, cyclists, and all road users. These foundational objectives focus on eliminating unsafe pedestrian crossings, improving connections between key neighborhoods, enhancing the design of major roads, and aligning the city's safety plan with broader Vision Zero principles.

As a result of extensive study and community input, these foundational objectives have been expanded and refined into more comprehensive, actionable goals. The revised goals now focus on four key categories: Controlled Intersections, Separated and At-Grade Rail Crossings, Non-Motorists, and Pathway Connections. These updated goals incorporate specific actions aimed at improving safety at controlled intersections, creating seamless and safe passage for non-motorized users, upgrading rail crossings, and ensuring continuous, accessible pathways for pedestrians and cyclists.

Through this process, the objectives have evolved into detailed strategies that address both immediate and long-term safety challenges, all aligned with Vision Zero principles to eliminate traffic-related fatalities and serious injuries.

Goals

1. Controlled Intersections

Goal—Improve safety at controlled intersections, particularly pedestrian crossings, through upgraded signalization and better traffic management.

Expanded Action Items—Install signalized pedestrian phases at high-risk intersections, implement leading pedestrian intervals (LPI), enhance signage, and ensure adequate lighting.

2. Separated and At-Grade Rail Crossings

Goal—Improve the 13th Avenue rail underpass, addressing the steep, non-ADA-compliant pedestrian ramp, bike accessibility, and flooding issues of the automotive portion.

Expanded Action Items—Redesign the ramp to meet ADA standards and accommodate bicycles. Resolve flooding issues with drainage improvements or alternative solutions. Enhance safety with better signage and lighting. Explore options for additional underpasses or overpasses to separate pedestrians, cyclists, and vehicles.

3. Non-Motorists

Goal—Enhance safety and accessibility for pedestrians and cyclists, especially on key routes between neighborhoods and downtown areas.

Expanded Action Items—Expand bike infrastructure, add pedestrian crossings, and improve pedestrian and bicycling amenities like wayfinding and bicycle stations.

4. Pathway Connections

Goal—Ensure continuous, safe, and accessible pathways for non-motorized users, aligned with Vision Zero to eliminate fatalities and serious injuries.

Expanded Action Items—Improve multi-use paths, eliminate gaps in the network, develop a comprehensive pedestrian and bicycle pathway plan, and improve inclusivity for all users.

Approach

This plan outlines a phased approach to improving transportation infrastructure, focusing on curb ramps, sidewalks, ADA compliance, railroad crossings, recreation paths, and crosswalks to ensure greater accessibility, safety, and connectivity for all users.

Emphasis Area 1—Pedestrian and Bicycle Safety Improvements Along East Old Post Road (EOPR) Corridor

Objective—Propose solution alternatives to enhance pedestrian and bicycle safety along the East Old Post Rad corridor from Link 17J to 11th Avenue. Focus on improving crosswalks, bike lanes, and curb ramps to create a safer, more accessible route for non-motorized users.

Action—Identify high-risk areas and implement targeted improvements such as better signage, traffic calming measures, and safer crossing points.

Emphasis Area 2—Union Pacific Railroad Underpass at 13th Avenue

Objective—Address the challenges posed by the narrow, steep, and rough roadway and sidewalk of the 13th Avenue Union Pacific Railroad underpass, which is prone to flooding and lacks expansion options.

Action—Recommend solutions to redesign or improve the underpass, including ADA-compliant ramps, enhanced drainage to address flooding, and exploring alternatives to widen the roadway and improve pedestrian and cyclist access.

Emphasis Area 3—Pedestrian and Bicycle Safety in Downtown

Objective—Focus on enhancing pedestrian and bicycle safety within the Downtown area, bounded by 7th Avenue (east), 13th Avenue (west), Hickory Street (north), and King Street (south).

Action—Propose alternatives to improve crosswalks, bike lanes, and pedestrian pathways, with an emphasis on traffic calming, improved signage, and safer routes for pedestrians and cyclists.

Encouraging Alternative Transportation

Objective—Promote alternative forms of transportation, including biking, walking, and public transit, as key components of the city's transportation network.

Action—Develop educational campaigns, provide incentives, and enhance and improve infrastructure to support increased use of sustainable transportation options.


13th Avenue Multi-modal
Grade Separated Crossing
Fort Sidney & Pole Creek Crossing
Intersection and Corridors
Elementary Schools
Circulation
Old Post Road & Link 17J
Intersection and Corridor
Haskell Hill Rd
Cedar St
17th Ave
Forrest St
Illinois St
Hwy 30
23rd Ave
19th Ave
13th Ave
Newton St
Sidney Draw Rd
15th Ave
10th Ave
Link 17J
Toledo St
Pole Creek Crossing
San Marino Rd
Parkland Dr
Country Club Dr
El Rancho Rd
11th Ave
Summit Dr
Fort Sidney Rd
Old Post Rd
Hwy 19A
I-80
Sonny's Super Foods
DELI
LIQUOR
Figure 8
Mapped Public Comments
7-11
4-6
2-3
1

Outreach and Engagement

3

A comprehensive outreach effort was conducted to engage the community and better understand Sidney's transportation safety concerns. This process provided valuable insights while fostering a sense of ownership and collaboration among community members and stakeholders.

3.1 Task Force

A multidisciplinary team, consisting of representatives from various City departments, community leaders, and local safety partners, formed the SS4A Task Force (Initial Kickoff: August 2, 2024) to guide the development of the Safety Action Plan. This Task Force brings together resources, expertise, and dedication to support and assist City staff during the plan's implementation. Task Force members contributed valuable insights and feedback throughout the planning process, participating in four key meetings at pivotal stages of plan development.

To gain a comprehensive understanding of site conditions, the consulting team conducted a field review of the community's transportation system. This review paid particular attention to high-priority locations identified through crash trends, City-determined concerns, and input from community members.

3.2 Website

To share information and encourage continued public engagement throughout the planning process, the consulting team developed a dedicated storymap website, which was linked from the City's website. A QR code was also created and included on mailer postcards sent to every household in the community. The website features an overview of the planning process, a FAQ section, a pledge, links to questionnaires and the commenting map, contact details, and finalized documents.

Following the completion of the Safety Action Plan, the City of Sidney intends to keep the website active to inform residents about safety improvements and provide annual updates.

3.3 Commenting Map

Throughout the planning process, public feedback was gathered using a crowd-sourced interactive commenting map. Participants marked points on the map at areas of concern, selected categories, added their comments, and interacted with others' input by upvoting and contributing additional remarks. During the study, **314** map comments were submitted, along with an additional **65** replies, and **93** added likes.

To ensure a more comprehensive and robust interaction, consulting team members entered feedback from in-person task force meetings, stakeholder sessions, and popup events into the commenting map.

The comments spanned topics ranging from a variety of concerns including **130** motorist comments, **21** bicyclist comments, **91** pedestrian comments, and **72** other safety improvement ideas. Feedback related to pedestrians, scooters, and bicycles comprising **41** percent of all replies. This platform played a significant role in shaping the Safety Action Plan by enabling meaningful and effective public input.

An in-depth summary of public input is provided in Sections 2.8 and 2.9, as well as in the **Community Engagement Appendix.**

3.4 Questionnaires

Both long and short form questionnaires were utilized by the Task Force, stakeholders, and community participants during popup events to help shape and prioritize the Safety Action Plan.

Questions were included to make sure a wide variety of respondents were captured, including ages, ethnicity, and home location.

The majority of survey participants (80%) reside in Sidney, with the remainder coming from surrounding Cheyenne County or commuting to the city. Respondents were predominantly White (**203**), with **15%** representation from other ethnicities. This is similar to the reported ethnic breakdown of Sidney (84% white, US Census). Age demographics varied, with the largest groups being 40-49 (**25.9%**) and 50-59 (**21.2%**). Responses appeared to be in proportion to populations throughout the community (see Figure 9 on page 20).

Most participants typically travel by personal vehicle, though some walk, bike, or use alternative transportation like scooters or e-bikes. Speeding motorists were identified as the top safety concern (116 votes), followed by issues with traffic signals and crosswalks (107 votes), lack of off-road walking/biking paths (67 votes), absence of bike lanes (54 votes), poor street design (48 votes), and lack of ADA accessibility (31 votes). To improve safety, participants suggested more police enforcement (98 votes), increased driver education (91 votes), traffic calming measures (81 votes), better street lighting (72 votes), and reduced speed limits (23 votes), with 49 votes for other improvements.

3.5 Community Popups and Media Outreach

In the project's initial phase, a press release featuring a photo and public notice was published in the local Sidney newspaper ahead of the open house popup events. This effort was complemented by postcards mailed to all community residents and posts on the City's social media platforms. These initiatives culminated in the community's annual multi-day Oktoberfest celebration (**October 4-6, 2024**), which featured three full days of Popup Open House events at the county fairgrounds.

Additional popup events were held after the initial stakeholder session, including at the entrance of a Sidney junior high school volleyball game (**9/16/24**) and during a tailgate at a Sidney High School football game (**10/4/24**). The local radio station promoted the commenting map and project website and provided on-site coverage by conducting an extensive interview with the consulting team during the Oktoberfest open house event. Community members participated in popups in person and shared feedback via telephone and email.

To further promote the Oktoberfest open house popups, consulting team members joined Sidney residents by participating in the Oktoberfest parade as a float entry, offering another platform for outreach and project information distribution.

3.6 Stakeholder Outreach

Incorporating a diverse range of voices is essential for understanding the community's varied perspectives. To unify these views into a cohesive effort, the consulting team held a series of stakeholder meetings focused on transportation safety concerns and the goal of achieving zero fatalities and serious injuries. During these in-person sessions, participants contributed valuable insights and shared perspectives from their unique roles.

The consulting team developed specific questions to prompt participants to reflect on their distinct viewpoints and responsibilities. Targeted feedback was gathered from representatives of the Sidney Police Department, Sidney Public Schools, Sidney Parks Department, Emergency Services, and Sidney Regional Medical Center.

3.7 City Council Coordination

An official public commitment by the governing body to the ultimate goal of eliminating roadway fatalities and serious injuries is a crucial element of the SS4A program. The Sidney City Council has actively supported this initiative from the outset of the project and has remained engaged throughout the plan's development. Council members participated in stakeholder sessions held on **August 28** and **November 18, 2024**, where initial study findings were presented. The planning team will formally present the draft Safety Action Plan to the City Council during an in-person meeting as part of the approval and adoption process.

3.8 Community Members Share Their Traffic Safety Perspectives

Individual narratives serve as key contributions, supplying essential qualitative data. The official launch of community outreach occurred in 2024. This included the kickoff of Task Force projects addressed in 2.2-2.6. A selection of comments are included here, and the entire comment list can be found in the Community Engagement Appendix:

- **Cell phones!! Just put them down!!**
- I avoid using this intersection because it is difficult to cross over to the north side. I will drive on the Cabela Rd over to Cabelas and cross there.
- Our police do a great job but we need to find a way to hire more and keep them. We need more enforcement.
- Need for a street lighting study. Several areas lack proper light.
- **I love the pathway!**
- Traffic on Linden is a problem due to speeding. Many high school kids skip the stop sign, and zoom between 19th and 23rd on Linden.
- Finish connecting pathway; We like existing pathway—complete it, add lighting for safety at night.
- Truckers park and walk and pedestrians need a safe way to cross Old Post Road and L17J.
- When I am using the crosswalk by Safeway, cars do not stop for pedestrians.
- The area between the traffic signal lights on Illinois St is tight when driving truck. It is dangerous with many pedestrians exiting vehicles right in front of passing trucks.
- **Please expand our trail. Connect more of the community to the pathway.**
- All over town, kids need someplace to ride scooters safely. Right now, kids are riding scooters in the street, all over town.
- All three railroad crossings need improvement. They are very rough!
- People do not stop for pedestrians at this intersection. School kids have a difficult time crossing both before and after school. *(Toledo Street/10th Avenue)*
- **People need to stop for pedestrians.**
- We need education on proper cycling and signaling when cycling.
- Would like to see dedicated bike lanes and complete streets concepts that are in our current comprehensive plan.
- It is difficult for pedestrians to cross the street on the north side of South Elementary.
- Having a flashing light that alerts drivers of upcoming light change would be helpful for trucks.
- This intersection is a two way stop and it is difficult to see traffic over the bridge guardrail. There are so many near misses. *(Pole Creek Crossing/Ft Sidney Rd)*
- With the closure of North Ward Elementary, many kids walk more, or use scooters and bicycles to get to schools. Can we have safer routes to schools? Do we have crossing guards?
- **We need to do something about all the scooters and e-bikes; children need a safe place to ride.**
- Needs a street light. Totally black there at night. *(Country Club Drive, Parkview Rd, 11th Avenue)*
- Traffic light - red lights are run in the early morning. This is because the lights don't change for a very long time, so people just go. Please fix the timing. *(Old Post Road/11th Avenue)*
- Streets are very narrow. Neighborhood was built when families had only one vehicle. Now, everyone must park on the sidewalk to leave enough room for vehicles to travel the narrow streets. Pedestrians, therefore, must also use the street since the sidewalks are used for parking vehicles. If you eliminate parking on one side of the street, there will likely not be enough areas for parking.
- **Bicyclists not allowed on separated pathway under RR. No separation from traffic.**
- Families need safe crosswalks across and pathways along Ft Sidney Rd for neighborhoods south of Ft Sidney Trail. Extend the pathway up the hill to the south from the water park to the other neighborhoods. The extended sidewalk is really nice from Lodgepole Creek connecting the apartments to the north to the pathway. We love that!
- **Need longer crosswalk lights for elderly — citywide.**





If you redo railroad underpass pathway on 13th, it would be very meaningful to include flowers and animals in the design on the walls to honor a child who lost her life bicycling in the tunnel.





- Do not add a bike path to the street in the underpass. Improve the existing pedestrian walking path and rail so that bicycles can ride on it and not on the street.
- We ride our bikes with traffic through the underpass because bicycles are not allowed on the pedestrian path.
- **Distracted drivers are a problem, in general.**
- Lower the speed limit on L17J between Loves and Sapp Brothers truck stops
- Traffic light needs a longer yellow for the N-S direction. The current yellow is not long enough to allow a loaded farm truck to stop in time before it turns red. *(L17J/Old Post Rd intersection)*
- **Please consider adding turn arrows to this stop light during busy times.**













Outreach and Engagement

3.9 Public Comments Summary

The feedback from residents, stakeholders, and task force highlights several critical safety concerns across Sidney's streets and infrastructure. Common concerns submitted online and in person by survey respondents and at pop-up events and meetings include the following issues:

Traffic Speed and Calming Measures

Speeding motorists remain the most pressing concern across Sidney's streets. Residents frequently highlight excessive speeds on narrow streets and areas like L17J near Old Post Road, where the current 50 mph limit is deemed too fast.

Excessive speeding, especially in school zones and residential areas, remains a critical issue. Problematic streets, such as Sidney Draw Road and 13th Avenue, lack clear speed limits, leading to unsafe driving. Wide lanes are believed to encourage higher speeds and compromise safety, while some lanes in the community are considered too narrow.

Recommendations include speed monitoring signs, additional stop signs, and more police patrols to enforce speed limits. Traffic calming strategies, such as flashing lights, bulbout redesigns, and speed cushions, are suggested to address dangerous behavior.

Law Enforcement

In addition to traffic calming measures, additional enforcement was suggested.

Speed enforcement in school zones is a priority, as vehicles often fail to reduce speeds near children. Semi-truck traffic poses additional challenges, particularly at interchanges and on Illinois Street.

Speeding on major roads and at intersections, such as Old Post Road and Upland Parkway, presents a serious safety risk. Enhanced law enforcement visibility and stricter penalties for violations, including distracted and impaired driving, are strongly recommended.

Traffic Signals and Crosswalks

Issues at traffic signals and crosswalks also pose significant risks. Problems include drivers ignoring signal lights, insufficient warnings for stopping (e.g., at the Walmart intersection), and the lack of stop signs at critical intersections. These contribute to near misses and endanger both drivers and pedestrians.

Drivers frequently fail to stop at crosswalks or pay attention to signal lights. High-risk intersections, such as Fort Sidney Road, Illinois Street, and Pole Creek Crossing, require improved signage, flashing pedestrian signals, and stoplights. Additional measures like red-light cameras and clearer road markings are recommended to enhance pedestrian and cyclist safety.

Bike Infrastructure

Bike infrastructure is another area of concern, with a lack of dedicated bike lanes and off-road biking paths noted. Motorized scooters and e-bikes are also seen as a growing risk, particularly when used recklessly by both adults and children on streets and sidewalks. Proper regulation and infrastructure for safe biking are crucial.

The need for designated bike lanes and more connected trails across the city is emphasized. Unsafe crossings, such as Greenwood Road and the 13th Street underpass, are cited as dangerous for cyclists due to speeding cars and narrow paths. Calls for safer bike access to the north side, improved trail connectivity, and enforcement of rules for electric scooters and motorized bikes reflect a growing concern for cyclist safety.

Sidewalk Connectivity

Sidewalk connectivity and accessibility remain critical challenges. Many areas lack adequate sidewalks, while some existing sidewalks are too narrow or blocked by parked cars. Insufficient lighting in areas like Dailey Drive, poor road conditions, and design flaws (e.g., deep valley pans) exacerbate safety risks. These issues hinder the safety of pedestrians and wheelchair users, emphasizing the need for well-maintained, ADA-compliant sidewalks and crossings.

Many residential areas lack sidewalks or have incomplete pathways, leaving pedestrians vulnerable. Specific areas, such as Fort Sidney Road, require the addition of sidewalks or public walkways, particularly as the city expands east. ADA compliance remains a significant concern, with better wheelchair access and safe crossings needed at railroad tracks and steep areas like BNSF and UP crossings.

Accessibility

Accessibility issues in Sidney go beyond sidewalk infrastructure. Individuals with disabilities face significant barriers due to the lack of ADA-compliant features such as curb ramps, tactile paving, and proper accommodations at intersections. Improvements in these areas are essential to ensure safe and equitable access for all residents, including those with mobility challenges.

Road Infrastructure and Maintenance

The condition of roads remains a top priority, with complaints of potholes, uneven pavement, and insufficient maintenance, especially during winter. Narrow roads on Sidney's north side require repaving and widening, while train crossings are impassable for many users. Improved snow clearance, street painting, and erosion prevention measures are essential for safer streets.

School Circulation

School circulation and children's safety near schools are frequently mentioned. With one elementary school permanently closed, residents express a desire for improved child pick-up circulation around two of the three remaining elementary schools. Children's risky behavior with scooters and bikes, particularly near schools, also raises concerns.

Traffic around schools, particularly during pick-up and drop-off times, is chaotic. Residents suggest better traffic flow design, such as one-way patterns at South Elementary, and clearer bus loading/unloading rules. Flashing signage for school zones and public education campaigns for drivers and children could mitigate safety risks.

Community Safety

Residents highlight the culture of alcohol contributing to impaired driving and the need for mandatory penalties for offenders. Obstructed visibility, caused by road hazards such as overgrown shrubs and vehicles parked too close to intersections, increases risk, particularly during school pick-up times. Enhanced lighting in residential neighborhoods and more law enforcement patrols are seen as key to improving safety.

Public Awareness and Education

Public awareness and better education on traffic safety could address several of these issues. There are also calls for stricter enforcement of existing traffic laws and a realignment of city priorities to focus on repairing roads, improving sidewalks, and ensuring safety for all community members over new or unnecessary developments. Together, these measures can create a safer and more inclusive environment in Sidney.

Educational initiatives focusing on pedestrian and cyclist laws, including general right-of-way rules, could address many concerns. Public service announcements and road safety campaigns through schools and community programs are recommended to teach children and drivers safe practices. Collaboration with truck drivers to raise awareness about visibility and road-sharing challenges could also promote mutual understanding.

Addressing these issues through thoughtful planning and community collaboration can create a safer and more accessible environment for all residents.

3.10 Data Challenges and Limitations

For the Sidney SS4A initiative, NDOT supplied crash data spanning a 10-year period from January 1, 2014, to December 31, 2023. The dataset encompassed all reported crashes within Sidney's city limits during the analysis period. This information was derived from crash reports submitted by Nebraska State Highway Patrol officers, Sidney Police Department personnel, and county officials. The crash reports summarize details from the crash scene as documented by the responding officer, and some of the information may reflect subjective observations. NDOT data served as the foundation for the analysis.

Crash records were reviewed to identify contributing factors, high-risk locations, and behavioral patterns. Analysis of user behavior, including proper use of safety equipment like seatbelts and helmets, impairment, and compliance with traffic laws, is limited to reported crashes. It is important to note that numerous improper behaviors likely occur without leading to a reported incident. This analysis focuses solely on the circumstances of reported crashes to uncover trends and contributing factors, enabling the city to collaborate with local stakeholders in addressing these issues and enhancing roadway safety for the community.

While historic crash data can provide insights into behavioral and circumstantial factors contributing to crashes in the Sidney area, it is important to recognize and account for several challenges and limitations when interpreting and drawing conclusions from the data.

Underreported Data

Many crashes, particularly those involving no harm to individuals or vehicles, often go unreported to the police. This underreporting can hinder efforts to effectively address road safety, as crash analyses are limited to data from reported incidents. Similarly, near-miss events frequently go unreported due to the absence of property damage or injury. While near misses are not classified as reportable crashes, they can highlight critical safety concerns that should be proactively addressed to prevent future crashes

Abbreviated or Unknown Data

The condensed crash data provided by NDOT often lacks a comprehensive account of the crash circumstances. Additionally, many crash records have incomplete fields left blank by the reporting officer, making it challenging to fully understand the events leading up to, during, and following a crash.

Inconsistent Data

Reporting inconsistencies, whether from the reporting officer or the individual inputting data into the City or NDOT database, can result in inaccuracies or misrepresentation of crash details.

3.11 Demographics

Demographic analysis is crucial for identifying disparities among those involved in crashes and determining whether certain populations face higher risks due to economic or social factors. Understanding these characteristics can guide educational campaigns and targeted actions. Of crashes leading to hospital visits, **12** female drivers and **22** male drivers were involved. Male drivers were involved in all but three KSI crashes, including all rollover incidents. Driver ages ranged from **15** to **87**, with notable clusters in their **30s**, **40s**, and **50s**.

Despite the significant advancements in vehicle safety technology enhancing driver and passenger safety, motorists still face a high incidence of fatalities and severe injuries. Safety measures designed to protect motor vehicle occupants—such as airbags, crumple zones, and reinforced passenger compartments—do not offer the same protection to our most vulnerable road users, including pedestrians, bicyclists, and motorcyclists.

To the right, the bivariate color scheme used in the demographics map of Sidney illustrates two key data layers: survey response density (represented in blue) and 2020 census population density (represented in orange). By overlaying these colors, the map highlights areas where these two factors intersect, providing insights into the relationship between community engagement and population distribution. To ensure a comprehensive understanding, Sidney was divided into five areas for the SS4A action plan study. Respondents were asked to identify which area they reside in, allowing for equitable representation and ensuring that all parts of the community were surveyed effectively.

A total of 248 short survey responses were collected, representing a 4.8% response rate based on the 2020 census data for adults in Sidney.

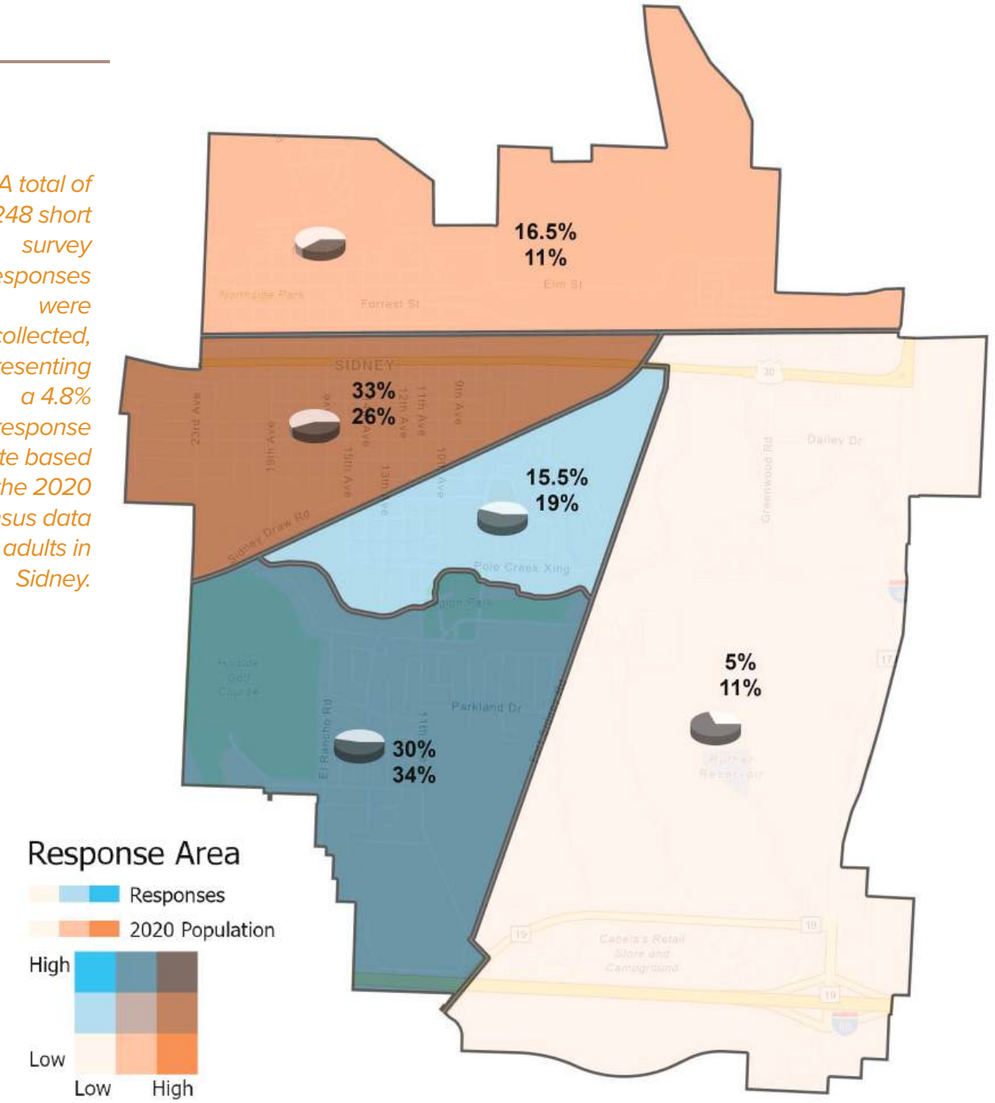


Figure 9

Community Engagement Response Area

The percentage of total survey responses is displayed first, followed by the percentage of the 2020 Census population.

Representative Surveying

In addition to ensuring our survey results were representative of all areas of Sidney, we also wanted to check whether or not our survey was completed by a representative proportion of Sidney's community in terms of age, and ethnicity. To quantify this, we compared age and ethnicity from our survey to the age and ethnicity breakdowns of Sidney from the 2020 Census.

Age

Age from our survey respondents is symmetrically distributed, with the highest number of respondents in the 40-49 category, and then the 50-59 category (see figure 10).

Looking at the age distribution of adults 20 years and older in Sidney, age is fairly uniformly distributed from age 20-59, with a higher peak of individuals in their 60s, and an older population that tails off as individuals get into their 70s and 80s (see figure 11).

Although our survey data does not explicitly match the population age distribution, we received multiple responses from individuals in each age block, and no one age group made up more than 30% of our total responses.

Ethnicity

The ethnicity breakdown of our survey was approximately representative of the ethnicity breakdown of Sidney. (See figures 12 and 13). Survey respondents included individuals from all major ethnicity groups represented in Sidney by the U.S. Census Data.

Census Blocks

Specific breakdowns by census block group of age, ethnicity, median income, and percentage of block group below poverty level are available on the next page.

Identification of Disadvantaged Communities

According to a Climate and Economic Justice Screening Tool (CEJST) originally developed by the Council on Environmental Quality (CEQ), no census jurisdictions that Sidney is part of are identified as disadvantaged.



Figure 14

Figure 10. Age of Community Survey Respondents

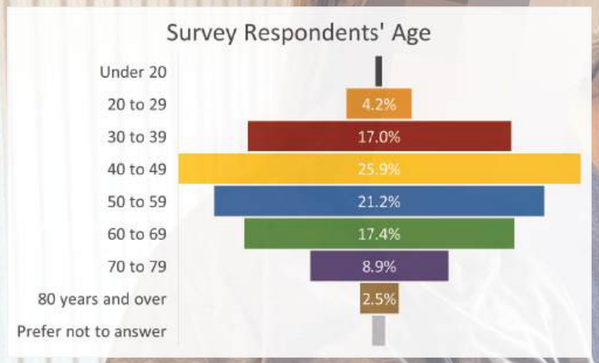


Figure 11. Age of Sidney Population

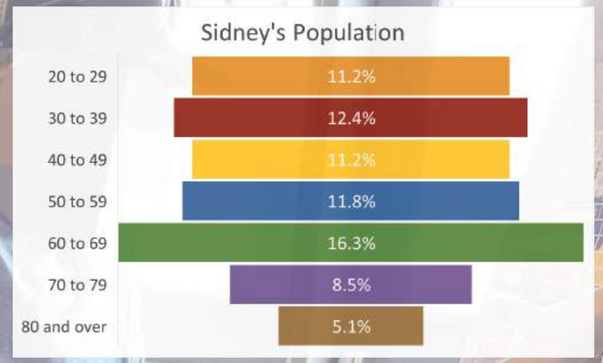


Figure 12. Ethnicity of Community Survey Respondents

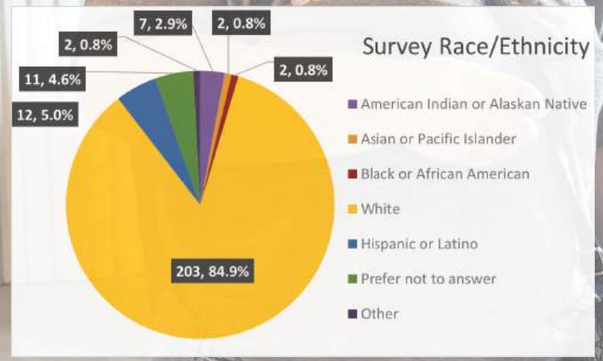
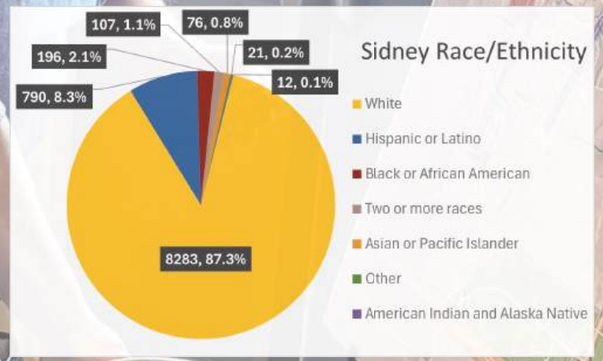


Figure 13. Ethnicity of Sidney Population



Demographic mapping of Sidney (see page 22) highlights key populations that may be more vulnerable to transportation-related harm, including youth, older adults, low-income households, and communities of color. As shown in the demographic maps, approximately 23% of the population is under 20 and another 27% is between 20–39, while nearly 28% is over age 60—age groups that are often at higher risk in pedestrian or multi-modal crashes. Furthermore, 12.1% of Sidney residents live below the poverty line, and 10.1% identify as Hispanic or Latino.

When compared to the High Injury Network and crash hotspot maps, several areas with high concentrations of serious or fatal crashes—such as Downtown, residential neighborhoods near schools, and corridors near Interstate 80—overlap with census blocks that have higher poverty rates and a larger share of vulnerable users. This suggests that traffic-related harm in Sidney may disproportionately impact lower-income residents and those with limited mobility options. These insights have directly informed the prioritization of projects and the focus on equitable safety improvements citywide.

Demographic Overview of Sidney

Demographics Maps are shown on the previous page using 2020 US Census Block Groups with American Community Survey (ACS) 5-Year tables (B19013, B17001, B19301, B03002) at the Block Group level to map the following: Median Household Income (B19013) , Age (B01001) , Ethnicity and Race (B03002), Poverty Status by Household (B17021).

Median Household Income

According to datausa.io and neilsberg.com, per the latest data available from American Community Survey, the median household income for Sidney is $51,704 (2023 inflation-adjusted dollars), up from $49,866 in 2022.



Figure 15

Median Household Income

Age

According to Neilsberg per 2019-2023 ACS 5-Year Estimates, 23.1% of Sidney is under 20, 27.1% of Sidney is 20-39, 22.3% of Sidney is 40-59, 22.6% of Sidney is 60-79, and 4.9% of Sidney is older than 80.

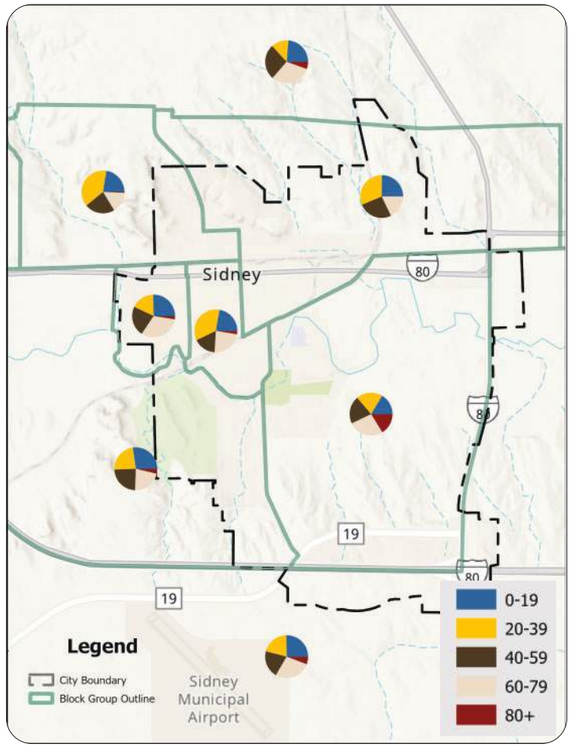


Figure 16

Age

Race/Ethnicity

According to Data USA, in 2023 Sidney was 84.2% White, 0.7% Black, 1.2% Asian, 10.1% Hispanic, 0.8% Native American/other, and 3.0% Multiracial. Breakdowns by census group are shown below.

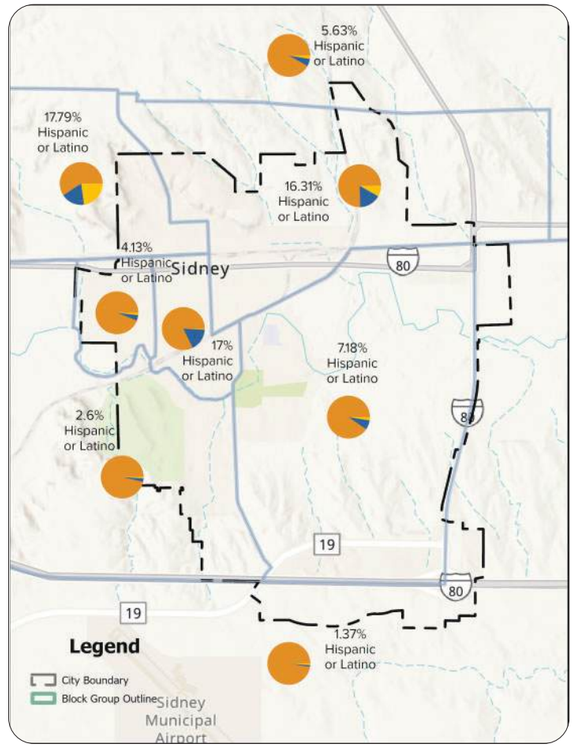


Figure 17

Ethnicity

Poverty Status

Of all residents in Sidney, 12.1% had an income below the poverty level in 2023, according to Data USA and City-Data.com. The breakdown of percentage of households below the poverty line by census blocks is shown below.

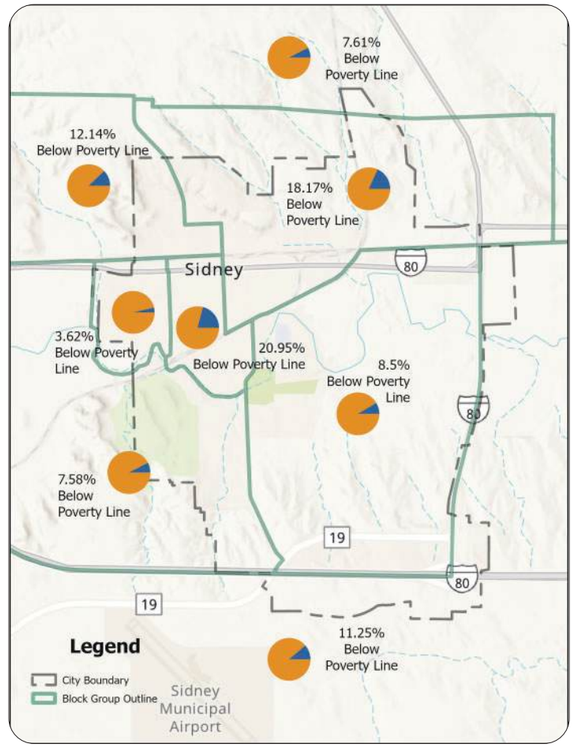


Figure 18

Poverty Level

Sidney—A Story Backed by Data 4

4.1 Baseline Crash Data Analysis and Insights

In order to have a baseline understanding of the crashes occurring in Sidney, we analyzed crash data from the last ten years (2014-2023). Our analysis included comparing Sidney crashes to other similarly-sized Nebraska cities, looking at the demographic breakdown of individuals involved in Sidney crashes, looking at human-controlled contributing factors (e.g. - alcohol), and analyzing the time of year, day, and environmental conditions that were involved in crashes.

Additionally, we highlighted the intersections and corridors that make up the high-injury network. This analysis helps pinpoint areas of greatest risk and their underlying causes, providing crucial insights for targeted safety improvements to reduce traffic-related injuries and fatalities.

Finally, we summarized the types of crashes in order to determine which crash types were the most prevalent and in which areas different crash types tend to occur.

This comprehensive analysis helps us better understand the current crash situation in Sidney and provides a foundation for determining effective solutions. Additionally, the analysis provides us with insight when determining the most effective countermeasures to reduce crashes, as well as a metric for evaluating how successful our safe street initiatives are in reducing crashes and meeting our goal of zero roadway deaths or serious injuries by 2035.

Comparison Cities

4.2 Sidney's Crash Rates in Context—A Regional Comparison

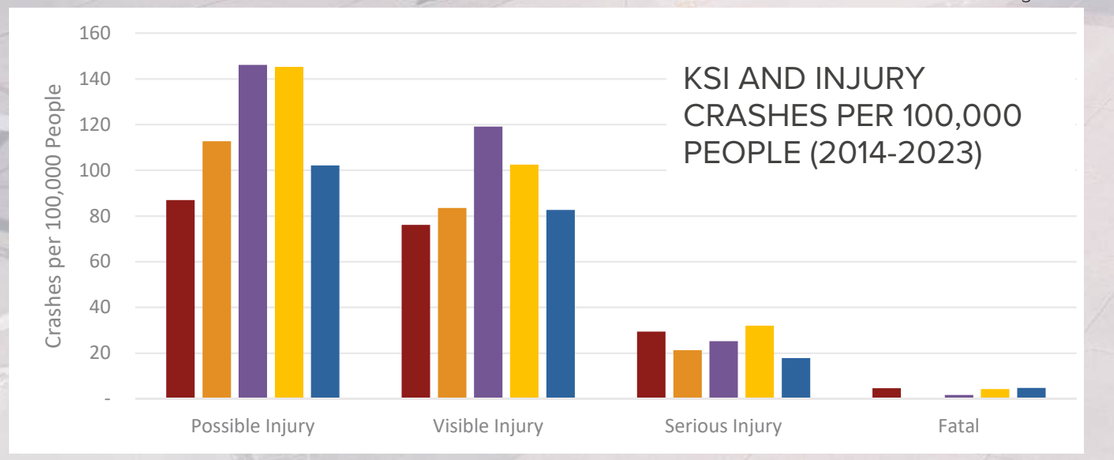
As part of our analysis, we compared the crashes in Sidney from 2014-2023 to crashes occurring in four other rural Nebraska cities of roughly the same population over the same years. In order to normalize the data for comparisons, we found the number of crashes that occurred per 100,000 people.

The data showed that, despite being the biggest city of the five by population, Sidney's crash rates for possible injury and visible injury were lower than any other of the cities. However, Sidney had the second highest fatal and serious injury crash rates of the five cities we compared. In order to figure out how to best reduce KSI crashes and reach Vision Zero, it is important to analyze where Sidney's crashes occurred, as well as what types of crashes were most prevalent.

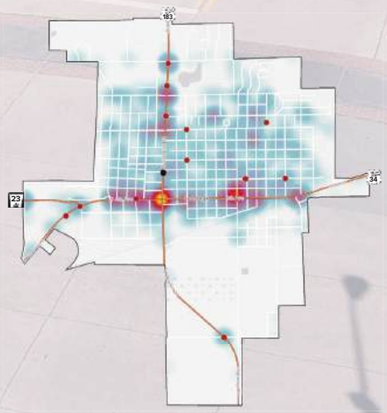


Sidney, NE (pop. 6,440)

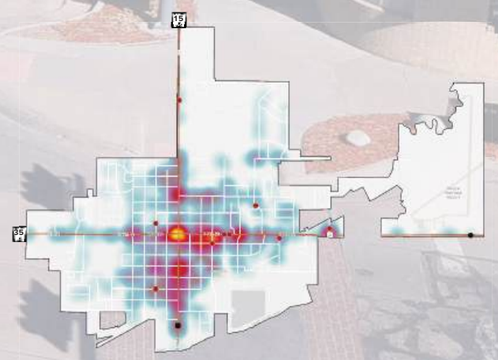
Figure 19



Chadron, NE (pop. 5,145)



Ogallala, NE (pop. 4,680)



Holdredge, NE (pop. 5,542)

Wayne, NE (pop. 6,165)

Sidney's Story by the Numbers

THERE WERE 971 CRASHES IMPACTING 1,609 PEOPLE, FROM 2014 TO 2023. THAT'S AN AVERAGE OF OVER 13 PEOPLE PER MONTH who were directly affected, experiencing disruptions like time lost from work, unexpected expenses, medical care needs, permanent disabilities, or even the tragedy of having to bury a loved one.

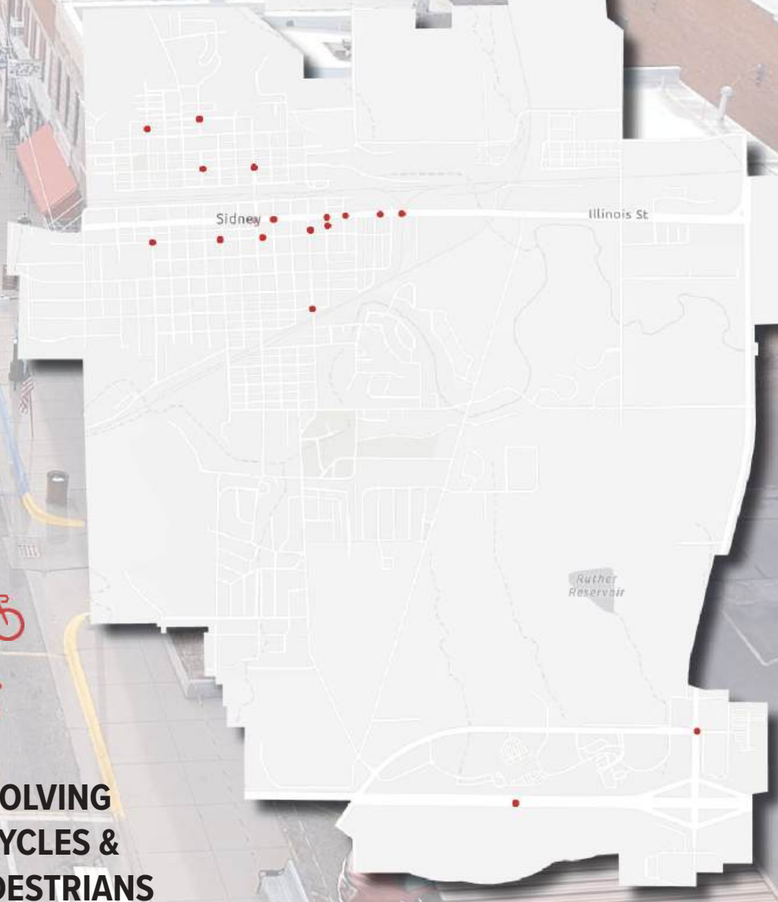
Figure 20



ALL COLLISIONS

24 KSI COLLISIONS IMPACTED **39** PEOPLE, FROM 2014 TO 2023.

Figure 21



INVOLVING BICYCLES & PEDESTRIANS

Who

WHEN IT COMES TO SAFETY, YOUR CHOSEN MODE OF TRANSPORTATION SHOULD BE IRRELEVANT.

Every day, people travel to buy groceries, go to work and school, access healthcare, visit family and friends, and return home. Throughout the United States, elderly individuals, people with disabilities, people of color and those with low incomes often encounter time-consuming, hazardous, and sometimes insurmountable obstacles just to meet their basic needs.

CRASH FATALITIES and SEVERE INJURIES BY MODE



1 IN 243
CAR CRASHES
RESULTED IN DEATH

ALL KNOWN[1]
MOTORCYCLE CRASHES
RESULTED IN SEVERE INJURIES OR DEATH

1 IN 5
BICYCLE CRASHES
RESULTED IN SEVERE INJURIES

1 IN 3
PEDESTRIAN CRASHES
RESULTED IN SEVERE INJURIES

1 IN 54
CAR CRASHES
RESULTED IN SEVERE INJURIES

Figure 22

These statistics highlight the vulnerable nature of pedestrians and bicyclists.

Although there are far fewer total crashes involving pedestrians and bicycles than cars, the incidents that do involve pedestrians or cyclists have a much higher chance of resulting in injury or death.

It's crucial to keep this in mind while designing streets that will be safe for all users. When considering the acceptable amount of risk in a street system, special considerations need to be taken for pedestrians and bicyclists.

Understanding how to keep **all** individuals on the road safe is key in order to reach Vision Zero.

INCIDENTS THAT LED TO A HOSPITAL VISIT: ALL MODES

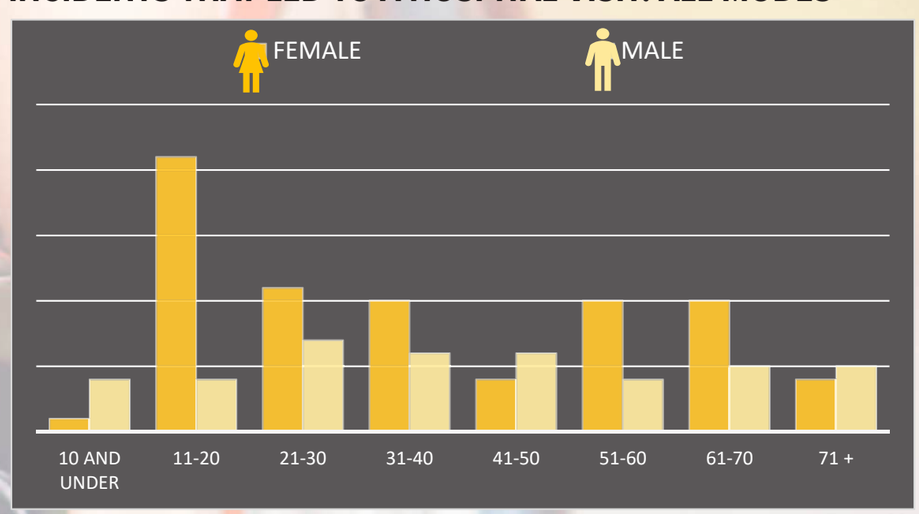


Figure 23

How many victims were involved in collisions from 2014 through 2023?

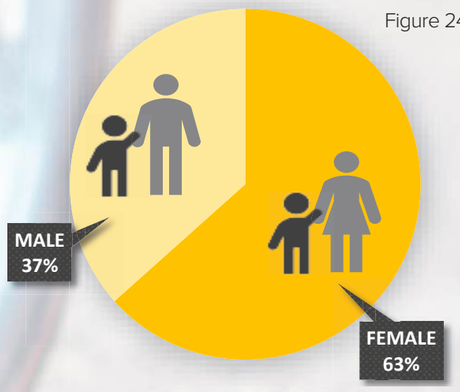
- **10** pedestrians were injured
- **5** bicyclists or pedalcyclists were injured
- **1,588** motorists and their passengers (includes motorcycles, farm equipment, trucks, bus)

Of the motorists and passengers involved:

- **4** people died, **188** suffered injuries, and **35** suffered severe injuries.

Every individual person is someone's parent, child, classmate, friend, coworker, or neighbor.

Figure 24



1 The 2014-2023 Sidney Crash data only includes KSI (killed or seriously injured) motorcycle crashes. While it's probable that lower-severity motorcycle crashes occurred, these incidents were not specifically categorized as motorcycle crashes in the dataset.

Why

Human behavior plays a pivotal role in car crashes. The causes of crashes attributed to human behavior are underreported both nationally and in Sidney.[1]

Common risk factors include driving under the influence of alcohol or drugs, speeding, distracted driving, handheld electronic device use while driving, running stop lights and signs, and not using seatbelts. Critical reasons assigned to drivers include failure to recognize the situation, poor driving decisions, or driver performance errors.

Crash investigation reports provide fields to describe driver and non-motorist actions that contributed to a crash such as failure to yield, collision with a fixed object, or improper turn, but these details may not explain the why. It is often difficult to observe and measure actions that lead to a crash. For example, a driver failing to yield may not be the root cause of a crash. Failure to yield may have occurred because the driver was looking towards or reaching for an object in the passenger seat such as a vibrating smartphone.

Based on available crash data for Sidney, people speeding/traveling while intoxicated, turning left against traffic/failing to yield, running red lights, or driving distracted accounted for **65%** of severe and fatal incidents, with alcohol and drugs cited in half of fatalities.

SPEEDING

In today's world, people are eager to get to their destination, often disregarding speed limits. This increases the danger for everyone on the road. Nationwide, 29% of all traffic fatalities were speed-related in 2021.[7] A pedestrian hit by a vehicle traveling 20 mph is **4.5x** more likely to survive than if the vehicle was traveling 40 mph[6]. Despite the desire to be quicker on roads, it's imperative drivers slow down and obey the speed limits set in place to prevent catastrophe, both for themselves and for others on the road.

DISTRACTED DRIVING

Every day in the U.S., crashes reporting the involvement of a distracted driver kill an average of **9** people and seriously injure more than **1,000**.[2] In 2022, distracted driving was responsible for **3,308** fatalities, highlighting the dangers of this behavior.[3] It contributes to approximately **400,000** crashes annually, many of which result in injuries.[4] Among these, cell phone use is a major factor, though other distractions like eating, adjusting the radio, or interacting with passengers also play a role.[5] Sending or reading 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**.

SLOWING DOWN SAVES LIVES

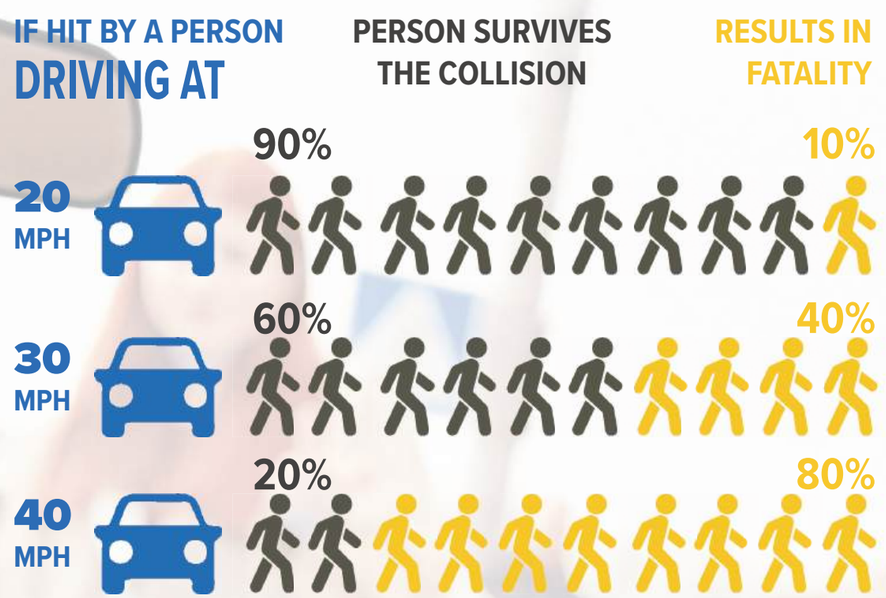


Figure 25

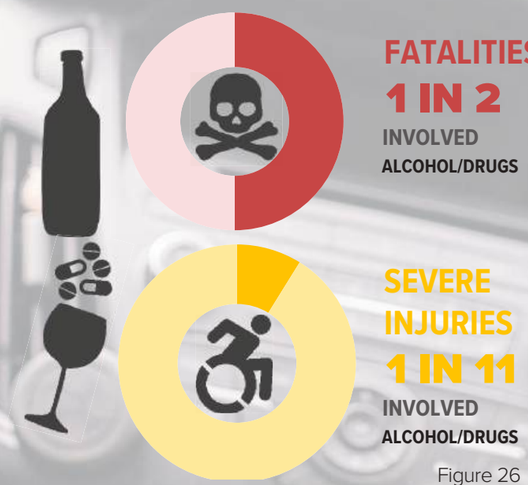


Figure 26



100%

BICYCLE SEVERE INJURIES

INVOLVED DISTRACTED / RECKLESS DRIVING AS A CONTRIBUTING FACTOR

100%

PEDESTRIAN SEVERE INJURIES

OCCURRED AFTER DARK WITH VISIBILITY A CONTRIBUTING FACTOR

Figure 27

1 https://www.nhtsa.gov/book/countermeasures-that-work/pedestrian-safety/data-surveillance https://rip.trb.org/view/1864197
2 https://www.cdc.gov/distracted-driving/about/index.html
3 https://www.nhtsa.gov/risky-driving/distracted-driving
4 https://defensivedriversinstitute.com/distracted-driving-statistics-and-facts-for-2024/
5 https://www.forbes.com/advisor/legal/auto-accident/distracted-driving-statistics/
6 https://www.streetsareforeveryone.org/blog/speedingkillschildren, LA Dept of Transportation
7 https://www.nhtsa.gov/press-releases/speed-campaign-speeding-fatalities-14-year-high

When

From 2014 to 2023, the total number of crashes fluctuated between **73** and **124** per year, without a clear trend other than a noticeable decline during 2020 (potentially a result of the COVID-19 pandemic). Serious injuries or fatalities (KSIs) remained low across all years, peaking at **5** in 2018 and 2023.

Monthly crash counts were highest in December and February, while May and June saw the fewest.

Weekdays consistently experienced higher crash frequencies, particularly on **Fridays**, whereas Sundays saw the fewest incidents.

Crashes tended to peak during **commuting hours** (8 a.m., noon, and 5–6 p.m.) and early evening, with KSIs occurring more often in the early evening than other times of day.

The majority of crashes occurred in clear weather, accounting for **760** crashes and **21** KSIs. Inclement conditions, such as blowing snow, fog, or rain, contributed to fewer crashes but were linked to KSIs approximately 13% of the time.

Clocking Collisions

The observed crash trends have significant implications for improving traffic safety. The concentration of crashes during commuting hours highlights the need for targeted interventions during peak traffic times, such as adjusting traffic signal timings, enforcing speed limits, or enhancing public awareness campaigns about cautious driving during these hours.

Weathering the Roads

The seasonal and monthly variations point to the importance of adapting road safety measures to changing weather conditions, such as improving road maintenance for icy or snowy conditions and ensuring vehicles are equipped for winter driving.

The data shows that clear weather is not exempt from crashes, emphasizing the need for ongoing safety awareness campaigns regardless of weather conditions.

Lighting Issues

Almost half of all KSI collisions happened while dark, whereas only 28% of all crashes occurred while dark. While we cannot confirm causality, measures like improving visibility (e.g., better lighting), focusing on dangerous intersections, and enforcing stricter penalties for risky driving behaviors can help reduce severe outcomes related to lighting and time of day.

In summary, crashes were concentrated on weekdays, during commuting hours, and in clear weather

Figure 28

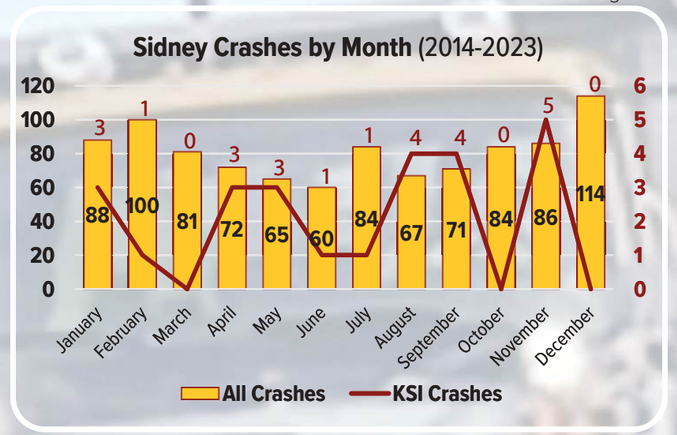


Figure 29

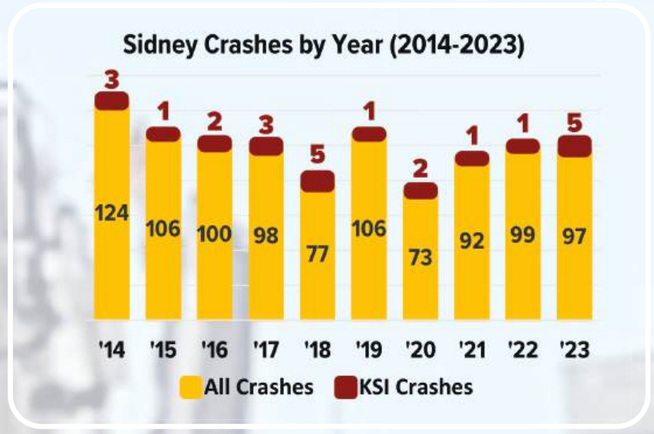


Figure 30

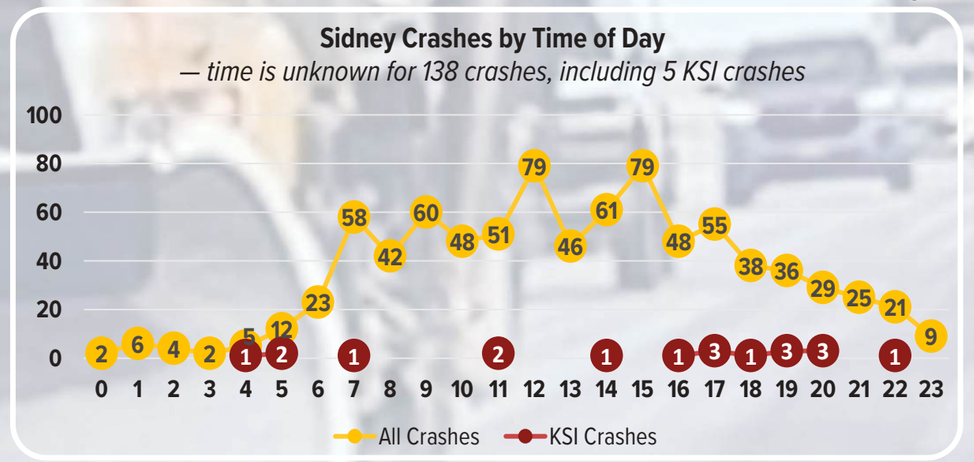


Figure 31

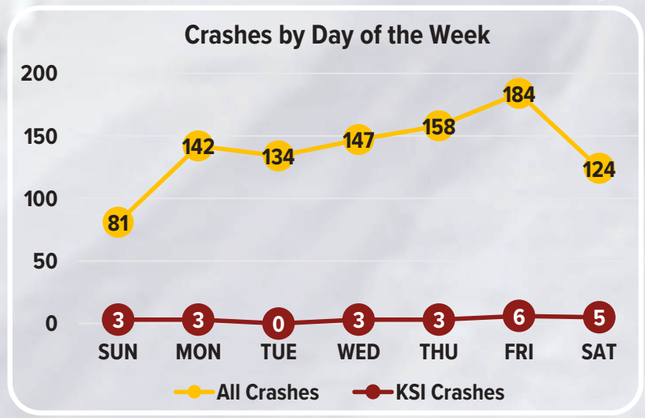


Figure 32

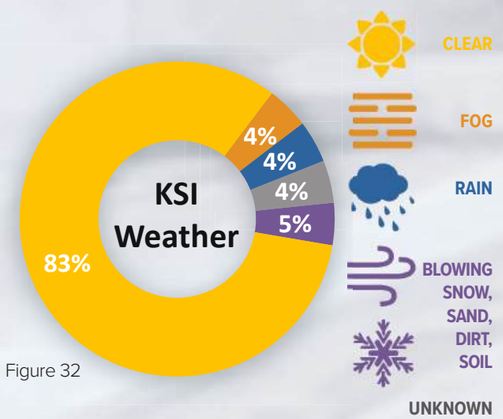
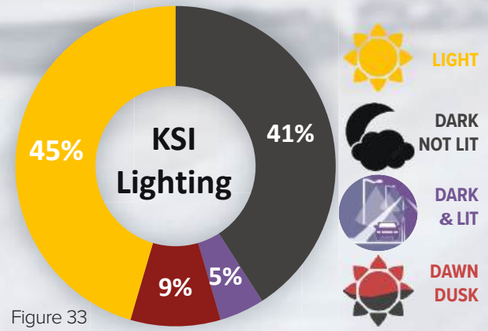


Figure 33



What

Crash Severity

During the ten-year analysis period, **971** crashes occurred involving **1,609** individuals. In the context of vehicular crashes, The following categorization provides a systematic way for responders to document the severity of outcomes and prioritize medical care efficiently. Injuries are categorized to aid in assessment and reporting.



A **non-reportable** crash involves a low-impact collision with minimal property damage and no injuries, so it doesn't require formal police documentation.



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

A **possible injury** 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.



In contrast, an **observed injury** encompasses visible injuries apparent to first responders, which can range from minor to moderate severity, such as cuts, bruises, or abrasions.



A **suspected serious injury** 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.



Lastly, a **fatality** describes cases where the injuries sustained lead to death, either at the crash scene or subsequently due to the injuries.

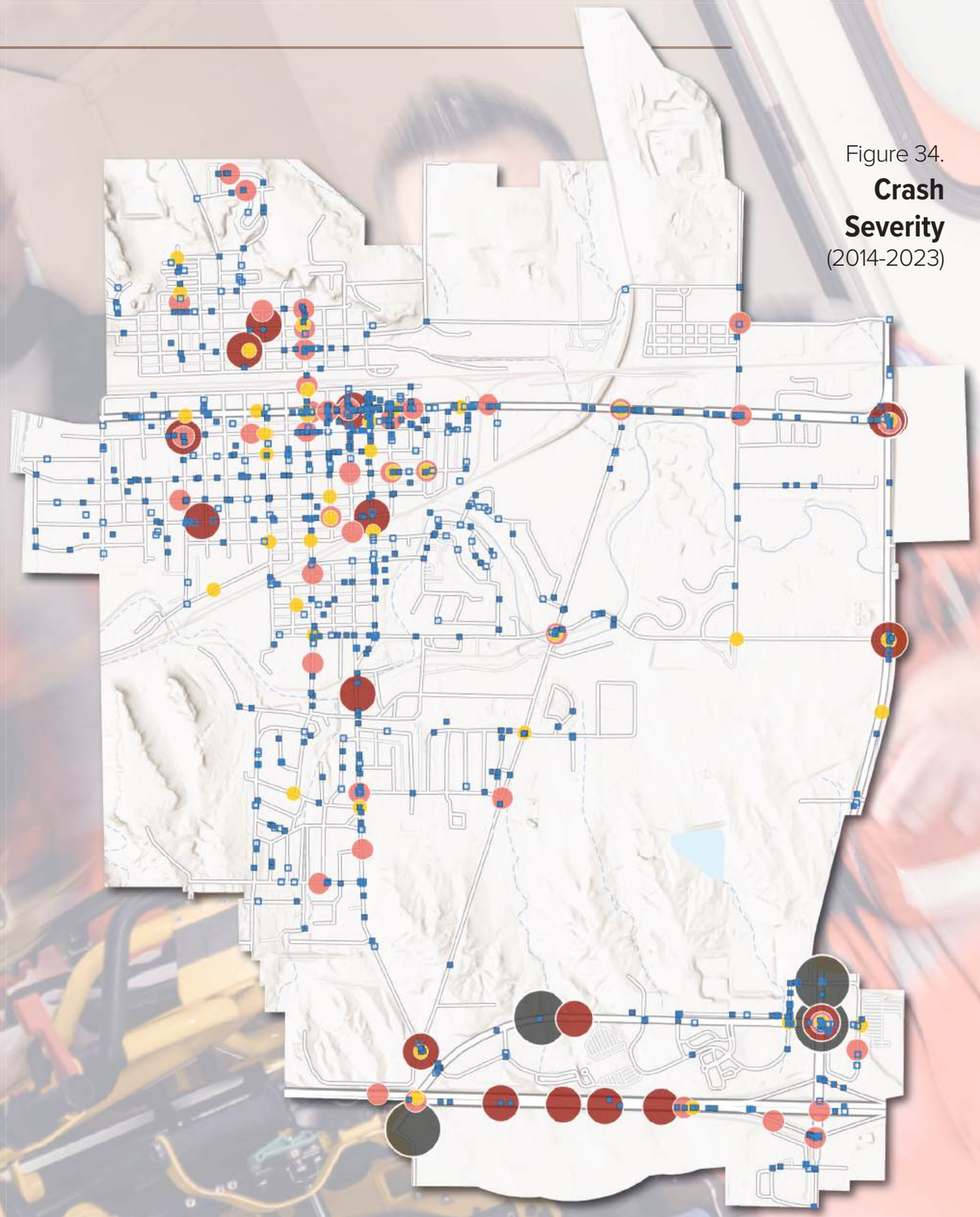


Figure 34.
Crash Severity
(2014-2023)

Where

Figure 35

CRASH LOCATION



Figure 36

ROADWAY POSTED SPEED LIMIT

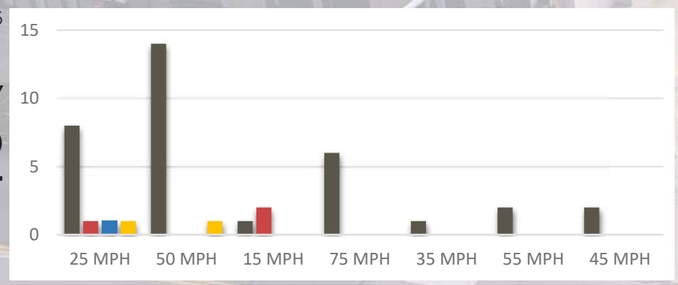


Figure 37

ROADWAY FUNCTIONAL CLASS

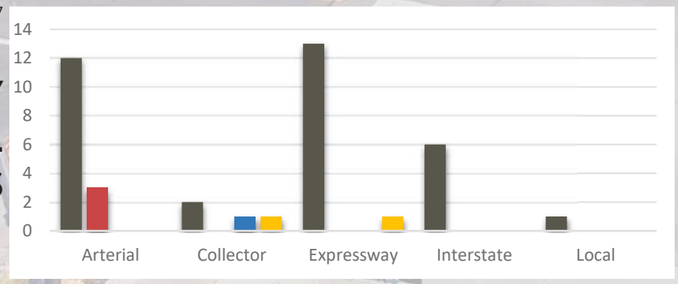


Figure 38

ROADWAY OWNERSHIP

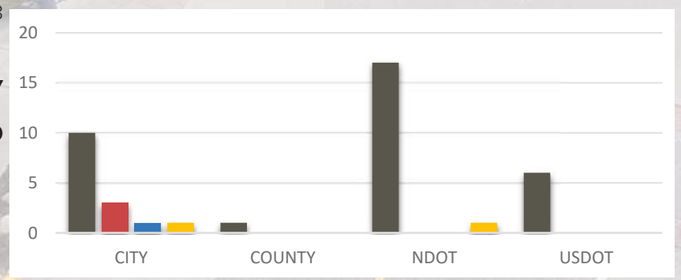




Figure 39

CRASH LOCATION

CURVE

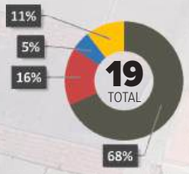


NON-INTERSECTION

SIGNALIZED INTERSECTION



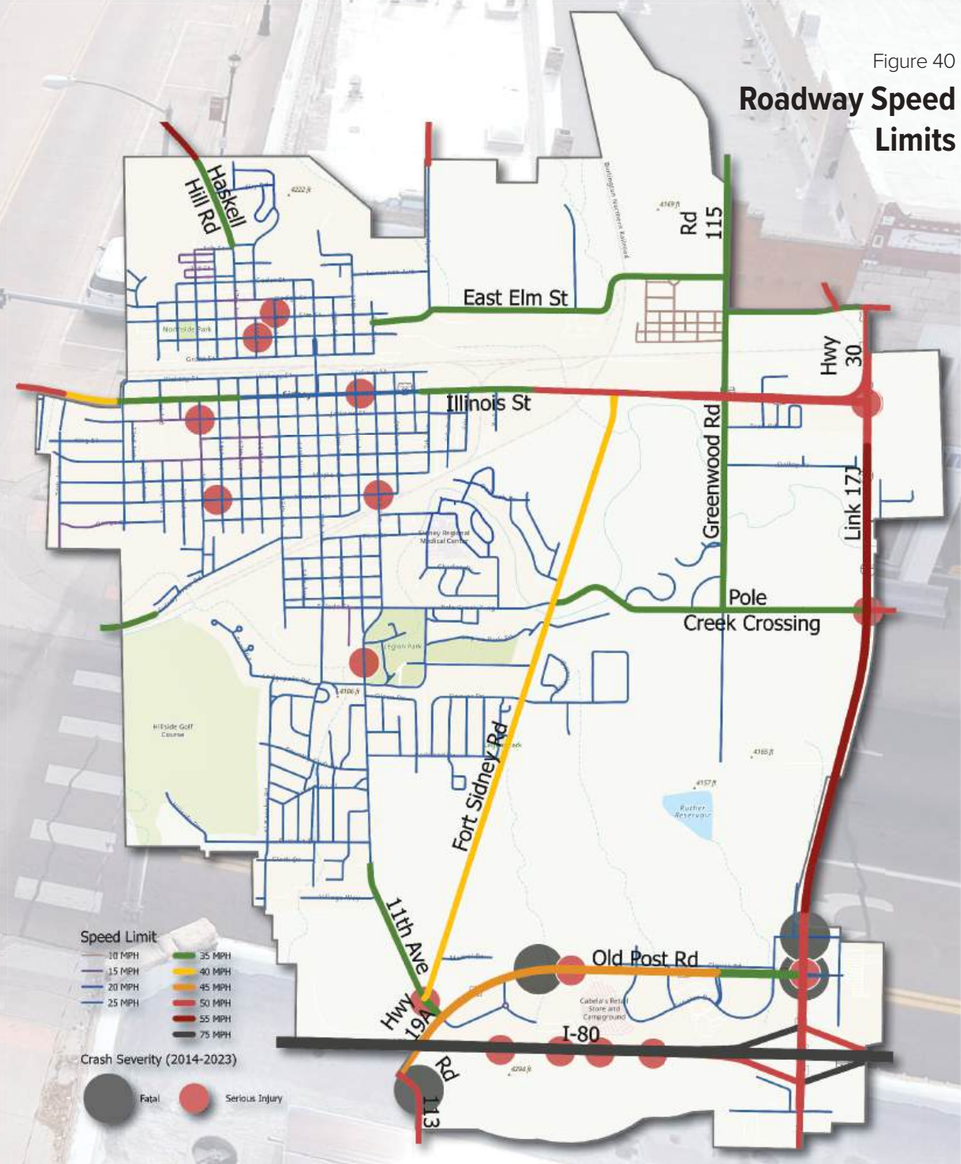
OTHER INTERSECTION



Serious and fatal crashes have occurred throughout the city, but are more concentrated in certain areas. A small percentage of our streets account for a high percentage of traffic-related deaths and severe injuries. In depth maps contributing to roadway safety analysis, including road width, land use, and average daily traffic, can be found in the Maps and Baseline Data appendix.

Figure 40

Roadway Speed Limits



Crash Trends

Understanding where and why crashes occur is essential to improving roadway safety in Sidney. 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, sporadic, or diminishing hot spots—revealing how crash risks evolve over time and where targeted interventions are most needed.

The Crash Trends map on this page illustrates these hot spots by type and location. New and consecutive hot spots show where crashes have become increasingly frequent in recent years, while persistent hot spots highlight locations with a long history of crash activity. These areas are key indicators for where safety improvements—such as reconfigured intersections, traffic calming, or pedestrian enhancements—can have a measurable impact.

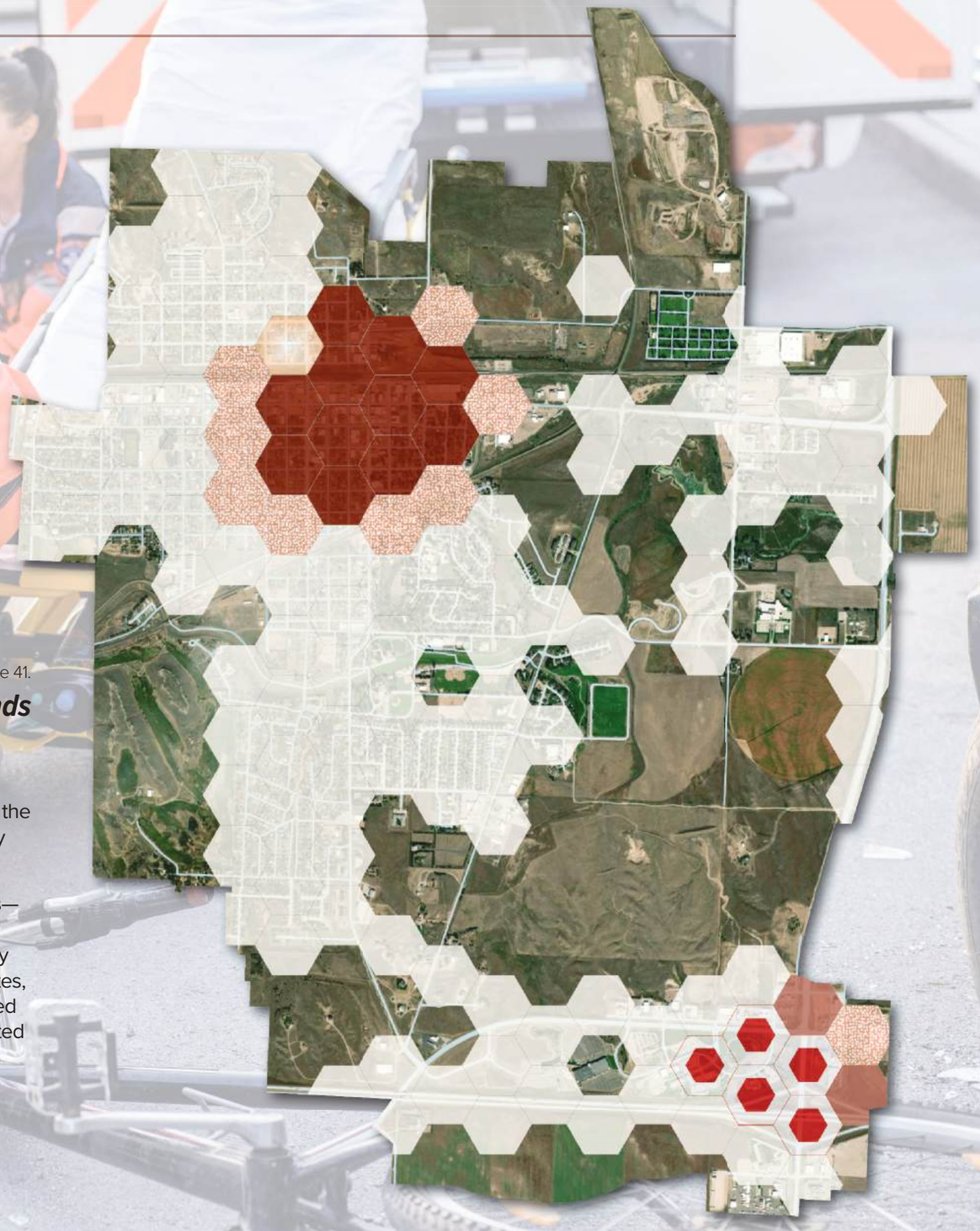


Figure 41.

Crash Trends

Unlike simple crash counts, this approach focuses on statistically significant clusters, helping identify patterns that are unlikely to be due to chance. For example, repeated crashes at a particular intersection may point to issues like poor visibility, missing signage, or design flaws. Understanding these trends allows Sidney to move from reactive responses toward proactive solutions that address underlying causes and reduce future risk.

While all crash data was considered, greater weight was given to crashes resulting in serious injuries or fatalities, as these represent the most urgent safety concerns. This weighted approach helped inform the development of Sidney's High Injury Network (HIN), a focused set of corridors and intersections where severe crashes are concentrated.

The HIN, detailed on the following page, provides the basis for prioritizing safety investments where they can have the greatest impact.

By identifying the who, where, and why of crashes—not just how many—Sidney is better equipped to plan for safer streets. These insights guide not only infrastructure improvements, but also policy updates, education campaigns, and funding strategies aimed at achieving Vision Zero: eliminating all traffic-related fatalities and serious injuries.

High Injury Network

Collision Hotspots: Identifying Risk Zones

Crashes occur throughout Sidney, but certain streets experience more severe collisions or a higher frequency of incidents compared to others. The map to the right highlights the top high-injury intersections and corridors. This map is based on both the frequency and severity of reported crashes from 2014 to 2023.

High-injury areas are concentrated near the Interstate 80 exits, as well as Old Post Road and Link 17J corridors, and Downtown, likely due to higher traffic volumes generated by increasing development and dense land use in these areas.

Crashes involving motorists and pedestrians or bicyclists are also observed Downtown, in residential neighborhoods, and near schools. Notably, streets that are already hazardous for drivers tend to pose even greater risks for motorcyclists, cyclists, and pedestrians.

Sidney's High Injury Network (HIN)

The High Injury Network (HIN) highlights the corridors and intersections in Sidney where fatal and serious injury crashes occur most frequently. By identifying the small portion of streets that account for a disproportionately high share of traffic harm, the HIN enables the City to focus on the areas with the greatest need for safety interventions.

Sidney's HIN was developed using weighted crash data from 2014 to 2023, prioritizing crashes involving fatalities and serious injuries. Lesser weight was given to crashes resulting in minor injuries or property damage only. The analysis also incorporated land use, average daily traffic (AADT), and community feedback to ensure the network reflects both technical data and local experience.

The map on this page visualizes Sidney's HIN in red (high-risk intersections) and black (corridors). These are the locations where targeted infrastructure upgrades, speed reduction strategies, and multimodal improvements can most effectively prevent future tragedies.

Focusing safety efforts along the HIN is essential to meeting Sidney's Vision Zero commitment—eliminating traffic deaths and serious injuries. The HIN also supports equity goals by helping ensure resources are directed to the neighborhoods and corridors that need them most.

Further detail on the crash patterns that shaped this network can be found in the Crash Maps, Crash Tree, and Maps and Baseline Data appendices.

4.3 High Risk Corridors

- Old Post Road corridor (Link 17J to 11th Avenue)
- Illinois Avenue (US 30) corridor (Link 17J to 13th Avenue)
- Link 17J corridor (I80 eastbound exit to US30)
- 19th Avenue (Illinois Street to Newton Street)
- 13th Avenue (Forrest Street to Newton Street)
- Jackson Street (8th Avenue to 19th Avenue)
- Interstate 80 eastbound, west of Exit 59

4.4 High Risk Intersections

- Old Post Road and Link 17J
- Old Post Road and 11th Avenue
- Jennifer Lane and Link 17J
- Pole Creek Crossing and Link 17J
- US30 and Link 17J
- Illinois Street and 10th Avenue
- Illinois Street and 11th Avenue
- Illinois Street and 13th Avenue
- I80 Exit 59 exit ramp intersections with Link 17J

The following pages feature infographics that show the breakdown of crash types and KSI (killed or seriously injured) incidents. These visuals highlight key trends and patterns to help guide safety improvements.

Figure 42. ***High Incidence Network Map.***
Black/Gray corridors — fatality hotspots
Blue corridors — severe injury hotspots
Red intersections — crash severity hotspots



Each crash is assigned a severity rating: 1 for non-reportable incidents, 2 for property damage, 3 for possible injury, 4 for visible injury, and 5 for serious injury or fatality. At each intersection, these severity numbers are summed up and then added to the total number of crashes at that location to provide a combined measure of crash impact.

Collision Focus Areas

Based on our analysis of crash reports and crash data, the collisions resulting in fatalities and serious injuries are illustrated in Figures 43-46. Figure 43 presents the number of serious injuries and fatalities recorded over the 10-year period from 2014 to 2023, categorized by mode and type of collision. Figures 44 and 45 show the percentages for each type of collision, representing the proportion of KSIs associated with that specific collision type. Figure 46 highlights crashes where alcohol involvement or red light running served as contributing factors.

5.1 KSI Crash Types

Figure 43. Vehicle Crash Type: Modes Involved for crashes resulting in Serious Injury or Fatality

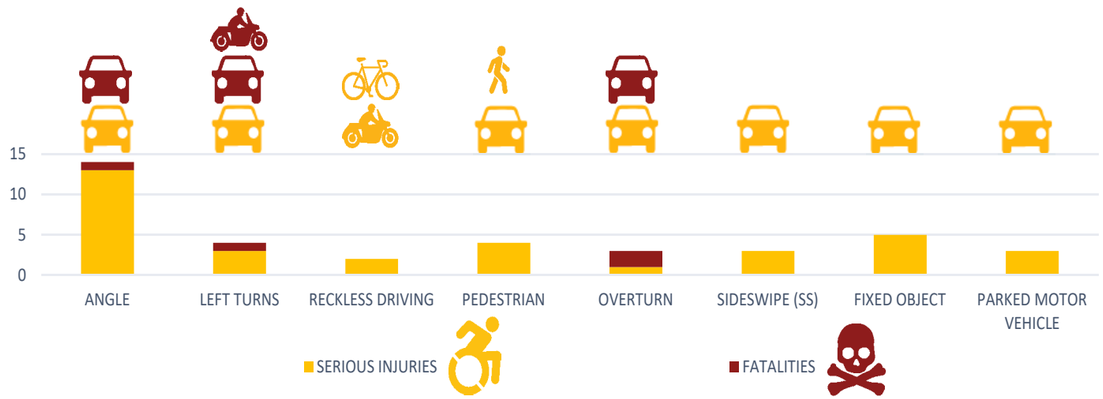


Figure 44. Common Collision Types Involving Pedestrians or Bicyclists and Motorists or Motorcyclists

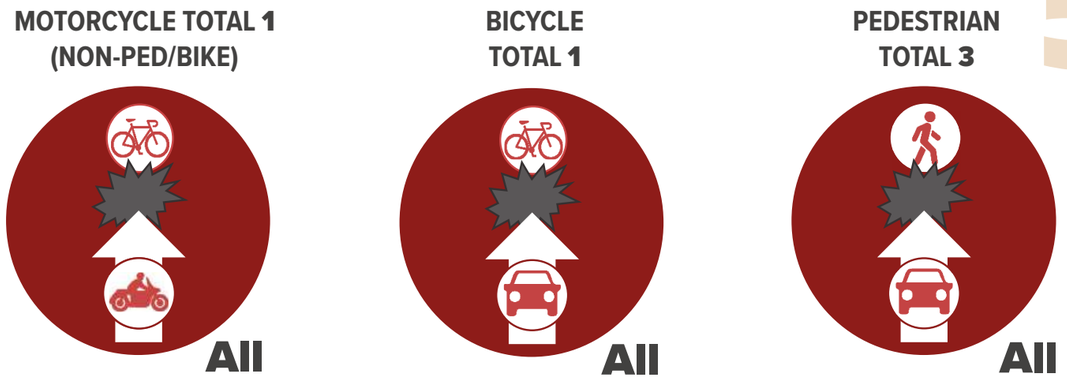


Figure 45. Common Collision Types Involving Motorists or Motorcyclists

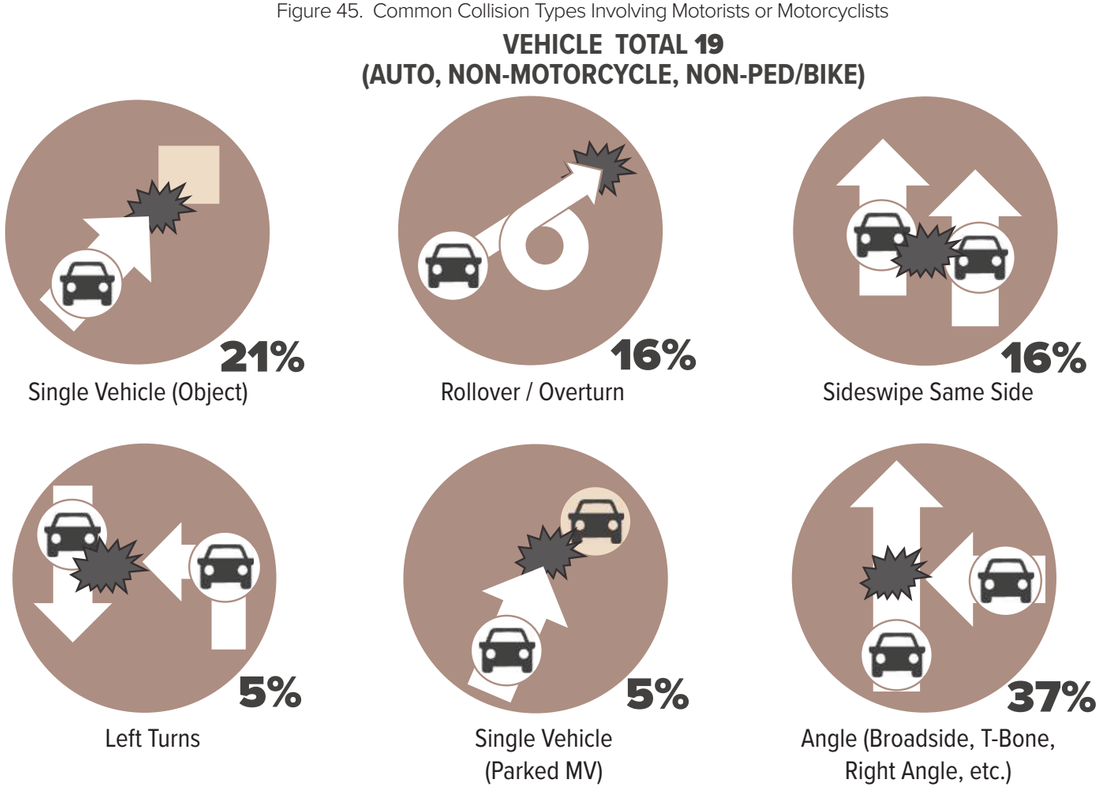
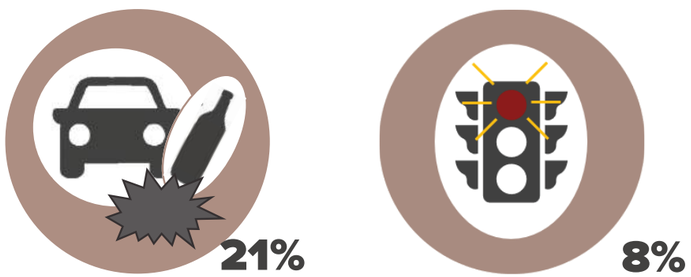


Figure 46. Percentage of KSI Collisions caused by motorists driving under the influence of alcohol and those resulting from running a red light.





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



Left Turn Leaving

Angle (includes Broadside, T-Bone, Right-Angle) | Left Turn Leaving

Sidney Statistics (2014-2023)

262 Total Crashes

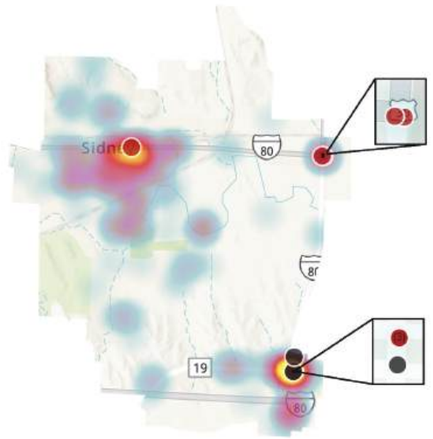
8 KSI Crashes

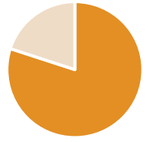
2 Fatalities (1/2 of total)

6 Severe Injuries

24 Visible Injuries

28 Possible Injuries





80% of Angle KSIs occurred at Intersections



30.4% of all KSI crashes were angle crashes



36% of all crashes occur at intersections.

Left turn is most likely to cause fatal intersection crashes[1]

Common Causes

Failure to yield, unsafe lane changes, distracted driving, speeding, aggressive driving, left turn against traffic, failure to stop, ran a red light, poor visibility

In Left Turn Leaving crashes, turning vehicle likely does not have right of way

Countermeasures

- Reduce Parking at Intersections
- Intersection Control
- Raised Median and Street Trees
- Road Diet
- Corridor Access Management
- Reduced Left Turn Conflict Intersections
- Addition of Protected Left Turn Signal Phasing

[1]According to National Highway Transportation Safety Association (NHTSA)

[2]Both fatalities involved alcohol use



Rollover / Overturn



Single Vehicle (Object)



Single Vehicle (Parked MV)

Unsafe Speed | Single Vehicle | Roadway Departure

Sidney Statistics (2014-2023)

425 Total Crashes

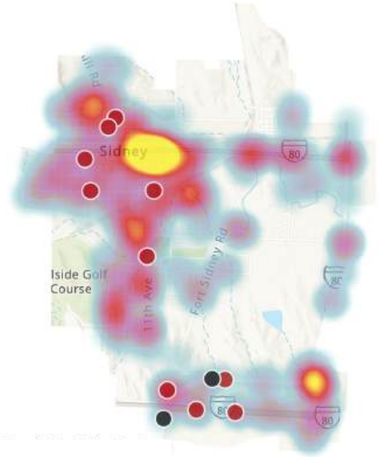
12 KSI Crashes

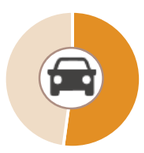
2 Fatalities

10 Severe Injuries

14 Visible Injuries

8 Possible Injuries





52.2% of KSI crashes were single vehicle



1/2 of all fatalities occurred in single vehicle rollover crashes[2]



1/3 of all single vehicle KSIs involved pedestrians (walking or biking)

Common Causes

Distracted driving, impaired driving, weather related, medical emergency, aggressive driving

Countermeasures

- Vehicle Speed Feedback Sign
- Lane Reduction
- Enforcement
- USLIMITS2 (online tool to assist setting safe, reasonable, consistent speed limits)
- Enhanced Delineation for Horizontal Curves
- High Friction Surface Treatment
- Median Barriers
- Safety Edge
- Shoulder Rumble Strips

Countermeasures Toolbox



Sideswipe Same Side



Sideswipe Opposite Side

Sideswipe Same Direction | Sideswipe Opposite Direction

Sidney Statistics (2014-2023)

38 Total Sideswipe Same Side Crashes

3 KSI Crashes

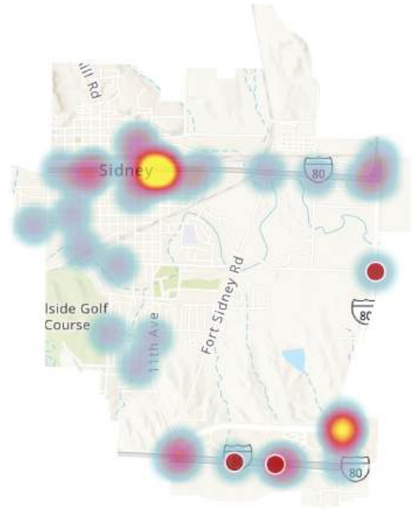
0 Fatalities

3 Severe Injuries

2 Visible Injuries

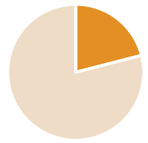
2 Possible Injuries

9 Sideswipe Opposite Side Crashes (all PDO or N-R)





48.9% of sideswipes occurred during the day with dry roads



Nationwide, lane departure warning features in cars can reduce sideswipe, head-on, and single vehicle injury crashes by 21% (IIHS)[1]

Common Causes

Driver fails to maintain lane due to distracted driving, improper lane changes, under influence, not checking blind spots before merging, sleepy, careless, impaired, rage, negligent merging, negligent lane changing, improper turns, speeding, overcorrection, distractions

Countermeasures

- Longitudinal Rumble Strips and Stripes
- Center Line Rumble Strips
- Shoulder Rumble Strips



[1]According to a 2017 study from the Insurance Institute for Highway Safety (IIHS)

[2]https://www.nhtsa.gov/sites/nhtsa.gov/files/analyses20of20rear-end20crashes20and20near-crashes20dot20hs2081020846.pdf



Rear End | Front-Rear

Sidney Statistics (2014-2023)

136 Total Crashes

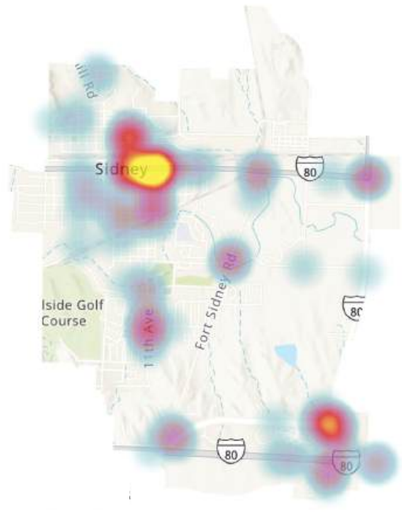
0 KSI Crashes

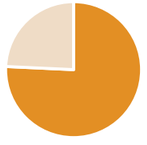
0 Fatalities

0 Severe Injuries

7 Visible Injuries

13 Possible Injuries





75.7% of Rear end or front-rear crashes occurred on dry roads



Nationwide, 87% of rear-end crashes involved some form of distracted driving (NHTSA)[2]

Common Causes

Distracted driving, speeding, tailgating, weather conditions, drowsy driving, driving under influence

Vehicle in front stops or slows, while vehicle in back does not; vehicle in front backs up into the vehicle behind

Countermeasures

- Left and Right Turn Lanes at Two-Way Stop-Controlled Intersections
- Road Diets
- Traffic Education and Outreach





Pedestrian Action or Violation

Sidney Statistics (2014-2023)

9 Total Crashes

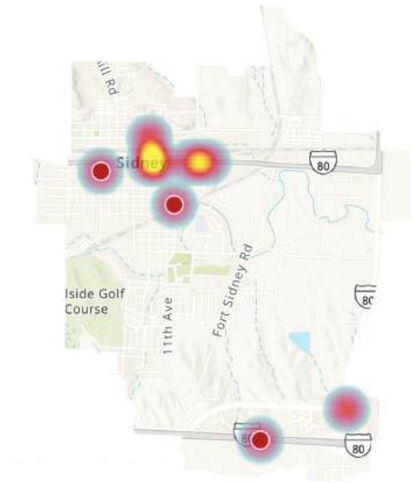
3 KSI Crashes

0 Fatalities

3 Severe Injuries

4 Visible Injuries

0 Possible Injuries





2/3 of pedestrian crashes occurred at dusk or while dark

100% of pedestrian KSI crashes occurred while dark

13.0% of all KSI crashes involved pedestrians

vs

0.9% of all crashes involved pedestrians

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

Common Causes

Mid-block or intersection, marked or unmarked crosswalks

Broadside Involved with Bicycle

Sidney Statistics (2014-2023)

5 Total Crashes

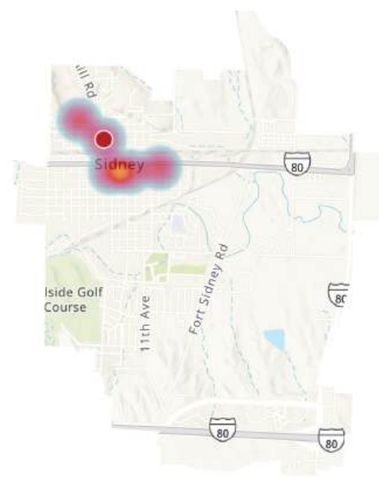
1 KSI Crash

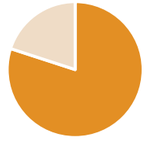
0 Fatalities

1 Severe Injury

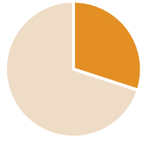
2 Visible Injuries

1 Possible Injury





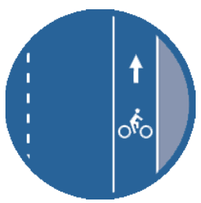
80% of bicycle crashes happened while light out (including the KSI Crash)



Adding a bicycle lane can reduce crashes by 30% on two lane local roads (U.S. DOT, Federal Highway Administration)

Countermeasures

- Protected Bike Lane
- Reduce Parking at Intersection
- Shared Use Paths
- Raised Median







Common Causes

Careless or reckless driving, no separation from traffic, no protected bike lane, no bicycle signal phase, reduced visibility at intersection

Alcohol Involved

Lack of sobriety reported by officer or suspected by investigative officer

Sidney Statistics (2014-2023)

40 Total Crashes

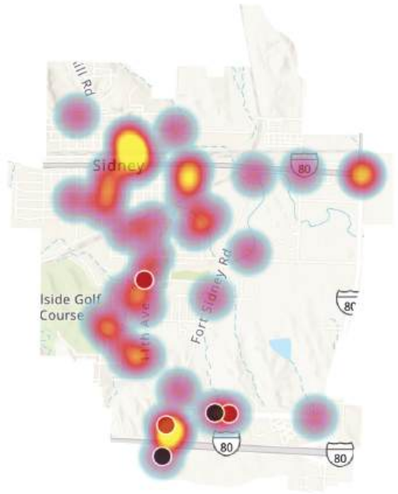
5 KSI Crashes

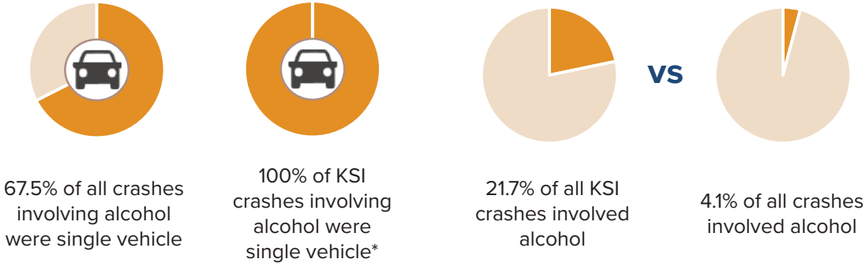
2 Fatalities

3 Severe Injuries

4 Visible Injuries

3 Possible Injuries





67.5% of all crashes involving alcohol were single vehicle

100% of KSI crashes involving alcohol were single vehicle*

21.7% of all KSI crashes involved alcohol

4.1% of all crashes involved alcohol

Countermeasures

- Traffic Education and Outreach
- Enforcement



[1]KSIs: 60% overturn/rollover, 40% going off road/hitting an object

[2] Red light running was not reported in the data we received. For KSIs, red light running data was manually pulled from crash reports.

Red Light Running (KSI)

Sidney Statistics (2014-2023)

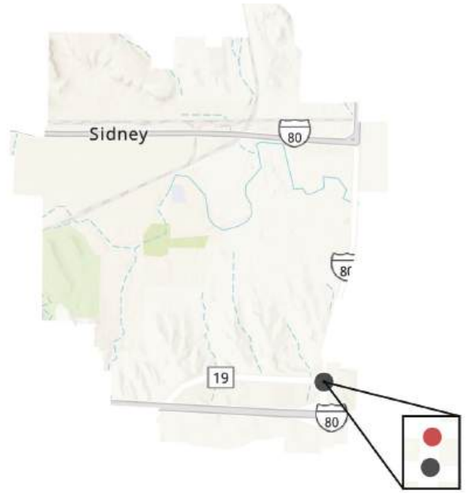
2 KSI Crashes

1 Fatality

1 Severe Injury

Total Crashes Unknown

Red light running was not reported in the data we received. For KSIs, red light running data was manually pulled from crash reports.



In our public engagement, there were several instances of individuals admitting to regularly running red lights at the intersection of Old Post Rd/11th Ave due to slow signal changes

Countermeasures

- Timing adjustments
  - Yellow Change Intervals
  - Review signal timing for the year
  - Signal timing and phasing improvements
- Signal Hardware
  - Backplates with Retro-reflective Borders
- Other Hardware
  - Advanced-Warning Flashers
  - Signal-Ahead Signs
  - Left-Turn Signal Sign
- Enforcement

Common Causes

Impaired visibility, signal phasing, pavement surface condition, aggressive driving

Crash Patterns and Hotspots

Understanding where and why serious crashes are happening in Sidney is central to this Safety Action Plan. To do this, both systemic risk factors and location-specific analyses were conducted using a decade of crash data. The crash trees (**Crash Tree Appendix**) break down the conditions, behaviors, and roadway features most commonly associated with fatal and serious injury crashes, revealing patterns that extend across the community. In parallel, the crash maps (**Crash Maps Appendix**) offer a geographic view, identifying the intersections and corridors where crashes are most concentrated. Together, these tools provide a data-driven foundation for understanding safety risks—setting the stage for a closer look at the specific factors contributing to collisions in Sidney.

Preventing Crashes Before They Happen

Understanding the crash types and risks associated with intersections and corridors of similar design is essential to proactive, systemic safety planning. As illustrated in the Crash Tree Appendix analysis and supported by the Countermeasures Toolbox, locations that share characteristics with high-crash sites—such as similar geometry, traffic patterns, or user behaviors—may face comparable risks, even if they have not yet experienced a serious crash. Applying countermeasures in these areas allows Sidney to prevent future crashes by addressing risk before tragedy occurs.

What Factors are Contributing to Collisions?

As seen in the previous pages, the most frequent crash types within Sidney city limits include angle crashes (such as broadside, T-bone, and right-angle) and left-turn collisions. The majority of KSI (killed or seriously injured) crashes were caused by these angle and left-turn crashes, as well as overturns.

Other notable crash types involve single-vehicle accidents with objects, sideswipes, rear-end collisions, and motorcycle-related incidents, including reckless driving. Alcohol involvement, red light running contribute to crash frequency. Pedestrian involvement also plays a role, but the specifics are unknown due to lack of data. Additionally, unsafe speeds, roadway departures, and crashes involving bicycles and vehicles turning left further highlight the need for targeted safety measures.

Nationwide, crashes at interstate exits often stem from speed differences, sudden lane changes, poor visibility, confusing signage, and heavy traffic. Contributing factors like distracted or impaired driving and weather conditions also increase collision risk. The lack of detailed causality on Sidney crash data highlights the need for further study to better understand these factors and develop targeted safety solutions.

The fact that 1 in every 54 crashes leads to a severe injury or fatality emphasizes the need for a more detailed analysis of the underlying causes.

The Need for Better Data

Unfortunately, many crash reports lack detailed information on human behaviors, such as distracted driving, limiting a full understanding of the causes of crashes.

However, certain trends are evident: driving under the influence of drugs and alcohol and excessive speeding are the most common violations contributing to fatal and serious injury collisions in the Sidney.

Environmental conditions also play a role in collisions. All severe pedestrian injury crashes occurred at night, and factors like weather, glare, and roadway conditions further complicate driving (though specific data is limited). Additionally, poor visibility at intersections and inadequate infrastructure for pedestrians and cyclists increase the risks of a severe crash.

Our data emphasizes the importance of addressing excessive speed, improving roadway and environmental conditions, and targeting human behaviors, like distraction and non-compliance, to enhance safety and reduce the likelihood of severe crashes in Sidney. These findings directly support our goals of improving traffic safety through better infrastructure, education, and enforcement, as outlined in the Safe Streets for All action plan.

Many areas on the collision reports we received are categorized as “unknown,” and collision reports often use broad categories to organize crashes. Red light running and distracted driving are not collected fields, necessitating reading through each individual crash report to identify whether or not a crash involved distracted driving/red light running. This highlights the need for improved data collection.

Both transportation experts and community members recognize that distraction is a big problem. The rise in smartphone use correlates with an increase in traffic fatalities nationwide.[1] However, there isn’t enough evidence to confirm a direct link.

Better data allows for better decisions—helping prioritize high-need areas and choose the most effective solutions for improving safety.

1 Pedestrian Traffic Fatalities by State: 2021 Preliminary Data | Governors Highway Safety Association



Leveraging Data

Strategy Identification: Translating Knowledge into Live-Saving Action



6.1 Proven National Strategies—Effective Solutions

Our goal is clear—every life matters, and no road fatality or severe injury is acceptable. To develop effective road safety policies and strategies, we looked at the **Safe Systems Approach**—where every element of the system is reinforced to protect lives. This inclusive framework addresses the needs of all road users. We focused on three key elements: creating safe road users through outreach and training, ensuring safe speeds with appropriate design and enforcement, and building safe roads that mitigate the human error.

Engineering remains a vital component; however, the focus shifts to acknowledging that mistakes will inevitably occur. An emphasis is placed on what can be done to ensure mistakes do not end in tragedy. Safety is a shared responsibility among all road users, and the system must be designed to mitigate the consequences of errors.

Traditionally, blame for collisions has been placed on individual road users, such as negligent drivers, inattentive pedestrians, or reckless cyclists. The Safe Systems Approach reassigns much of this responsibility to system designers—engineers, public health experts, policymakers, and law enforcement—while still expecting individuals to comply with rules and regulations. Essential steps for achieving long-term change include implementing actionable, measurable plans and embedding this transformation into institutions to ensure that Vision Zero principles endure beyond the efforts of today's advocates and leaders.

From analyzing crash data in Sidney and engaging with stakeholders, five major themes have been identified:

Safe Street Themes: Five Key Action Steps towards Vision Zero

6

A. Working Together to Strengthen Collaboration

Sidney believes saving lives starts with working together. By strengthening partnerships with local and regional organizations and uniting staff, leadership, and communities around a shared vision of safety, Sidney is committed to a coordinated, data-driven approach to road safety -- driving meaningful differences and paving the way for lasting, positive change.

B. Designing and Building Safer Streets

Sidney is committed to building a transportation network that safely supports everyone—whether walking, cycling, driving, or taking public transit. By designing our streets with features like dedicated bike lanes, continuous sidewalks, cycle tracks, and shared lanes, we can reduce the risk and severity of collisions. All of these efforts are guided by detailed collision data and community input, which helps us track progress, refine strategies, and ensure every investment makes our streets safer and more connected for the entire community.

C. Safe Speeds and Responsible Driving

Sidney is dedicated to promoting safe speeds and responsible driving to protect everyone on our roads. By increasing police enforcement to curb reckless behaviors and using technology like speed feedback signs at key locations, we aim to encourage drivers to obey speed limits while enhancing the design of our roads. We are also working to promote responsible driving with public education that underscores the importance of safe speeds. These efforts work together to reduce collisions and create a safer transportation environment for our community.

D. Fostering a Culture Safety Awareness

Even with safer streets, a culture of safety depends on individual accountability. It's up to all of us to value human life over convenience, practice empathy, and follow traffic laws. Educating individuals, institutions, and communities, combined with enforcement strategies and updates to policies and legislation help make this possible. By making responsible choices—such as following the right-of-way, obeying traffic signals, and avoiding distractions—we can create a safer environment for everyone.

E. Improving Data Practices and Tracking Progress

Maintaining and analyzing accurate, detailed data is at the core of making our streets safer. By analyzing collision trends and evaluating safety efforts and contributing factors, we gain the insights needed to continue developing effective solutions and fine-tune our safety strategies. Improved data collection not only enables us to track progress and communicate transparently with the community, but guides further decisions that eliminate traffic fatalities and serious injuries.

6.2 Improving Our Roads Together—What Can We Do?

Community Feedback Helps Shape Our Vision

Our people are at the heart of our vision. By actively seeking community insights and feedback, we ensure that every step—from planning innovative safety measures to implementing citywide improvements—is guided by our experiences and needs. Sidney's voice not only informs our decisions but also strengthens our commitment to building a safer, more connected Sidney for everyone.

Vision Zero Goals

Sidney is making strides toward our Vision Zero goal of eliminating serious injuries and fatal crashes in Sidney. This initiative focuses on creating safer streets for everyone, and we have already incorporated proven safety measures into key planning efforts like the 2020 Sidney Downtown Master Plan, the 2023 Comprehensive Plan, the 2024 Wayfinding Signage Plan, and the RAISE Completing the Loop – Planning Update. Recent projects such as the Deadwood Trail Pathway and sidewalk extensions, crosswalk upgrades, Forrest Street improvements, and valley pan removal on 13th Avenue reflect our ongoing commitment to safer infrastructure.

However, there's still much work ahead to reach our goal. In **2023**, the most recent year for which we have collision data, there were **5** serious injury or fatal crashes in Sidney. Among the **9** victims, **6** were motor vehicle drivers or passengers, **2** were motorcyclists, **1** was a bicyclist, and no pedestrians were involved. Unfortunately, the number of serious injuries and fatalities has been rising in recent years, underscoring the urgent need for further action. Together, we can reverse this trend and make Sidney's streets safe for all.

The goal of eliminating fatal and serious traffic collisions by **2035** is ambitious and will require a united effort from the City of Sidney and all road users. Achieving this target will bring immense benefits, enhancing the safety and well-being of our neighborhoods, schools, economy, and overall quality of life. Ultimately, success in this endeavor means saving lives.

While Vision Zero focuses on designing streets that foster safer interactions among drivers, cyclists, and pedestrians, individual responsibility also plays a critical role. Dangerous behaviors such as driving under the influence or using cell phones while driving must come to an end. Additionally, actions like ignoring traffic signals or stop signs, failing to yield the right-of-way while turning, or cycling against traffic are common causes of collisions in Sidney. These seemingly minor decisions can lead to significant consequences.

With the growing popularity of e-bikes and scooters among both younger and older residents, it is more critical than ever to ensure that everyone on the road—whether on two wheels, four wheels, or on foot—is making safe and lawful choices. These new modes of transportation bring exciting opportunities for mobility, but also require increased awareness and adherence to traffic safety rules.

We call on every member of the Sidney community to support the Vision Zero initiative by making safe choices whenever walking, biking, or driving. Together, we can create safer streets and achieve a future where traffic fatalities and serious injuries are a thing of the past.

Our key actions utilize the five Es of the safe street system—**Engineering, Education, Enforcement, Evaluation, and Encouragement**—and embody the safe system approach.

ENGINEERING

We can improve our streets by embracing modern engineering that makes travel safer and more accessible for everyone. By implementing Complete Streets standards, we design roads to include protected bike lanes, enhanced crosswalks with clear signage and warning beacons, as well as continuous, accessible sidewalks that connect key areas like downtown, schools, and shopping centers. The Complete Streets approach also uses context-sensitive design to address local challenges—redesigning high-risk areas, adjusting signal timings, and upgrading lighting and road markings for better visibility. Ongoing maintenance, coordinated construction, public education, and active community involvement ensure that these improvements are sustained and that additional measures—such as roundabouts, median islands, or reduced speed limits—can further enhance safety and connectivity for all road users.

EDUCATION

Our education initiatives aim to inspire smarter transportation choices by promoting active travel and road safety in a friendly, engaging way. This includes public campaigns highlighting the benefits of walking, biking, and Complete Streets, teaching both pedestrians and drivers proper crosswalk use and shared road responsibilities, and spotlighting downtown improvements that make our streets safer. By combining clear, accessible messaging through media, community workshops, user guides, and classroom education, and by partnering with local agencies and leaders, we can ensure everyone—from students to seasoned drivers—stays informed and safe on the road.

ENFORCEMENT

Enforcing road safety means protecting all users—pedestrians, cyclists, and drivers—through consistent law enforcement and community collaboration. This approach involves monitoring speed limits and high-use crossings, enhancing police capacity with targeted patrols and mobile speed feedback signs, and ensuring drivers yield at crosswalks and respect bike lanes. Additionally, comprehensive training for enforcement officers, data-driven strategies such as DUI checkpoints and policy alignment, and clear public education on traffic laws help create an environment where safety is prioritized. Working together with local partners, this strategy fosters a culture of shared responsibility on our roads.

EVALUATION

Evaluation is all about understanding how our infrastructure and safety measures are performing. This involves tracking how often Complete Streets features—like bike lanes and expanded sidewalks—are used, as well as assessing the safety improvements at enhanced crosswalks and monitoring downtown pedestrian and cyclist traffic. We gather data from sources like digital counters, crash reports, and trauma registries, then integrate and share it through accessible online tools to keep everyone informed. Regular reviews, community surveys, and partnerships with research institutions help ensure our strategies effectively reduce accidents and improve overall safety for everyone.

ENCOURAGEMENT

Imagine a city where active travel is celebrated and streets become vibrant, interconnected hubs. Hosting downtown bike and walk events can showcase new infrastructure and share inspiring success stories, while initiatives like Bike-to-Work days and Safe Routes to School empower residents to choose active commuting. Upgrading infrastructure—by adding bike racks, improving wayfinding, and promoting complete streets—creates a safer, more accessible environment. Strengthening ties with local businesses, sharing transportation information, and offering educational events and incentives all help build a community that moves together towards a healthier, more connected future.

Action Plan

Implementation: Years 1-2

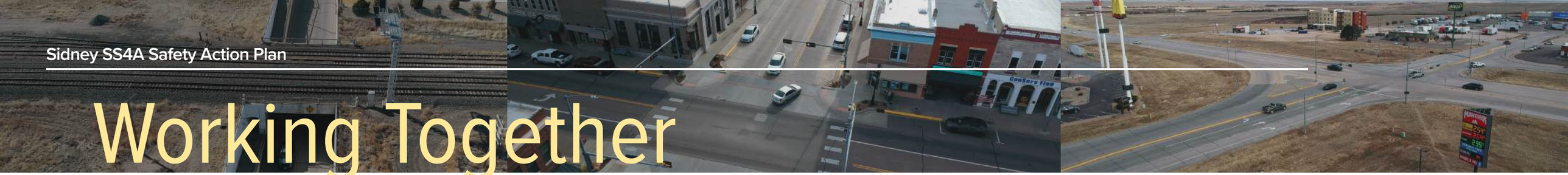


7

Years 1–2 Fiscal and Staff Resources Outline – Sidney Safe Streets for All				
	Action Item	Staffing Needs	Time Commitment	Fiscal Resources
	Working Together			
1	**Start the Safe Streets Program**	1 Program Coordinator (part-time or consultant)	Ongoing (approx. 20 hrs/month)	Staff salary/contract (~$25K–$50K annually)
2	**Continue Safe Streets Task Force**	Coordinator + cross-department participation	2–4 meetings/year; prep and follow-up (~8 hrs/meeting)	Minimal direct cost (staff time); meeting materials/logistics ($500–$1K/year)
3	**Hire or Assign Program Lead**	Recruit or designate part-time staff or consultant	Startup effort + ongoing (~20 hrs/month)	Same as Item 1; may overlap
	Set Metrics, Track Progress	Coordinator + data support from departments	Quarterly reporting (~5–10 hrs/quarter)	Minimal cost; software/tools if needed
	Community Surveys	Coordinator + IT/Communications staff	1–2 surveys/year (~20 hrs total)	Survey software; outreach ($1K–$3K/year)
	Regular Reporting	Program Lead + City Clerk or Communications	Quarterly (~8–10 hrs/quarter)	Minimal; design/hosting of reports online
	Evaluate Outcomes	Coordinator + Public Works + Consultant (as needed)	After key project completions (~10–20 hrs/project)	Optional consultant support ($5K–$10K/project if outsourced)
4	**Adopt Complete Streets Plan**	Planning Dept. + Consultant support	1-time policy work (~40–60 hrs)	Plan dev./adoption ($10K–$30K if consultant-led)
5	**Secure Long-Term Funding**	Coordinator + Finance/Planning Depts.	Ongoing (~20 hrs/grant cycle)	Grant writing/consulting ($5K–$10K/grant cycle)
	Building Safer Streets			
6	**Quickly Build Safety Projects**	Public Works + Project Lead	~1–3 projects; varies by scope	Project costs ($15K–$100K/project); design & materials
7	**Maintain Safety Features**	Streets or Public Works staff	Scheduled inspections + repairs	Annual maintenance budget ($5K–$15K/year)
8	**Deliver Data-Informed Projects**	Engineering + Project Manager + Contractors	Based on funding/project size	Construction costs; engineering ($100K+ per project)
	Safe Speeds and Responsible Driving			
9	**Use Speed Feedback Signs**	Public Works + IT + Police	Install & monitor (~10 hrs/site)	$2K–$4K per sign; installation labor
10	**Target Dangerous Driving**	Police + Coordinator + Community Engagement	Campaign planning + enforcement	Enforcement hours; education materials (~$3K–$10K)
	Tracking Progress			
11	**Collect & Share Safety Data**	Police + Planning + Coordinator	Ongoing updates (~5 hrs/month)	May require data tools/software
12	**Report on Fatalities and Injuries**	Coordinator + Communications	Quarterly reports (~5 hrs/report)	Minimal cost if integrated with website
	Additional Considerations			

- Grant-funded vs. city-funded: Items like project delivery (Item 8) and Complete Streets planning (Item 4) may be eligible for SS4A implementation grants, while others (like staffing and maintenance) may need to come from city general funds or matching commitments.
- Efficiencies: The same coordinator or consultant could cover multiple items (1, 3, 5, 12), helping reduce overhead.
- Technology: Using ArcGIS Online, public dashboards, or StoryMaps can centralize reporting and community engagement.

The Sidney SS4A Safety Action Plan outlines three implementation stages: short term (1-2 years), mid term (3-5 years), and long term (beyond 5 years). Actions are grouped into five focus areas: collaboration, safer streets, speed management, safety awareness, and progress tracking, with defined goals, metrics, and best practices for each stage.



Working Together

SHORT TERM GOALS

1. Start the Safe Streets Program.

This program will focus on making Sidney's streets safer for everyone—drivers, pedestrians, and cyclists—and organizing efforts to improve transportation safety.

HOW WE'LL TRACK THIS

Make sure the program is up and running with staff or a coordinator and regular updates to show progress.

BEST PRACTICES

Many Communities in Nebraska, including Sidney, Beatrice, Lincoln, Madison, Norfolk, North Platte, Waverly, and Omaha-Council Bluffs Metropolitan Area Planning Agency, have established Safe Streets and Roads for All (SS4A) programs and are working towards making their roadways safer and reducing traffic-related fatalities and injuries. These communities are taking proactive steps to enhance transportation safety and connectivity for their residents by implementing their proposed recommendations through comprehensive planning, data analysis, and targeted improvements.

Communities Establishing Safe Streets 4 All

— **Beatrice** *is developing a Safe Streets for All (SS4A) Safety Action Plan, which includes analyzing historical crash data, developing countermeasures, and focusing on equitable transportation access and pedestrian/bicycle improvements. They are also deploying smart technologies to prioritize safe mobility.*

— **Lincoln** *has set a goal to eliminate fatalities and reduce serious crashes by 60% by 2045 as part of the Safe Streets Lincoln initiative. They are designing a road system that accounts for human error and shared responsibility between road users and system designers.*

— **Grand Island** *is conducting a rail crossing study to assess the conditions of 17 rail crossings and develop a prioritized Corridor Improvement Plan. This plan will recommend crossing closures, grade separations, and targeted safety countermeasures.*

https://www.beatrice.ne.gov/street/page/safe-streets-all-ss4a-safety-action-plan

https://www.kfornow.com/eight-ne-communities-receiving-safe-streets-and-roads-for-all-grants/

2. Continue the multi-agency Safe Streets Task Force that meets regularly to review traffic crash data, equity, transportation performance funding, and action plan progress.

Two to 4 meetings held annually.

Collaborative Approach to Vision Zero
Effective traffic safety requires cross-departmental and jurisdictional collaboration, as no single entity holds full responsibility for roadway safety. Bringing together experts and stakeholders from various sectors ensures a cohesive and well-executed plan that addresses key safety concerns from multiple perspectives.

New York City leads the nation with the longest-standing Vision Zero program, employing a strategic and coordinated effort among departments to set clear goals and continuously monitor progress.

Sidney Vision Zero Task Force
Sidney's Vision Zero initiative follows a similar multi-agency approach, engaging representatives from diverse fields to strengthen planning and implementation efforts. Task Force recommended members include: City Street Department; Engineering Consultant; Sidney Police Department; Sidney City Manager; SRMC EMS; Sidney Fire Department; Sidney Finance Director; Sidney Parks Department; Cheyenne County Tourism; Nebraska Department of Transportation (NDOT) District 5; Sidney School District; and Non-Profit & Special Interest Groups (focused on vulnerable users and accessibility).

1. Leadership Commitment & Goal Setting - Secure official public commitment from city leadership (e.g., mayor, city council) to support the plan. Set clear, measurable goals with timelines for reducing roadway fatalities and serious injuries.

2. Planning & Oversight Structure - Establish a dedicated task force responsible for implementation, monitoring, and evaluation. Include representatives from transportation, law enforcement, public health, schools, and community organizations.

3. Data-Driven Safety Analysis - Conduct regular crash data reviews to identify high-risk locations and trends. Develop a High Injury Network (HIN) to prioritize safety improvements.

4. Public Engagement & Collaboration - Host community meetings and surveys to gather input on safety concerns. Partner with local businesses, schools, advocacy groups to promote initiatives.

5. Equity Considerations - Ensure under served communities are included in planning and implementation. Use data-driven equity assessments to address disparities in transportation safety.

6. Project Implementation & Funding - Apply for SS4A grants and funding sources to support infrastructure improvements. Implement at least one safety project per year. Focus on intersections, speed management, and pedestrian safety.

7. Progress Tracking & Transparency - Publish annual safety reports—update community on progress. Adjust strategies based on new data, emerging safety concerns, community feedback.

—**Spearfish, SD** *has been involved in Safe Streets for All (SS4A) planning efforts. A Safe Streets for All Kickoff Meeting was mentioned in a recent Planning Commission agenda, indicating that the city is working on safety initiatives.*

—**Laramie, WY** *has a Traffic Safety Commission that meets regularly to advise city staff on multi-modal traffic matters. The commission assists in setting policies for neighborhood traffic management and reviews public safety concerns.*

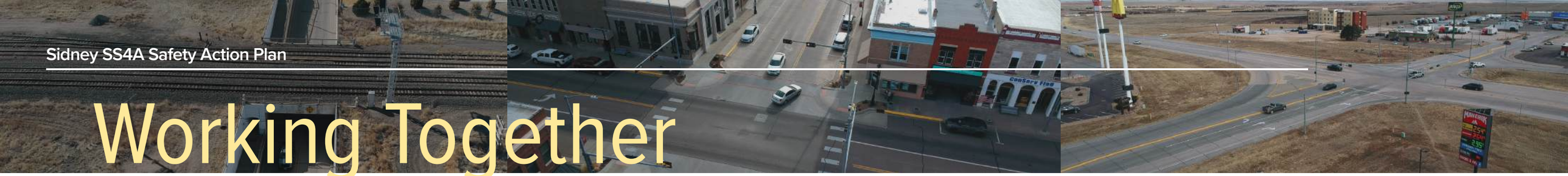
—**Grand Island, NE** *is part of the Central Nebraska Drug and Safe Streets Task Force, which includes multiple law enforcement agencies working on safety initiatives. While this task force primarily focuses on crime and drug enforcement, it plays a role in broader safety efforts.*

—**Lincoln, NE** *has a Safe Streets Lincoln initiative, which is part of the Vision Zero campaign. The city has set a goal to eliminate fatalities and reduce serious crashes by 60% by 2045. Lincoln received a $400,000 SS4A grant to support planning efforts for its Safe Streets Lincoln Action Plan.*

—**Beatrice, NE** *an SS4A Safety Action Plan aimed at eliminating fatal crashes and reducing severe injuries. The city successfully obtained SS4A grant funding and officially launched its project in January 2024. A Project Advisory Team oversees implementation, including representatives from city administration, engineering, police, schools, and other local organizations.*

— **Manitou Springs, CO** *has a Street Performing Task Force, which was created to address public space regulations. While not directly related to Safe Streets, this task force includes local business owners, law enforcement, and city officials working together on public safety concerns.*

— **Longmont, CO** *has an active Vision Zero initiative with a task force that meets regularly to guide safety improvements. Longmont officially adopted Vision Zero in 2023, aiming to eliminate traffic fatalities by 2040.*



Working Together

SHORT TERM GOALS

3. Hire or Assign Someone to Lead the Program.

Find a part-time staff member or consultant who can manage the program, track progress, and keep things moving forward.

HOW WE'LL TRACK THIS

Ensure this person is in place and reporting updates regularly to policy makers, task force, stakeholders, any partnering agencies, and public.

Set Performance Metrics

- Track key indicators, such as crash reductions, grant funding secured, and the number of completed safety projects.
- Use community surveys to measure public satisfaction with safety improvements.

Regular Reporting

- Require the program leader to provide updates quarterly (and a minimum of **every six months** to policy makers on progress, challenges, and upcoming initiatives.
- Share reports with stakeholders and the public to maintain transparency and accountability.

Evaluate Outcomes

- Assess the effectiveness of safety initiatives through before-and-after studies of crash data and traffic patterns.
- Adjust strategies based on findings to ensure continuous improvement.

BEST PRACTICES

This position is necessary to ensure that all elements of SS4A, from infrastructure improvements to changes in policy and strategy, are evidence-based and data driven, and that their impacts are measured and evaluated for effectiveness to inform future projects and achieve meaningful outcomes. Communities in Nebraska are actively running and monitoring their Safe Streets and Roads for All (SS4A) programs through various methods.

— **Quarterly Performance Progress Reports**: Communities submit quarterly reports to the Federal Highway Administration (FHWA) detailing the progress of their SS4A projects. These reports include information on project milestones, significant activities, and any deviations from the scope, schedule, or budget.

— **Data Analysis and Evaluation**: Communities analyze crash data and other relevant metrics to assess the effectiveness of their safety initiatives. This helps them identify areas for improvement and measure the impact of their efforts.

— **Community Engagement**: Engaging with local residents and stakeholders is crucial for the success of SS4A programs. Communities often hold public meetings, workshops, and surveys to gather feedback and ensure that their initiatives address the needs and concerns of the community.

— **Collaboration with Agencies**: Communities work closely with state and federal agencies, such as the Nebraska Department of Transportation (NDOT) and the U.S. Department of Transportation (USDOT), to ensure that their SS4A programs align with broader safety goals and receive the necessary support and funding. These methods help communities effectively run and monitor their SS4A programs, ensuring that they make meaningful progress toward improving transportation safety for all residents. SS4A Programs typically involve collaboration among various local government departments, transportation agencies, and community organizations.

— **Define the Role Clearly**: Create a detailed job description outlining responsibilities, such as coordinating safety initiatives, managing grants, and engaging with stakeholders. Highlight the importance of data analysis, project management, and community outreach skills.

— **Seek Relevant Expertise**: Look for candidates with experience in transportation planning, public safety, or urban development. Prioritize individuals familiar with federal programs like SS4A or Vision Zero and those with a track record of managing safety projects.

— **Engage Stakeholders in the Hiring Process**: Involve representatives from local government, law enforcement, and community organizations in the selection process to ensure the candidate aligns with community needs. Use interviews to assess the candidate's ability to collaborate and communicate effectively.

— **Provide Adequate Resources and Support**: Ensure the program leader has access to necessary tools, such as GIS software, crash data, and funding resources. Establish a clear reporting structure and provide ongoing professional development opportunities.

— **Set Measurable Goals**: Define specific objectives for the program leader, such as reducing crash rates, securing grant funding, or completing safety projects on time. Use these goals to evaluate performance and guide program priorities.

— **Foster Collaboration**: Encourage the program leader to build partnerships with local agencies, schools, and advocacy groups to strengthen safety initiatives. Promote regular communication with stakeholders to align efforts and share progress.

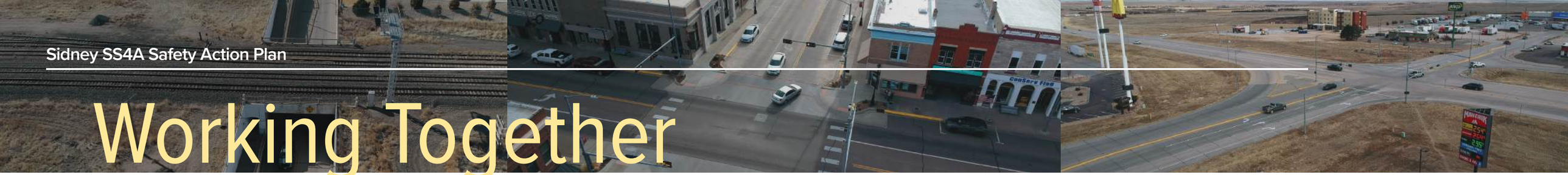
Communities with SS4A Program Leaders

— **Milwaukee County, WI** *hired a transportation safety coordinator to lead its SS4A program, focusing on reducing reckless driving and improving multi-modal safety. The coordinator works closely with municipal leaders and community advocates to implement the county wide safety action plan.*

— **Fort Collins, CO** *has a dedicated Vision Zero coordinator who oversees safety initiatives, including SS4A-funded projects. The coordinator collaborates with city departments and community organizations to achieve the city's goal of zero traffic fatalities.*

— **Durango, CO** *appointed a transportation planner to manage its SS4A program, emphasizing data-driven decision-making and community engagement to address safety concerns.*

— **Rochester, MN** *hired a traffic safety manager to lead its SS4A efforts, focusing on crash data analysis and implementing targeted safety improvements in high-risk areas.*



Working Together

SHORT TERM GOALS

4. Adopt a "Complete Streets" Plan.

This plan will make sure Sidney designs streets that work for everyone—whether you're walking, biking, driving, or riding transit.

HOW WE'LL TRACK THIS

Check how many new projects are following the Complete Streets principles.

BEST PRACTICES

Best Practices to Adopt "Complete Streets" Plan

Adopt and implement a context-sensitive Complete Streets Policy to create a transportation network that accommodates all users, including pedestrians, cyclists, motorists, and transit riders, regardless of age or ability. This policy ensures that transportation planning and land use decisions are integrated, promoting safe and accessible streets for everyone.

Key elements of a context-sensitive Complete Streets Policy

— **Inclusive Design**: Streets are designed to be safe and accessible for all users, including children, older adults, and individuals with disabilities. This includes features like sidewalks, bike lanes, accessible public transportation stops, and safe crossing opportunities.

— **Community Engagement**: Involving local residents and stakeholders in the planning and design process to ensure that the streets reflect the needs and preferences of the community.

— **Flexibility**: Recognizing that each street is unique and requires a tailored approach. A Complete Street in a rural area will look different from one in an urban area, but both will prioritize safety and accessibility.

— **Sustainable Practices**: Incorporating environmentally friendly design elements, such as green infrastructure and storm water management, to create streets that are not only safe but also sustainable.

— **Policy Integration**: Ensuring that Complete Streets principles are incorporated into local comprehensive plans, zoning ordinances, and development codes to create a cohesive and supportive framework for implementation. By adopting and implementing a context-sensitive Complete Streets Policy, communities can create a transportation network that supports safe, accessible, and sustainable mobility for all users, while also fostering a stronger connection between transportation and land use planning.

Communities Implementing Complete Streets

— **Cedar Falls, Iowa**: *With a population of around 40,000, Cedar Falls has adopted a Complete Streets policy to promote safe and accessible transportation for all users. The city has made significant investments in pedestrian and bicycle infrastructure, including adding sidewalks, bike lanes, and pedestrian crossings.*

— **Laramie, Wyoming**: *With a population of around 32,000, Laramie has been working on improving its transportation infrastructure, including adding bike lanes, sidewalks, and pedestrian crossings to create a more walkable and bike-friendly community. https://www.cityoflaramie.org/DocumentCenter/View/16390/201601_FinalConcDesign_RPT?bidId=*

— **Spearfish, South Dakota**: *With a population of about 12,000, has implemented a Complete Streets policy to create a safer and more accessible transportation network for all users. Spearfish has focused on improving pedestrian and bicycle infrastructure, including adding sidewalks, bike lanes, and traffic calming measures.*

— **Hays, Kansas**: *With a population of around 20,000, Hays has adopted a Complete Streets policy to promote safe and accessible transportation for all users. The city has made significant investments in pedestrian and bicycle infrastructure, including adding sidewalks, bike lanes, and pedestrian crossings.*

— **Durango, Colorado**: *With a population of about 19,000, has implemented a Complete Streets policy to create a more walkable and bike-friendly community. Durango has focused on improving pedestrian and bicycle infrastructure, including adding sidewalks, bike lanes, and traffic calming measures.*

These communities are leading the way in creating safer and more accessible transportation networks through the implementation of Complete Streets policies. Included in this is Implementing ongoing street maintenance and repair, drainage system maintenance, snow and ice removal, street sign maintenance, pavement markings, traffic signal and streetlight maintenance.

5. Secure Long-Term Funding for Safety Projects.

Secure steady funding to make sure Sidney can keep building safer streets for years to come.

Look at how much funding has been secured and where it's coming from.

Best Practices to Locate Long-Term Funding for Safety Projects

Most SS4A programs have sustainable funding dedicated from the general operating budget. Many also receive money from the following sources: Governor's Highway Safety Representative (NHTSA) Grant, Highway Safety Improvement Program from state DOTs, Transportation Alternative Program through the Federal Highway Administration (FHWA), Safe Routes to Schools program, bonds, and miscellaneous public health grants. Examples of innovative funding from other SS4A cities include:

— One Percent For Safety (Columbia, MO)—1% of estimated project costs (for projects costing $500,000+) is dedicated to implementing the SS4A Action Plan.

— Incentivized Joint Departmental Budgeting (Los Angeles, CA)— The City adds a cover sheet to standard budget requests and extra points are awarded for demonstrating that one department's project leverages funds to another.

— Road to Zero Safe System Innovation Grant (National Safety Council and Partners)— Organization must clearly explain how its innovative program will reduce roadway fatalities, set a time frame for the reduction, outline how the program will be evaluated, detail how the organization intends to reach its target audience, and list the funds requested.

Communities Funding with Federal Grants

— **Hays, Kansas**: *Hays has secured funding through federal grants and local budgets to support its SS4A initiatives. The city focuses on improving pedestrian and bicycle infrastructure, enhancing safety for all road users.*

— **Spearfish, South Dakota**: *This town has implemented a Complete Streets policy and secured funding through federal grants and local budgets. Spearfish focuses on improving pedestrian and bicycle infrastructure, including adding sidewalks, bike lanes, and traffic calming measures.*

— **Laramie, Wyoming**: *Laramie has been working on improving its transportation infrastructure, including adding bike lanes, sidewalks, and pedestrian crossings to create a more walkable and bike-friendly community. The city has secured funding through federal grants and local budgets.*

https://www.transportation.gov/grants/SS4A

https://www.transportation.gov/grants/ss4a/faqs https://www.transportation.gov/sites/dot.gov/files/2024-11/SS4A-Fact-Sheet_FY-2024.pdf



Building Safer Streets

SHORT TERM GOALS

6. Quickly Build 1 or More Safety Projects.

These could be things like new crosswalks, flashing beacons, or updated signage in high-risk areas.

HOW WE'LL TRACK THIS

Finish these projects on time and check whether people feel safer using them.

BEST PRACTICES

Best Practices to Deliver Quick Build Safety Projects

Rapid-delivery projects are low-cost, "quick-hit" changes to a street, such as pavement markings, colored pavement treatments, and changes to signage or signal timing, that promptly improve street safety. Quick implementation of these projects demonstrates commitment and progress towards SS4A.

Small communities have implemented rapid delivery projects to address safety concerns identified through data analysis, making their streets safer for all users.

Communities Implementing Rapid Delivery Projects

— **Beatrice, Nebraska**: *Beatrice has implemented rapid delivery projects to improve pedestrian safety at high-risk intersections. These projects include installing temporary curb extensions, pedestrian refuge islands, and enhanced crosswalk markings to reduce vehicle speeds and improve visibility for pedestrians.*

— **Norfolk, Nebraska**: *Norfolk has focused on improving bicycle safety by installing temporary bike lanes and protected intersections in areas with high crash rates involving cyclists. These rapid delivery projects help create safer routes for cyclists and encourage more people to use bicycles for transportation.*

— **Spearfish, South Dakota**: *Spearfish has implemented rapid delivery projects to address speeding concerns in residential areas. These projects include installing temporary speed humps, chicanes, and other traffic calming measures to reduce vehicle speeds and improve safety for all road users.*

MID TERM GOALS

7. Keep Safety Features in Good Shape.

Regularly maintain things like crosswalk markings, flashing beacons, and pedestrian signs to make sure they're always working properly.

HOW WE'LL TRACK THIS

Stick to maintenance schedules and track any reports of issues.

BEST PRACTICES

Best Practices to Maintain Safety Features

Ensuring adequate maintenance of safety-related equipment, markings, and signage is key. This demonstrates a commitment to maintaining safety related equipment and infrastructure, ensuring that the streets remain safe and accessible for everyone.

Communities Prioritizing Safety Feature Maintenance

— **Beatrice, Nebraska**: *Beatrice has implemented a comprehensive maintenance program for safety-related equipment, including Rapid Flashing Beacons, Pedestrian Hybrid Beacons, and crosswalk markings. The city regularly inspects and maintains these installations to ensure they are functioning correctly and providing the intended safety benefits.*

— **Norfolk, Nebraska**: *Norfolk has a dedicated team responsible for the upkeep of safety-related signage and equipment. This includes Yield to Pedestrian signage, Advance Warning signage, and Intersection Sight Distance markings. The team conducts routine inspections and promptly addresses any issues to maintain optimal safety conditions.*

— **Spearfish, South Dakota**: *Spearfish has established a maintenance schedule for its safety-related infrastructure, including bike lanes, pedestrian crossings, and traffic calming measures. The city ensures that all safety equipment is regularly inspected and maintained to provide a safe environment for all road users.*

While specific statistics related to a reduction in serious injuries and fatalities for each of these small communities may not be readily available, there are some general trends and examples that highlight the positive impact of Safe Streets and Roads for All (SS4A) programs on reducing serious injuries and fatalities:

— **National Trends**: *The National Highway Traffic Safety Administration (NHTSA) reported a projected decrease in fatalities of 0.3 percent nationally in 2022. This decline is attributed to various safety initiatives, including SS4A programs.*

— **Portland, Oregon**: *Although not a small community, Portland's Vision Zero program, which aligns with SS4A goals, has seen a reduction in traffic fatalities and serious injuries since its implementation.*

— **General Impact**: *Communities that have implemented SS4A programs and similar initiatives have reported improvements in safety, including reduced crash rates and enhanced pedestrian and bicycle infrastructure*



Building Safer Streets

8. Deliver Funded Improvement Projects to Address Issues Identified by Data.

These could be things like larger improvement projects that make streets safer for all users.

Finish project(s) on time and check whether people feel safer using them.

Funded improvement projects are changes that improve street safety, making the streets safer for all users. Implementation of these projects demonstrates commitment and progress towards SS4A.

Best Practices from Communities Delivering Funded Improvement Projects to Address Issues Identified by Data

— **Beatrice, Nebraska**: *Beatrice has implemented projects to improve pedestrian safety at high-risk intersections. These projects include installing curb extensions, pedestrian refuge islands, and enhanced crosswalk markings to reduce vehicle speeds and improve visibility for pedestrians.*

— **Norfolk, Nebraska**: *Norfolk has focused on improving bicycle safety by installing bike lanes and protected intersections in areas with high crash rates involving cyclists. These projects help create safer routes for cyclists and encourage more people to use bicycles for transportation.*

— **Spearfish, South Dakota**: *Spearfish has implemented projects to address speeding concerns in residential areas. These projects include installing speed humps, chicanes, and other traffic calming measures to reduce vehicle speeds and improve safety for all road users.*

— **Salida, Colorado**: *With a population of around 5,500, Salida has focused on improving pedestrian and bicycle infrastructure, enhancing safety for all road users.*

— **Livingston, Montana**: *This town, with a population of about 7,500, has implemented projects to improve pedestrian and bicycle safety, including adding sidewalks, bike lanes, and traffic calming measures.*

— **Manitou Springs, Colorado**: *This town, with a population of about 5,000, has implemented Complete Streets policies to create a safer and more accessible transportation network.*

— **Moab, Utah**: *With a population of around 5,300, Moab has been working on improving its transportation infrastructure, including adding bike lanes, sidewalks, and pedestrian crossings to create a more walkable and bike-friendly community.*

— **Sandpoint, Idaho**: *This town, with a population of about 8,400, has implemented projects to improve pedestrian and bicycle safety, including adding sidewalks, bike lanes, and traffic calming measures.*

— **Dickinson, North Dakota**: *With a population of around 23,000, Dickinson has focused on enhancing transportation safety through various initiatives, including improving pedestrian and bicycle infrastructure.*



Safe Speeds and Responsible Driving

SHORT TERM GOALS

9. Use Speed Feedback Signs.

Put up signs that show drivers their speed in areas with a lot of crashes or where people have expressed concerns.

HOW WE'LL TRACK THIS

Check traffic data to see if speeding goes down in these areas.

BEST PRACTICES

By deploying speed feedback signs along the corridor based on data analysis and public feedback, the city can effectively address speeding issues and enhance safety for all road users.

Best Practices for Using Speed Feedback Signs

— **Data Collection and Analysis**: Conduct thorough data collection to identify high-risk areas along the corridor where speeding is prevalent. This may include traffic volume, average speeds, crash reports, and near-miss incidents. Analyze the data to pinpoint specific locations that would benefit most from speed feedback signs. Utilize advanced traffic modeling and analysis tools to ensure accuracy.

— **Public Engagement and Feedback**: Engage with the community to gather input and feedback on areas where they perceive speeding to be a significant issue. Conduct surveys, hold public meetings, and establish online platforms for residents to share their concerns and suggestions. Incorporate public feedback into the decision-making process to ensure that the deployment of speed feedback signs aligns with community needs and priorities.

— **Strategic Placement of Signs**: Determine the optimal locations for speed feedback signs based on the combined insights from data analysis and public feedback. Prioritize areas with high pedestrian and cyclist activity, school zones, and areas with a history of speed-related incidents. Ensure that the placement of signs is highly visible and effective in capturing drivers' attention, ideally before they enter high-risk zones.

— **Installation and Calibration**: Install speed feedback signs at the identified locations, ensuring that they are positioned at the correct height and angle for maximum visibility. Use durable materials to withstand various weather conditions and ensure longevity. Calibrate the signs to accurately measure and display the speed of passing vehicles. Ensure that the feedback provided is clear and easy to understand for drivers.

— **Monitoring and Evaluation**: Continuously monitor the effectiveness of the speed feedback signs in reducing speeding along the corridor. Collect data on traffic speeds, compliance rates, and any changes in crash patterns. Evaluate the impact of the signs and make adjustments as needed. This may include relocating signs to more effective positions or adjusting the feedback messages based on driver behavior.

— **Public Awareness Campaign**: Launch a public awareness campaign to educate drivers about the purpose and benefits of speed feedback signs. Use various communication channels, such as social media, local media, and community events, to spread the message. Highlight success stories and positive outcomes from the deployment of speed feedback signs to build support and encourage compliance.

— **Ongoing Community Engagement**: Maintain open lines of communication with the community to gather ongoing feedback and address any concerns related to the speed feedback signs. Establish a dedicated point of contact for residents to report issues or suggest improvements. Regularly update the community on the progress and impact of the speed feedback sign initiative to keep them informed and engaged.



Safe Speeds and Responsible Driving

SHORT TERM GOALS

10. Target Dangerous Driving.

Focus on reducing speeding, red-light running, and distracted driving in areas with the most crashes.

HOW WE'LL TRACK THIS

Look at the number of tickets issued and gather community feedback.

BEST PRACTICES

Speeding, red light running, distracted driving and impairment were the top concerns during public outreach efforts and are supported by the data. Enforcement and supporting educational activities, like media releases about the increased police presence and SS4A, should be concentrated within the high injury network, during peak seasons, and at specific times of day.

S4A best practices caution communities not to rely too much on enforcement and to consider how to improve the entire system through efforts such as street design, education, and setting policies. The Bloomberg Initiative for Global Road Safety reported that finding the right balance between deterrence efforts and education versus penalties for those caught violating road safety laws can help improve road user behavior and maintain community support for road safety efforts.

SPD presence and enforcement does not necessarily have to equate to tickets. Some communities park a patrol car with lights flashing at strategic locations and move it around the network.

Experience and research tell us vulnerable users from communities of concern suffer a disproportionate burden of traffic fatalities and severe injuries. They stand the greatest chance of being subject to inequitable traffic enforcement; therefore, it is recommended that bicyclists and pedestrians are not part of the initial enforcement campaign unless it is through "positive tickets" and education. Positive ticketing is often aimed at youth and other vulnerable users for being caught doing the right thing such as wearing a helmet or crossing in a crosswalk.

Best Practices for Targeting Dangerous Driving

— **Focus on Data-Driven Enforcement**: Use crash data and traffic studies to identify high-risk areas for speeding, distracted driving, and impaired driving. Deploy targeted enforcement in these areas, such as speed traps or DUI checkpoints, during peak times.

— **Leverage Technology**: Install automated enforcement tools like speed cameras or red-light cameras to deter dangerous driving behaviors. Use real-time data from apps like Waze or traffic sensors to monitor and respond to dangerous driving hotspots.

— **Enhance Public Awareness**: Launch educational campaigns to inform residents about the dangers of speeding, distracted driving, and impaired driving. Use social media, local radio, and community events to spread awareness and encourage safer driving habits.

— **Collaborate with Local Agencies**: Partner with law enforcement, public health departments, and schools to create a unified approach to reducing dangerous driving. Work with neighboring communities to address regional traffic safety concerns.

— **Incorporate Traffic Calming Measures**: Redesign roads in high-risk areas to include features like narrower lanes, roundabouts, or speed humps, which naturally slow traffic. Add high-visibility crosswalks and pedestrian refuge islands to improve safety for non-motorized users.

— **Engage the Community**: Involve residents in identifying problem areas and proposing solutions through surveys or public meetings. Share enforcement results and safety improvements to build trust and encourage compliance.

— **Evaluate and Adjust Strategies**: Regularly review crash data and enforcement outcomes to assess the effectiveness of interventions. Adjust strategies based on findings to ensure continuous improvement.

Communities Targeting Dangerous Driving

— **Redding, CA** partnered with neighboring cities and used grant funding to conduct collaborative traffic enforcement operations targeting speeding, distracted driving, and DUIs. This approach allowed them to pool resources and focus on high-risk areas effectively.

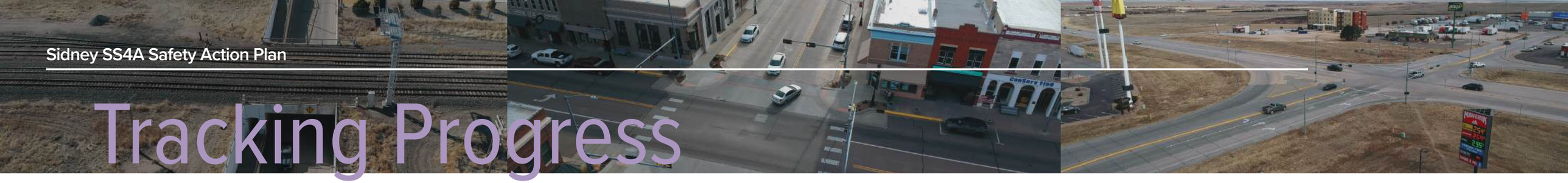
Examples from Communities

— **Durango, CO** *implemented targeted enforcement in school zones and high-pedestrian areas, combining police presence with public education campaigns to reduce speeding and distracted driving.*

— **Shasta Lake, CA** *collaborated with local law enforcement to address dangerous driving behaviors through joint enforcement operations, supported by state traffic safety grants.*

—**Fort Collins, CO** *uses automated speed enforcement and public awareness campaigns to address speeding and red-light running, focusing on areas with high crash rates.*

These communities demonstrate the importance of combining enforcement, education, and community engagement to effectively target dangerous driving.



Tracking Progress

SHORT TERM GOALS

11. Collect and Share Safety Data.

Work with police and city departments to improve how crash and safety data is collected and shared.

HOW WE'LL TRACK THIS

Publish updates regularly on the city's website.

Data is necessary to inform decisions, prioritize projects, evaluate pilot treatments, and set resource allocation priorities. While Sidney is committed to being an open data city and already posts a significant amount of data on their website, all agencies would benefit from streamlining data management and analysis to the extent practicable. Ideally, the City of Sidney and NDOT would use a single system. The goal is to provide the best data possible, centralized, standardized, and easy to use.

BEST PRACTICES

Improved data on the role of speed, impairment, and distraction in severe and fatal crashes is needed. Two specific areas are under counted nationally: factors that are difficult to observe and measure such as driver behavior, and factors involving communications entertainment technologies and advanced driver assistance systems. When crash factors are not represented, regulations, laws and policies are difficult to justify, and the reasons behind them aren't data driven. (National Safety Council—Under counted is Under invested—How Incomplete Crash Reports Impact Efforts to Save Lives).

Best Practices for Collecting and Sharing Safety Data

— **Standardize Data Collection**: Use consistent methods and formats for collecting crash, traffic, and safety data to ensure accuracy and comparability over time. Implement tools like GIS mapping or crash analysis software to streamline data collection and visualization.

— **Collaborate Across Departments**: Work with police, public works, and transportation departments to gather comprehensive data on crashes, traffic patterns, and safety concerns. Share data internally to align efforts and avoid duplication.

— **Make Data Accessible to the Public**: Create an online dashboard or portal where residents can view safety data, such as crash locations, traffic volumes, and safety project updates. Use visuals like heat maps or charts to make the data easy to understand.

— **Engage the Community**: Host public meetings or workshops to share findings and gather feedback on safety priorities. Use surveys or interactive tools to involve residents in identifying safety concerns.

— **Focus on Transparency**: Clearly explain how the data is collected, what it represents, and how it will be used to improve safety. Regularly update the public on progress and outcomes of safety initiatives.

— **Leverage Technology**: Use automated data collection tools, such as traffic counters or video analytics, to gather real-time information on traffic flow and safety. Incorporate mobile apps or online forms to allow residents to report safety concerns directly.

Examples from Communities

— **Spearfish, SD** *has used GIS tools to collect and share data on traffic patterns and safety concerns, making it accessible to residents through public meetings and online platforms.*

— **Laramie, WY** *collaborates with local agencies to collect crash and traffic data, sharing updates with the public through city council meetings and reports.*

— **Durango, CO** *uses interactive dashboards to display safety data, including crash locations and traffic volumes, allowing residents to stay informed and engaged.*

— **Fort Collins, CO** *has implemented a Vision Zero dashboard that tracks crash data and safety improvements, providing transparency and accountability to the community.*

12. Report on Fatalities and Injuries.

Keep residents informed about safety progress by publishing quarterly reports online.

Track how many people view and engage with these reports.

The SS4A best practice is to report data to the public in user-friendly format to help educate and track progress. The availability of the existing data should be promoted and improvements to system interface, types of data reported, and accessibility to the general public should be explored. For example, under the Open Data, a SS4A category could be established that would house a variety of SS4A data.

Best Practices for Reporting Fatalities, Injuries

— **Standardize Reporting Formats**: Use consistent templates for reporting fatalities and injuries, ensuring all relevant details (e.g., location, time, contributing factors) are included. Include visual elements like charts or maps to make the data easier to understand for the public.

— **Publish Regular Updates**: Share reports on a quarterly or annual basis to keep the community informed about trends and progress in reducing fatalities and injuries. Use accessible formats, such as online dashboards or downloadable PDFs, to ensure broad accessibility.

— **Focus on Transparency**: Clearly explain the data, including what it represents and how it is collected. Highlight actions being taken to address identified issues, such as infrastructure improvements or enforcement efforts.

— **Incorporate Community Feedback**: Provide opportunities for residents to comment on the reports or suggest areas of focus for future safety efforts. Use surveys or public meetings to gather input on how the data is presented and what additional information might be helpful.

— **Collaborate with Local Agencies**: Work with police, emergency services, and public health departments to ensure data accuracy and completeness. Share data with regional or state agencies to align local efforts with broader safety goals.

— **Track Progress Over Time**: Include year-over-year comparisons to show trends in fatalities and injuries. Highlight successes, such as reductions in specific types of crashes, to build community trust and support.

Examples from Communities

— **Spearfish, SD** *has used annual safety reports to track progress on transportation goals, incorporating crash data and highlighting completed safety projects.*

— **Laramie, WY** *shares traffic safety updates through its city website, including summaries of crash data and ongoing efforts to improve road safety.*

— **Durango, CO** *publishes detailed transportation safety reports, often including maps and visuals to help residents understand where and why crashes occur.*

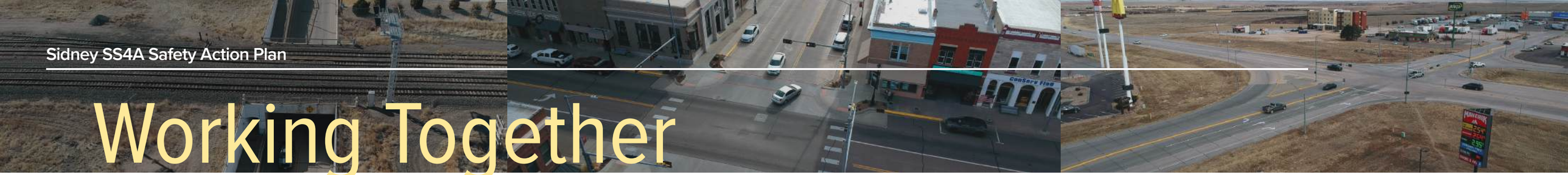
Action Plan

Implementation: Years 3-5



	Years 3–5 Fiscal and Staff Resources Outline – Sidney Safe Streets for All			
	Action Item	Staffing Needs	Time Commitment	Fiscal Resources
	Working Together			
13	**Continue Task Force Meetings**	Program Coordinator + agency reps	2–4 meetings/year; ~8 hrs/meeting	Minimal cost; admin support, meeting materials ($500–$1K/year)
14	**Apply for Grants to Fund Special Projects**	Program Coordinator + Finance/Planning Depts.	Per grant cycle (~20–30 hrs)	Grant writing support ($5K–$10K/project if consultant-led); tracking system
15	**Prioritize Safety Projects in City Budget**	City Administrator + Public Works + Planning	Annual CIP update (~10–15 hrs/year)	No direct cost; internal budget planning process
	Building Safer Streets			
16	**Finish More Quick Safety Projects**	Public Works + Project Coordinator	~1–3 projects/year	Project costs (~$10K–$50K/project depending on scope)
17	**Redesign Streets to Encourage Safer Speeds**	Engineering + Planning + Consultant (as needed)	1–2 projects/year; ~40–100 hrs/project	Design + construction ($50K–$500K/project); public outreach
18	**Improve Lighting for Safety**	Public Works + Electrical Contractors	Location planning + install (~20–40 hrs/project)	$5K–$20K/project depending on lighting type and extent
19	**Prioritize Sign Location Standards**	GIS Staff + Public Works + Program Lead	Inventory + updates (~10–20 hrs/month)	GIS software; sign inspections and upgrades ($10K–$30K depending on scope)
	Create Sign Inventory in GIS	GIS Specialist	Initial buildout (~40 hrs), ongoing updates	ArcGIS tools; field collection tech; annual audit labor
	Focusing on Safety Awareness			
20	**Launch Citywide Safety Campaign**	Program Coordinator + Communications	Campaign planning + events (~60–100 hrs/year)	Marketing materials, events, digital ads ($5K–$15K/year)
21	**Create Digital Map for Safety Concerns**	GIS + IT + Communications	Setup (~40 hrs), ongoing review	Web hosting, support tools, or software ($2K–$5K); staff review time
	Additional Considerations			

- These tasks build on early program structure, so coordination roles can be carried forward from Years 1–2.
- Consider combining Tasks 14, 15, 17, and 18 into a capital improvement strategy to align funding with project execution.
- Digital tools (Tasks 19 & 21) may require upfront investment but streamline long-term community engagement and infrastructure tracking.



Working Together

MID TERM GOALS

13. Continue Task Force Meetings.

Keep regular meetings going with a group of community members and experts to check in on progress.

HOW WE'LL TRACK THIS

Monitor attendance and the completion of safety goals.

Institutionalizing change and seeing positive impacts will take more than one year. The City of Sidney should continue to measure and report on progress to date, review new data and provide comparisons to prior years, and introduce new initiatives and strategies that focus on saving lives and reducing severe injuries.

The nation's two longest-running SS4A programs in New York City and San Francisco have reported significant progress in their efforts to prioritize safe mobility for all. It didn't happen overnight.

BEST PRACTICES

— In 2018, more than 30 US cities have followed in New York's and San Francisco's footsteps by committing to SS4A. Best practices and lessons learned will continue to evolve and can be adapted to Sidney from other SS4A Cities.

— In 2018, the SS4A Network began to develop and share standards by which local communities can assess and adjust their SS4A efforts.

— New grant opportunities continually arise and should be actively monitored.

Best Practices for Task Force Meetings

—**Set a Clear Purpose and Agenda**: Define specific goals for each meeting, such as reviewing crash data, discussing new project updates, or addressing community feedback. Share the agenda with task force members ahead of time to ensure productive discussions.

—**Include Diverse Stakeholders**: Invite representatives from various groups, including law enforcement, schools, public health, transportation agencies, and community organizations. Rotate guest participants, such as residents or business owners, to include fresh perspectives and maintain community involvement.

— **Regular Meeting Schedule**: Maintain consistency by scheduling meetings at regular intervals (e.g., monthly or quarterly). Ensure meeting times and locations are accessible to all members, accommodating virtual participation if necessary.

— **Track and Measure Progress**: Review past action items during each meeting and measure progress against established goals. Document meeting outcomes and share minutes with all members to maintain accountability.

— **Foster Open Communication**: Create a space where all members feel comfortable sharing ideas and concerns. Use collaborative tools like shared documents or project management software to facilitate communication outside meetings.

— **Engage with the Public**: Host periodic open meetings or town hall sessions to share updates with residents and gather feedback. Communicate progress through newsletters or social media to keep the broader community informed.

Examples from Communities

— **Spearfish, SD** *has task forces that focus on specific community goals, such as public safety and infrastructure improvements, ensuring regular updates and community involvement.*

— **Laramie, WY's** *task forces emphasize diverse stakeholder engagement, bringing together city officials, residents, and local organizations to address transportation and safety concerns effectively.*

— **Durango, CO's** *committees and task forces host regular, accessible meetings and emphasize transparency by sharing outcomes and goals through public-facing communication channels.*

14. Apply for Grants to Fund Special Projects.

Seek additional funding for big projects—bike paths or pedestrian bridges.

Track the number of applications and how many are successful.

Best Practices for Applying for Grant Funding

— **Identify Relevant Grant Opportunities**: Focus on local, state, and federal funding sources that align with transportation safety, infrastructure improvements, or community development goals (e.g., USDOT's Safe Streets and Roads for All (SS4A) grants or state DOT programs). Use online grant databases like Grants.gov or reach out to regional planning organizations to find opportunities.

— **Build Strong Partnerships:** Collaborate with local schools, public health organizations, transit agencies, or neighboring municipalities to strengthen grant applications. Highlight partnerships to demonstrate community-wide support and shared responsibility for the proposed project.

— **Align Applications with Community Needs**: Base proposals on data, crash reports, or public input to ensure alignment with urgent safety concerns or gaps in infrastructure. Include data-driven metrics, such as anticipated crash reductions or increases in pedestrian and cyclist safety.

— **Tell a Compelling Story**: Clearly describe the project's benefits, such as reduced fatalities or improved walkability, and how it aligns with grant program goals. Include testimonials or examples of community support, such as letters from residents or businesses.

— **Provide Detailed Project Plans**: Include a realistic budget, project timeline, and defined objectives to assure grant reviewers of your readiness to execute the project. Demonstrate sustainability by explaining how the project will be maintained long-term.

— **Hire or Designate a Grant Coordinator**: Identify someone within the city or hire a consultant to manage grant applications, ensuring deadlines and requirements are met. Track ongoing grant opportunities and build relationships with grant officers.

— **Incorporate Equity and Sustainability:** Highlight how the project addresses equity, such as improving underserved areas or enhancing accessibility for vulnerable populations. Emphasize the use of environmentally friendly practices in the project design.

— **Follow Up on Grant Submissions:** Establish a process for checking application status and addressing any additional requirements or questions from grant reviewers. Use feedback to improve future submissions.

Examples from Communities

— **Spearfish, SD** *has successfully applied for grants to improve trail networks and pedestrian safety, leveraging data on community connectivity and crash rates to strengthen applications.*

— **Laramie, WY** *has utilized state and federal grant programs to fund multi-use trail expansions and bike infrastructure, emphasizing partnerships with schools and advocacy groups.*

— **Durango, CO** *has been proactive in pursuing grants for Complete Streets projects, using crash data and public engagement to align proposals with community priorities.*

— **Cañon City, CO** *secured grant funding for pedestrian and cyclist safety improvements by building strong partnerships with regional planning organizations and emphasizing its alignment with state-level transportation safety goals.*



Building Safer Streets

SHORT TERM GOALS

15. Prioritize Safety Projects in the City's Budget.

Include the most urgent safety projects—like better crosswalks and bike paths—when planning the city's annual improvements.

HOW WE'LL TRACK THIS

Make sure high-priority safety projects are included in the city's improvement plans.

BEST PRACTICES

Best Practices to Prioritize Safety Projects in City's Budget

This ensures that critical safety improvements are integrated into the planning and development process, enhancing overall transportation safety for the community. Certain streets experience more crashes than others. Investment priorities should be directed toward streets with a history of high crash occurrences, those exhibiting traits akin to areas with significant serious crashes, or streets offering safer alternative routes for vulnerable users.

Communities Prioritizing SS4A Projects

— **Beatrice, Nebraska**: *With a population of around 12,000, Beatrice has integrated SS4A initiatives into their CIP, focusing on improving pedestrian and bicycle infrastructure, enhancing safety for all road users.*

— **Norfolk, Nebraska**: *Norfolk, with a population of about 24,000, has incorporated SS4A improvements into their CIP. The city has prioritized projects that address safety concerns for vulnerable users and provide safer alternative routes.*

— **North Platte, Nebraska**: *This community, with a population of approximately 24,000, has included SS4A enhancements in their CIP. North Platte focuses on projects that improve transportation safety and connectivity for all residents.*

— **Spearfish, South Dakota**: *With a population of about 12,000, Spearfish has integrated SS4A improvements into their CIP. The town has focused on enhancing pedestrian and bicycle infrastructure, including adding sidewalks, bike lanes, and traffic calming measures.*

— **Fremont, California**: *When the SS4A Action Plan was approved, the City Council also sanctioned budget amendments. These amendments involved canceling certain existing capital projects in favor of a new set of initiatives that promised higher-value safety benefits in line with SS4A priorities.*

Example Project Prioritization Metrics

Communities implementing Safe Streets and Roads for All (SS4A) programs use various prioritization metrics to ensure that their transportation improvement projects effectively enhance safety and accessibility. Here are some common metrics that help communities effectively prioritize and implement transportation improvement projects that align with the goals of the SS4A program:

— **Crash Data Analysis**: Prioritizing projects based on historical crash data, focusing on locations with high crash frequencies or severe crash outcomes. Statistically shows an over-representation of severe crashes and/or specific targeted crash types.

— **Vulnerable User Safety**: Identifying areas with documented safety concerns for vulnerable users, such as pedestrians, cyclists, and individuals with disabilities, and prioritizing improvements in these areas.

— **High Injury Network**: High incidence of crashes involving vulnerable road users. Focusing on streets and intersections that are part of a high injury network, where a disproportionate number of serious injuries and fatalities occur. Situated on a high-injury corridor for the targeted mode or offers an alternative route comparable to a high-injury network.

— **Equitable Considerations**: Ensuring that projects address safety concerns in underserved or disadvantaged communities, promoting equitable access to safe transportation.

— **Traffic Volume and Speed**: Prioritizing improvements on streets with high traffic volumes or speeds, which can increase the risk of severe crashes.

— **Community Input**: Incorporating feedback from local residents and stakeholders to identify priority areas for safety improvements.

— **Demonstrated Cost-Effectiveness**: Evaluating the cost-effectiveness of proposed projects to ensure that limited resources are used efficiently to achieve the greatest safety benefits. Special consideration for low-cost systemic treatments.



Building Safer Streets

16. Finish More Quick Safety Projects.

MID TERM GOALS

Build more small projects to address safety issues as quickly as possible.

HOW WE'LL TRACK THIS

Review crash data before and after the projects are complete.

BEST PRACTICES

Best Practices to Complete Quick Builds

— **Identify High-Priority Areas**: Use crash data, community feedback, and traffic studies to pinpoint locations where quick safety improvements, such as new crosswalks, signage, or curb extensions, can have the most significant impact. Focus on areas with vulnerable users, such as schools, senior centers, or high-pedestrian zones.

— **Use Low-Cost, High-Impact Solutions:** Implement strategies like re-striping crosswalks, adding temporary traffic calming measures (e.g., bollards or planters), or installing speed feedback signs. Opt for modular or temporary materials that can be installed quickly and adjusted if needed.

— **Streamline Approval Processes**: Develop a clear and expedited approval process for small-scale projects to avoid delays. Partner with city departments or agencies to fast-track designs and funding allocation.

— **Engage the Community for Feedback**: Before starting projects, hold quick outreach sessions or online surveys to confirm priorities and gather support. Update residents on completed improvements to maintain transparency and encourage trust.

— **Leverage Existing Resources**: Use city crews or available budgets to quickly deploy projects rather than relying on extensive external resources. Combine safety projects with routine maintenance work, such as repaving or repainting.

— **Evaluate Results Immediately**: Collect before-and-after data, such as traffic speeds or pedestrian counts, to measure the effectiveness of completed projects. Adjust strategies based on what works best in practice.

— **Showcase Results**: Publicize completed quick safety projects through press releases, social media updates, or newsletters to demonstrate progress and build public support. Highlight community testimonials on how the changes have improved safety and convenience.

Examples from Communities

— **Spearfish, SD** *has focused on quick-build projects like high-visibility crosswalks and temporary curb extensions near schools, ensuring fast implementation and immediate benefits.*

— **Laramie, WY** *has used quick-turnaround projects such as re-striping bike lanes and installing speed feedback signs to address specific safety concerns identified through crash data.*

— **Durango, CO** *regularly implements low-cost traffic calming solutions, such as flex posts and painted curb bump-outs, to slow traffic and enhance pedestrian safety.*

— **Golden, CO** *deployed temporary parklets and shared street concepts, using pilot projects to quickly test improvements and gather feedback before making permanent changes.*

17. Redesign One (1) or More Streets to Encourage Safer Speeds.

Change streets to naturally encourage drivers to slow down, like narrowing lanes or adding medians.

Check speed data and community feedback after changes are made.

Best Practices for Streets to Encourage Safer Speeds

— **Implement Traffic Calming Measures**: Use features like narrower lanes, curb extensions, and medians to naturally slow down traffic. Incorporate speed tables or raised crosswalks, especially in high-pedestrian areas, to reduce vehicle speeds while improving safety for non-motorized users.

— **Enhance Visual Cues for Drivers**: Add elements like textured pavement, roundabouts, or colored bike lanes to make drivers more aware of their surroundings and encourage slower speeds. Improve signage and pavement markings to reinforce speed limits and safety warnings.

— **Focus on Complete Street Designs**: Redesign roads to accommodate all users, including pedestrians, cyclists, and public transit, by adding features like wider sidewalks, protected bike lanes, and transit stops. Adjust vehicle lanes to reduce road width, promoting slower speeds while improving safety for non-vehicular users.

— **Prioritize Pedestrian Safety**: Add mid-block crossings with pedestrian refuge islands or flashing beacons in high-traffic areas. Use landscaping, such as street trees, to create a feeling of enclosure and reduce drivers' perceived ability to speed.

— **Engage the Community**: Host workshops or walking audits to gather feedback on redesign priorities from residents, businesses, and schools. Share design proposals and integrate community suggestions to ensure the redesign meets local needs.

— **Incorporate Pilot Projects**: Test traffic calming and road design features using temporary installations, like bollards or paint, before committing to permanent changes. Collect data on speeds, crash rates, and community feedback during the pilot phase to evaluate effectiveness.

— **Use Data and Performance Metrics**: Prioritize streets with high crash rates or those identified as dangerous for pedestrians and cyclists. After redesigns, track changes in average speeds, crash severity, and public satisfaction.

— **Align with Funding Opportunities**: Integrate traffic calming and speed-reduction measures into grant applications for Complete Streets or safety improvement funding. Use state and federal programs, such as Vision Zero initiatives, to support redesign projects.

Examples from Communities

— **Spearfish, SD** *has implemented curb bump-outs and narrower lanes on key streets, improving pedestrian safety while reducing vehicle speeds.*

— **Laramie, WY** *has added raised crosswalks and median islands in school zones and high-pedestrian areas, encouraging safer driving speeds.*

— **Durango, CO** *redesigned sections of downtown streets to include textured crosswalks, curb extensions, and protected bike lanes, which slowed traffic and enhanced walkability.*

— **Aspen, CO** *introduced curb extensions and roundabouts in residential neighborhoods, reducing speed-related crashes and improving overall safety.*



Building Safer Streets

MID TERM GOALS

18. Improve Lighting for Safety.

Add lighting to streets, sidewalks, and trails to make it safer to walk and bike at night.

HOW WE'LL TRACK THIS

Measure nighttime crashes and ask residents for feedback on visibility.

BEST PRACTICES

Reduction in Crash Rates: Before implementing a lighting project, baseline data on crash rates (both daytime and nighttime) is collected. After the project is completed, the crash data is analyzed over a period of time to determine if there's been a significant decrease in the number of accidents. For example, Arlington, TX, reported a notable reduction in nighttime crashes at intersections where improved lighting was installed.

Improved Visibility: Studies are conducted to assess the visibility improvements. This might involve measuring light levels before and after the project, as well as conducting surveys with drivers, pedestrians, and cyclists to gather their subjective experiences. A project in Milwaukee, WI, showed increased satisfaction among residents with the improved street lighting, leading to a perception of enhanced safety.

Pedestrian and Cyclist Safety: Data on pedestrian and cyclist incidents is collected before and after the lighting project. In some cities, like Portland, OR, the installation of new lighting at crosswalks and bike paths resulted in fewer pedestrian and cyclist accidents. Additionally, the presence of adequate lighting often encourages more people to walk or bike, indicating a positive impact on active transportation.

Community Feedback: Engaging with the community is crucial for evaluating the success of lighting projects. Public meetings, online surveys, and feedback forms are used to gather residents' opinions on the effectiveness of the lighting improvements. In New York City, community feedback played a significant role in shaping the city's Vision Zero initiative, which included enhanced lighting as a key component.

Energy Efficiency: For projects involving energy-efficient or solar lighting, metrics like energy savings, maintenance costs, and the environmental impact are considered. A project in Los Angeles, CA, that replaced traditional streetlights with LED fixtures reported substantial energy savings and reduced carbon emissions, making it a successful and sustainable initiative.

Cost-Benefit Analysis: The cost of implementing the lighting project is compared to the benefits, such as reduced accidents, improved public safety, and energy savings. In many cases, the long-term benefits far outweigh the initial costs, making these projects financially viable. For instance, a cost-benefit analysis of a street lighting project in Seattle, WA, highlighted significant savings from reduced crash-related expenses and energy costs.

Best Practices for Improving Lighting for Safety

— **Prioritize High-Risk Areas**: Focus on areas with high pedestrian or cyclist traffic, such as crosswalks, school zones, and transit stops. Use crash data and community feedback to identify poorly lit locations where safety improvements are most needed.

— **Choose Energy-Efficient Solutions**: Install LED lighting to reduce energy consumption and operational costs while providing brighter and more consistent illumination. Incorporate motion sensors or adaptive lighting systems to balance energy efficiency and safety.

— **Enhance Pedestrian and Cyclist Visibility**: Use pedestrian-scale lighting, such as shorter lampposts or focused lights, to illuminate sidewalks, trails, and bike paths without creating glare for drivers. Install lighting at intersections and mid-block crossings to improve visibility for both pedestrians and drivers.

— **Ensure Uniform Lighting**: Avoid dark spots by ensuring consistent light coverage throughout high-risk corridors and public spaces. Use lighting studies to address areas with uneven or insufficient illumination.

— **Incorporate Aesthetic Design**: Blend lighting with the character of the area by using decorative fixtures in downtown areas or parks. Use warm lighting tones to make public spaces feel safer and more inviting.

— **Leverage Technology for Smart Lighting**: Implement smart lighting systems that adjust brightness based on time of day or pedestrian activity. Use remote monitoring tools to identify outages and maintenance needs promptly.

— **Involve the Community**: Engage residents in identifying areas where lighting improvements are needed. Conduct surveys or walking audits to gather feedback on lighting quality and coverage.

— **Secure Grants and Funding**: Apply for federal or state grants, such as those offered by the Department of Energy, to fund energy-efficient and safety-focused lighting projects. Partner with local utilities to access rebates for installing energy-efficient lighting.

— **Create Maintenance Plans**: Ensure a regular maintenance schedule for cleaning, inspecting, and replacing light fixtures. Use technology to track and respond to reports of lighting outages promptly.

Examples from Communities

— **Spearfish, SD** *upgraded trail and street lighting to LED fixtures, improving visibility while reducing energy consumption.*

— **Laramie, WY** *added pedestrian-scale lighting along high-traffic trails and near schools, addressing safety concerns raised by residents.*

— **Durango, CO** *enhanced lighting in downtown areas and along bike paths, prioritizing consistent coverage to reduce dark spots.*

— **Cody, WY** *installed smart lighting systems that adjust brightness based on traffic and pedestrian activity, increasing safety while lowering energy costs.*



Building Safer Streets

SHORT TERM GOALS

19. Prioritize Sign Location Standards

Implement sign location standards to ensure that traffic signs are placed in optimal locations to maximize visibility, safety, and compliance. These standards will help reduce confusion, improve navigation, and enhance road safety for all users..

HOW WE'LL TRACK THIS

Create a sign inventory—use GIS to maintain database of all sign locations, conditions, and compliance standards. Set measurable goals for a percentage of signs inspected annually, or the number of signs upgraded to meet reflectivity standards. Conduct regular audits for placement, visibility, condition.

BEST PRACTICES

Best Practices to Prioritize Sign Location Standards

— **Follow National Guidelines**: Adhere to standards like the Manual on Uniform Traffic Control Devices (MUTCD) to ensure consistency, visibility, and compliance with federal regulations. Use MUTCD recommendations for sign height, placement, and reflectivity to maximize effectiveness.

— **Conduct Visibility Studies**: Assess sightlines and traffic speeds to determine optimal sign placement. Ensure signs are visible from appropriate distances based on road type and speed limits.

— **Prioritize Safety and Accessibility**: Place signs where they are easily visible to all road users, including pedestrians, cyclists, and drivers. Avoid placing signs in locations that could obstruct visibility or create confusion.

— **Standardize Placement Across the Community**: Develop local ordinances or guidelines to ensure uniformity in sign placement, reducing driver confusion and improving compliance. Use consistent spacing and alignment for signs along corridors.

— **Leverage Technology for Planning**: Use GIS mapping tools to plan and track sign locations, ensuring coverage and identifying gaps. Incorporate data from crash reports and traffic studies to prioritize high-risk areas.

— **Engage the Community**: Gather input from residents and businesses to identify areas where signage improvements are needed. Use public feedback to refine placement strategies and build community support.

— **Regularly Inspect and Maintain Signs**: Conduct routine inspections to ensure signs remain visible, legible, and in good condition. Replace or repair damaged or outdated signs promptly.

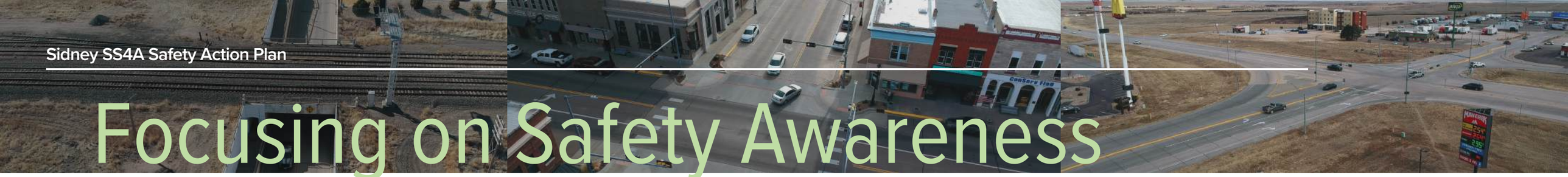
Communities Prioritizing Sign Location Standards

— **Fort Collins, CO** *has implemented a comprehensive sign management program, using GIS tools to track sign locations and ensure compliance with MUTCD standards.*

— **Durango, CO** *prioritizes sign placement in high-traffic and tourist-heavy areas, focusing on visibility and consistency to improve navigation and safety.*

— **Laramie, WY** *has developed local ordinances to standardize sign placement, ensuring uniformity across the city and addressing community feedback on visibility concerns.*

— **Boulder, CO** *uses data-driven approaches to prioritize sign placement in areas with high pedestrian and cyclist activity, enhancing safety for all road users.*



Focusing on Safety Awareness

20. Launch a Citywide Safety Campaign.

SHORT TERM GOALS

Help people understand how they can be safer on the roads, whether they're driving, walking, or biking.

HOW WE'LL TRACK THIS

Measure how many people interact with campaign materials or events.

BEST PRACTICES

Education is the key piece that ties engineering, enforcement and behavior together. It will raise awareness about SS4A and help everyone see themselves as part of the solution and know that behavioral choices matter. Based on the data in this plan, develop a public safety campaign that will identify key messaging strategies and partnerships.

Best Practices for Launching City Safety Campaign

— **Define Clear Goals and Messaging**: Focus on specific safety issues, such as reducing speeding, improving pedestrian safety, or encouraging helmet use. Use simple, memorable slogans like "Slow Down, Save Lives" or "Walk Safe, Bike Safe." Tailor the campaign to address local concerns identified through crash data or community feedback.

— **Engage the Community**: Partner with schools, local businesses, and community organizations to spread the message. Host events like safety fairs, bike rodeos, or interactive workshops to engage residents of all ages.

— **Leverage Multiple Communication Channels**: Use social media, local newspapers, radio, and community bulletin boards to reach a wide audience. Create visually appealing materials, such as posters, flyers, and videos, to reinforce the campaign's message.

— **Incorporate Real-Life Stories**: Share testimonials or stories from residents affected by traffic incidents to create an emotional connection and inspire action. Highlight success stories from other communities to show the potential impact of safety improvements.

— **Measure and Share Progress**: Track metrics like reduced speeding incidents, increased helmet use, or improved pedestrian behavior. Share updates with the community to build trust and maintain momentum.

— **Collaborate with Local Law Enforcement**: Work with police to support enforcement efforts, such as targeted speeding or distracted driving crackdowns, as part of the campaign. Include educational components to complement enforcement actions.

Examples from Communities

— **Spearfish, SD** *has run community-wide safety campaigns focused on pedestrian and cyclist safety, using local events and partnerships with schools to spread awareness.*

— **Laramie, WY** *has implemented campaigns targeting distracted driving and speeding, leveraging social media and local radio to reach residents effectively.*

— **Durango, CO** *has hosted bike safety events and created educational materials for residents, focusing on safe cycling practices and sharing the road.*

21. Create a Digital Map for Safety Concerns.

Let residents report and track transportation safety concerns using an online map.

Look at how many concerns are submitted and resolved.

Best Practices to Create Digital Safety Concern Map

—**Engage the Community**: Use participatory mapping tools to involve residents in identifying safety concerns. Platforms like map.social allow users to pinpoint issues on a shared map, fostering collaboration and inclusivity. Host workshops or town hall meetings to introduce the mapping tool and encourage community input.

— **Choose User-Friendly Tools**: Opt for platforms like ArcGIS Online, QGIS, or Maptionnaire, which are accessible and easy to navigate for non-technical users. Include mobile-friendly options so residents can contribute on-the-go.

— **Integrate Real-Time Updates**: Ensure the map can be updated regularly to reflect new concerns or resolved issues. This keeps the tool relevant and builds trust with the community. Use tools like Survey123 or Collector for ArcGIS to gather real-time data.

— **Provide Clear Categories**: Organize safety concerns into categories such as pedestrian safety, traffic flow, or lighting issues. This helps prioritize actions and makes the map easier to interpret.

— **Promote Transparency**: Share updates on how the data collected is being used to address concerns. This could include a dashboard showing resolved issues or planned projects.

— **Collaborate with Local Stakeholders**: Work with schools, businesses, and community organizations to ensure diverse input and support for the mapping initiative.

Examples from Communities

— **Spearfish, SD** *has used GIS tools to map community assets and safety concerns, integrating public input into their planning processes. Their focus on transparency and collaboration has been key to success.*

— **Laramie, WY** *has implemented participatory GIS for community engagement, allowing residents to contribute to mapping projects that address local safety and infrastructure needs.*

— **Durango, CO** *has utilized tools like ArcGIS to create interactive maps for public use, including identifying areas for trail improvements and pedestrian safety enhancements.*

These communities demonstrate the importance of combining technology with community involvement to create effective and inclusive digital maps for safety concerns.

Action Plan

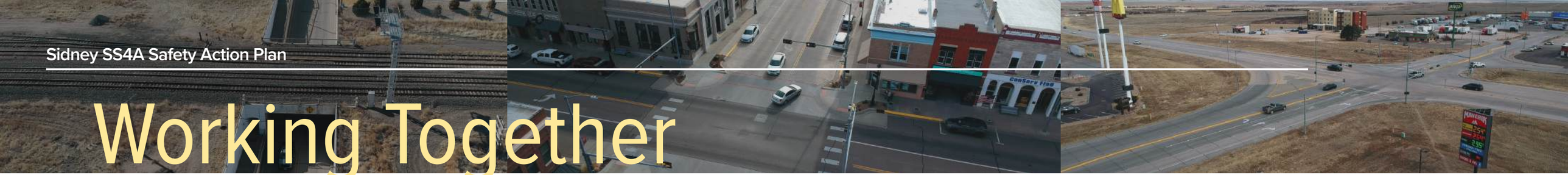
Implementation: Beyond Year 5



	Action Item	Staffing Needs	Time Commitment	Fiscal Resources
	Post-Year 5 Fiscal and Staff Resources Outline – Sidney Safe Streets for All			
	Working Together			
22	**Form a Collision Review Team**	Police, Public Works, Planning, Program Lead	Quarterly meetings + analysis (~10–15 hrs/quarter)	Staff time; optional consultant ($3K–$7K/year) for deeper analysis
23	**Update the Safety Action Plan**	Planning, Program Lead, Consultant (recommended)	Full update (~100–150 hrs) every 3–5 years	Consultant-led update ($25K–$50K); public engagement costs
24	**School Circulation Improvements**	Engineering Consultant + City Engineer + School Reps	3 sites: Study + implementation (~80–120 hrs total)	Study and design ($20K–$40K); implementation varies ($50K–$200K+)
	Building Safer Streets			
25	**Build Safe Routes to Schools**	Public Works + Consultant + School Coordination	Design + construct new segments (~40–60 hrs/route)	Project cost ($25K–$150K/route); grant eligible (SS4A, TAP)
26	**Add Green Infrastructure to Projects**	Public Works + Landscape Architect	Per project (~10–20 hrs)	Materials, design, and maintenance (~$5K–$25K/project)
27	**Study Pedestrian Bridge over UPRR**	Consultant-led Feasibility Study + City Oversight	Study duration (~100–120 hrs)	Feasibility study ($50K–$100K); may be federally funded
28	**Build Pedestrian Bridge over UPRR**	Engineering + Contractor + Project Manager	1–2 years of coordination	Construction cost ($1M–$3M+); grant or capital improvement program
	Focusing on Safety Awareness			
29	**Create a Dedicated Safety Webpage**	IT + Communications + Program Lead	Setup + content (~40–60 hrs), then maintenance (~2 hrs/month)	Website hosting/design ($2K–$5K setup; minimal ongoing)
30	**Educate Residents About Safety Efforts**	Communications + Program Coordinator	Campaign development (~40–60 hrs/campaign)	Materials, ads, events ($3K–$10K/year depending on scope)

Additional Considerations

- Items 23, 27, and 28 are capital- or consultant-intensive and should be included in multi-year capital improvement planning and grant strategies.
- Items 22, 29, and 30 provide foundational support for transparency, public trust, and adaptive planning.
- Partnering with local schools and leveraging Safe Routes to School funding can help implement Items 24 and 25 cost-effectively.
- Green infrastructure (Item 26) can align with stormwater or sustainability funding streams.



Working Together

LONG TERM GOALS

22. Form a Collision Review Team.

Create a team to analyze crashes and recommend improvements to prevent future incidents.

HOW WE'LL TRACK THIS

Count how many recommendations are made and implemented.

BEST PRACTICES

Best Practices to Form a Collision Review Team

— **Define the Team's Purpose and Scope**: Clearly outline the team's role in reviewing traffic collisions, identifying patterns, and recommending safety improvements. Focus on preventable crashes and systemic issues, such as road design or driver behavior, to guide actionable solutions.

— **Include Diverse Stakeholders**: Assemble a team with representatives from law enforcement, public works, transportation planning, public health, and community organizations. Consider including residents or business owners to provide local insights and ensure transparency.

— **Establish a Consistent Review Process**: Develop a standardized process for reviewing collisions, including data collection, analysis, and reporting. Use tools like GIS mapping or crash analysis software to identify high-risk areas and contributing factors.

— **Focus on Solutions, Not Blame**: Approach reviews as fact-finding missions to improve safety, rather than assigning fault. Recommend specific actions, such as infrastructure changes, enforcement strategies, or public education campaigns.

— **Meet Regularly and Share Findings**: Schedule regular meetings (e.g., quarterly) to review recent collisions and track progress on implemented recommendations. Share findings with policymakers and the public to maintain accountability and build trust.

— **Leverage Data and Technology**: Use crash data, traffic studies, and community feedback to inform the team's recommendations. Incorporate real-time data collection tools, such as traffic cameras or speed sensors, to enhance analysis.

— **Collaborate with Regional and State Agencies**: Partner with state DOTs or regional planning organizations to align local efforts with broader safety initiatives. Share data and best practices to improve outcomes.

Examples from Communities

— **Spearfish, SD** *has used task forces to address transportation safety, incorporating crash data and community input to guide recommendations for infrastructure improvements.*

— **Laramie, WY** *collaborates with local law enforcement and public works departments to review traffic incidents and prioritize safety projects based on findings.*

— **Durango, CO** *has implemented review committees to analyze crash data and recommend targeted interventions, such as improved signage or pedestrian crossings.*

— **Cañon City, CO** *formed a traffic safety committee that reviews collisions and works closely with regional agencies to implement solutions, such as speed reduction measures and enhanced lighting.*

23. Update the Safety Action Plan.

Refresh the SS4A plan based on new data and lessons learned over the years.

Make sure the plan is updated regularly and reflects real-world changes.

Best Practices for Updating the Safety Action Plan

— **Use Data-Driven Insights**: Regularly update the Safety Action Plan (SAP) based on new crash data, public feedback, and progress on implemented projects.

Focus on areas with the most urgent safety concerns or those showing significant room for improvement.

— **Engage Stakeholders**: Involve representatives from law enforcement, public works, schools, and community organizations in the update process. Conduct public workshops or surveys to gather input from residents and businesses on priorities and emerging issues.

— **Incorporate Lessons Learned**: Review past projects and their outcomes to identify what worked well and what could be improved. Share success stories or case studies to guide future projects and build public support.

— **Set New Goals and Metrics**: Establish updated, realistic goals for reducing crashes, improving infrastructure, and enhancing safety education efforts. Use measurable metrics, such as reducing pedestrian injuries by a percentage or increasing bike lane mileage by a specific number.

— I**ntegrate Equity Considerations**: Ensure the updated SAP addresses disparities in transportation safety and accessibility for vulnerable populations. Use equity-focused data, such as demographic crash analysis, to prioritize investments in underserved areas.

— **Align with Regional and National Goals**: Coordinate updates with state and regional transportation plans, such as Vision Zero or Complete Streets initiatives. Incorporate funding opportunities from state and federal programs to support new projects.

— **Communicate Changes Clearly**: Provide transparent updates to residents about what has changed in the Safety Action Plan and why. Use easy-to-understand materials, such as infographics or summaries, to share updates widely.

— **Review and Refresh Regularly**: Schedule updates to the SAP every 3-5 years to ensure it remains relevant and addresses ongoing safety concerns. Conduct interim reviews to check progress toward goals and adjust strategies as needed.

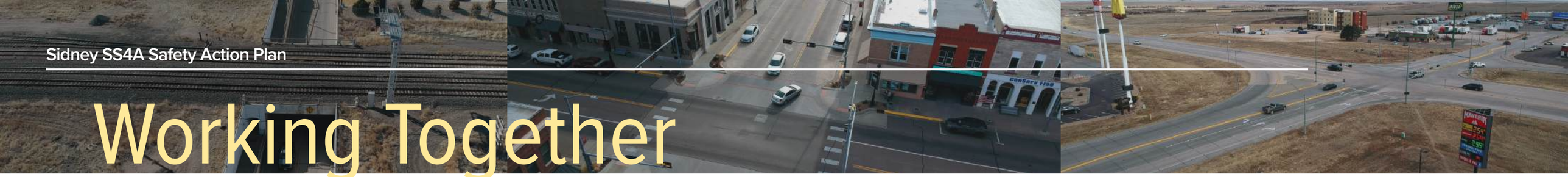
Examples from Communities

— **Spearfish, SD** *updates its safety and transportation plans based on community feedback and GIS crash data, ensuring projects align with resident needs and local trends.*

— **Laramie, WY** *integrates public input sessions and data analysis into updates for their safety plans, leveraging lessons from completed projects to prioritize future investments.*

— **Durango, CO** *regularly reviews its Safety Action Plan alongside regional goals, such as Colorado's Vision Zero efforts, ensuring consistent progress and funding alignment.*

— **Greeley, CO** *incorporates updated crash data and public surveys into its long-term transportation plans, with specific equity-focused initiatives to address underserved neighborhoods.*



Working Together

MID TERM GOALS

24. School Circulation Improvements.

Conduct an engineering study to assess pick-up and drop-off circulation at West Ward Elementary, South Ward Elementary, and Central Ward Elementary, followed by the implementation of recommended improvements to enhance traffic flow and safety.

HOW WE'LL TRACK THIS

Study school circulation and implement improvements.
(Additional metrics for evaluation of project are provided below.)

Improving circulation around schools is a key focus in Safe Streets for All (SS4A) Action Plans, as it directly impacts student safety and traffic efficiency. Several best practices and studies have been conducted to enhance school circulation, focusing on engineering, operations, and programming strategies.

BEST PRACTICES

The Safe Routes Partnership has published research on improving school circulation, emphasizing engineering and operational strategies.

The SS4A program prioritizes school safety improvements, funding projects that address circulation challenges.

https://www.saferoutespartnership.org/sites/default/files/resource_files/keep_calm_and_carry_on_to_school_-_improving_arrival_and_dismissal_for_walking_and_biking.pdf

https://www.transportation.gov/grants/ss4a/faqs

https://www.transportation.gov/sites/dot.gov/files/2022-08/SS4A-Eligible-and-Ineligible-Action-Plans-Factsheet.pdf

https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A_Action_Plan_Components.pdf

Best Practices for School Circulation

—**Separated Travel Modes**: Designated drop-off and pick-up zones for cars, buses, and non-motorized users. Clear walking and biking paths to minimize conflicts with vehicles.

— **Traffic Calming Measures**: Implement speed humps, raised crosswalks, and curb extensions near schools. Reduce speed limits in school zones to enhance pedestrian safety.

— **Improved Signage & Markings**: Install high-visibility crosswalks and clear directional signage. Use pavement markings to guide traffic flow and designate safe crossing areas.

— **Staggered Arrival & Dismissal Times**: Reduce congestion by adjusting school schedules to spread out traffic demand.

— **Community Engagement & Enforcement**: Partner with local law enforcement to enforce speed limits and distracted driving laws. Educate parents and students on safe travel behaviors.

Best Practices for Evaluation Metrics:

Traffic Flow & Efficiency Metrics: Average queue length during peak drop-off and pick-up times. Vehicle delay times at entry and exit points. Intersection Level of Service (LOS) ratings near school zones. Number of illegal turning movements observed.

— Observational studies: Assign personnel to monitor queue lengths, delay times, and turning movements during peak hours.

— Video recordings: Install temporary cameras at key intersections to analyze traffic flow patterns.

— Vehicle counts: Use manual or automated counters to assess traffic volumes in and around school zones.

Safety & Accessibility Metrics: Pedestrian crossing compliance (e.g., percentage of students using designated crosswalks). Speed compliance in school zones. Number of near-miss incidents involving vehicles and pedestrians. Bus vs. parent vehicle segregation effectiveness.

— Speed radars: Deploy speed tracking devices to measure compliance with school zone speed limits.

— Near-miss tracking: Work with school staff, crossing guards, and parents to report incidents where collisions were narrowly avoided.

— Pedestrian surveys: Conduct surveys with students and parents to assess perceptions of safety.

Operational & Infrastructure Metrics: Adequacy of on-site queuing space for vehicles. Effectiveness of staggered arrival/dismissal times, if implemented. Availability of crossing guards and enforcement presence. Impact of traffic calming measures (e.g., speed humps, signage).

— Site assessments: Evaluate available queuing space, bus drop-off zones, and traffic calming measures.

— Arrival/dismissal efficiency: Time how long pick-up and drop-off operations take each day.

Community Feedback & Engagement Metrics: Survey results from parents, staff, and students on circulation improvements. Number of complaints or concerns reported regarding school traffic. Public participation in school safety meetings.

— Parent & staff surveys: Gather feedback on existing traffic circulation and needed improvements.

— Public forums: Host meetings to allow community members to share concerns and suggestions.

Analyzing & Reporting Findings: Use GIS mapping to visualize high-traffic areas and identify congestion points. Compare data across different school locations to identify common challenges. Develop recommendations for infrastructure improvements and enforcement strategies

Implementing Improvements: Prioritize changes based on identified safety concerns. Work with traffic engineers to adjust signage, pavement markings, and speed limits. Conduct follow-up studies to measure the impact of implemented solutions.

— **Lincoln, NE** *has received SS4A funding and has prioritized school zone safety enhancements, including circulation studies to improve pedestrian and vehicle interactions.*

— **Grand Forks, ND** *has used SS4A funding to assess traffic patterns around schools, aiming to reduce congestion, improve safety for students walking & biking.*

— **Bloomington, IN** *has integrated school circulation improvements into its broader transportation safety initiatives, focusing on drop-off and pick-up efficiency.*

— **Fargo, ND** *has examined school traffic circulation as part of its SS4A planning efforts, with a focus on reducing distracted driving and improving pedestrian crossings—reducing distracted driving crashes and improving school zone safety. The city has also explored automated speed enforcement to curb speeding in residential neighborhoods.*



Building Safer Streets

LONG TERM GOALS

25. Build Safe Routes to Schools for Every Public School.

Work with schools to make it safer for kids to walk and bike to school, especially in high-traffic areas.

HOW WE'LL TRACK THIS

Track how many routes are completed and get feedback from schools and parents.

BEST PRACTICES

Best Practices for Building Safe Routes to School

— **Conduct Walkability and Bikeability Audits**: Assess the conditions of routes leading to each school, identifying hazards such as poor sidewalks, lack of crosswalks, or unsafe intersections. Use tools like the National Center for Safe Routes to School's audit guide to identify areas for improvement.

— **Engage the School Community:** Collaborate with school administrators, teachers, parents, and students to understand their transportation challenges and priorities. Form "Safe Routes to School" (SRTS) committees at each school to guide improvements and sustain engagement.

— **Prioritize Safety Improvements**: Focus on low-cost, high-impact changes like adding crosswalk markings, speed feedback signs, and crossing guards near schools. Address larger infrastructure needs, such as sidewalks and protected bike lanes, in phases based on funding and urgency.

— **Include Education and Encouragement Programs**: Teach students safe walking and biking practices through events—Walk to School Day or bike rodeos. Develop campaigns to encourage families to walk or bike, highlighting health and environmental benefits.

— **Involve Local Law Enforcement**: Partner with police to enhance enforcement of school zone speed limits and pedestrian safety laws. Use their presence during arrival and dismissal times to reinforce traffic safety.

— **Leverage Technology and Mapping**: Create interactive maps to show safest routes to each school. Update them as improvements are made. Use GIS tools to prioritize areas for upgrades based on traffic patterns and crash data.

— **Secure Funding and Partnerships**: Apply for state and federal grants, such as SRTS-specific funding or USDOT grants, to support infrastructure and educational programs. Partner with local businesses or health organizations to sponsor events or improvements.

— **Monitor Progress and Collect Feedback**: Evaluate the impact of improvements through surveys of students and parents and track changes in walking and biking rates. Adjust plans based on community feedback to address ongoing safety concerns.

Examples from Communities

— **Spearfish, SD** *has worked on improving walkability around schools by adding new sidewalks, crosswalks, and crossing guards, focusing on areas with high student activity.*

— **Laramie, WY** *has conducted community walk audits and used input from parents and students to prioritize investments in sidewalk connectivity and safety signage near schools.*

— **Durango, CO***'s SRTS programs have combined education, encouragement, and infrastructure improvements, including bike rodeos and updated* school zone markings.

— **Steamboat Springs, CO** *implemented a robust SRTS program, featuring infrastructure upgrades like new crosswalks and curb ramps, along with walking school bus programs to encourage participation.*

26. Add Green Infrastructure to Projects.

Incorporate features like rain gardens or drought-resistant plants to make streets more sustainable and beautiful.

Track the number of projects with green features and collect community feedback on their impact.

Best Practices for Adding Green Infrastructure

— **Incorporate Multi-Benefit Features**: Design infrastructure projects that address both transportation and environmental goals, such as permeable pavement to reduce runoff, bioswales for storm water management, or street trees to provide shade and improve air quality. Integrate drought-resistant landscaping that requires minimal maintenance and aligns with the local climate.

— **Collaborate with Environmental Experts**: Work with urban planners, landscape architects, and sustainability specialists to ensure green infrastructure elements are effective and well-designed. Engage local conservation organizations to provide input on environmentally friendly practices.

— **Set Clear Standards for Green Design**: Develop city guidelines or ordinances that require new transportation projects to include green infrastructure components where feasible. Include measurable goals, such as percentage reduction in storm water runoff or increases in urban tree canopy.

— **Leverage Funding Opportunities**: Apply for grants targeting green or sustainable infrastructure, such as EPA programs, state environmental funds, or USDOT grants that prioritize Complete Streets with ecological enhancements. Partner with local utilities to secure funding for projects that align with water or energy conservation goals.

— **Prioritize Community Benefits**: Include features that directly benefit residents, such as rain gardens in neighborhoods with frequent flooding or shaded bus stops to enhance comfort during hot weather. Use community surveys or focus groups to identify preferred green infrastructure elements.

— **Educate Residents on Green Infrastructure Benefits**: Host workshops or create informational materials to help residents understand how green infrastructure works and its benefits for the environment and community health. Highlight local success stories to build enthusiasm and support.

— **Monitor and Maintain Green Features**: Develop maintenance plans to ensure infrastructure elements like bioswales or rain gardens function properly over time. Use monitoring tools to track environmental benefits, such as reductions in runoff or improvements in air quality.

Examples from Communities

— **Spearfish, SD** *incorporates green infrastructure into trail and park projects, adding bioswales and native plantings to manage storm water and beautify public spaces.*

— **Laramie, WY** *has focused on adding drought-resistant landscaping and tree planting to its transportation corridors to improve aesthetics and reduce maintenance costs.*

— **Durango, CO** *integrates green features like permeable pavement and street-side rain gardens into its Complete Streets projects, emphasizing sustainability and resilience.*

— **Fort Collins, CO** *has adopted clear standards for green infrastructure in public projects, including requirements for bioswales and urban tree planting in roadway renovations.*



Building Safer Streets

LONG TERM GOALS

27. Study Pedestrian Bridge Over UPRR (from Hickory Street to Forrest Street)

To evaluate the feasibility of constructing a safe, accessible pedestrian and cyclist bridge over a railroad that connects key points while minimizing environmental impact and cost.

HOW WE'LL TRACK THIS

The study will identify design options, safety measures, cost estimates, and permitting requirements within a defined budget and timeline.

BEST PRACTICES

Best Practices for Building Safe Routes to School

— **Community Engagement:** Involve local stakeholders to understand their needs and concerns. Host public meetings and surveys to gather input from residents and stakeholders. This ensures the project aligns with community needs and builds local support.

— **Site Analysis**: Assess soil conditions, environmental impact, and existing infrastructure.

— **Safety and Accessibility**: Prioritize safety measures and ensure compliance with accessibility standards. Implement features like fencing, swing gates, audible and visual warnings, and protective barriers to ensure pedestrian safety near active rail lines.

— **Cost Estimation**: Provide accurate cost projections, including design, construction, and maintenance.

— **Funding and Grants**: Explore federal, state, and local funding opportunities, including grants specifically for infrastructure and ADA-compliant projects.

— **Regulatory Compliance**: Address permitting requirements and adhere to local, state, and federal regulations.

— **Design Considerations**: Explore bridge types, materials, sustainability and alignment options for optimal functionality and aesthetics.

— **Traffic Impact**: Evaluate how the bridge will affect pedestrian and vehicular traffic patterns.

— **Future Maintenance**: Plan for long-term maintenance and inspection needs.

Examples from Communities

— **Mundelein Pedestrian Bridge in Illinois** *exemplifies thoughtful urban planning through focus on community integration. Designed to enhance pedestrian-friendly downtown areas, fosters connectivity and supports local development. Its accessibility features include switchback ramps and reinforced concrete slabs, ensuring ease of use for all individuals, including those with mobility challenges. Additionally, the project's successful execution relied on stakeholder collaboration, involving coordination with multiple agencies, including railroads and local governments, to meet safety and logistical requirements..*

— **Lancaster Pedestrian Bridge Project in Pennsylvania** *prioritizes accessibility and safety, making it a vital connection between a parking lot and the Lancaster station. The bridge is equipped with ADA-compliant elevators and stair towers, ensuring it is accessible to all users, including those with disabilities. Safety was a key consideration, as the bridge was constructed over active rail lines to protect pedestrians from potential hazards. The project was led by PennDOT, with significant support from federal funding, highlighting the importance of strong leadership and resource allocation in infrastructure development.*

28. Build Pedestrian Bridge Over UPRR (from Hickory Street to Forrest Street)

To construct a durable, safe, and accessible pedestrian bridge that meets community needs while adhering to budget and regulatory guidelines.

Completion of the bridge within the designated timeline and budget, with safety and accessibility features fully implemented according to design specifications.

Best Practices for Adding Green Infrastructure

—**Community Collaboration**: Engage stakeholders to ensure the bridge design aligns with local needs and aesthetics.

—**Safety Prioritization**: Implement rigorous safety standards, including rail line protection and structural integrity checks.

—**Accessibility Features**: Incorporate ADA-compliant elements, such as ramps, elevators, and wide pathways.

—**Material Selection**: Use high-quality materials that balance durability, cost, and environmental impact.

—**Historic Preservation**: If applicable, integrate historical elements into the design while modernizing functionality.

—**Design and Aesthetics**: Choose a design that complements the area's character while maintaining functionality. Consider materials that are durable and environmentally friendly.

—**Project Management**: Maintain clear communication among contractors, agencies, and community leaders to ensure smooth progress.

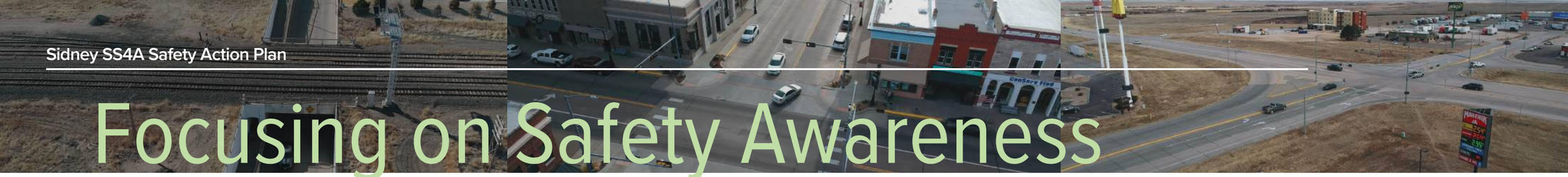
The following projects highlight how smaller communities can create impactful pedestrian bridges that enhance connectivity and community engagement.

Examples from Communities

—**Bob Kerrey Pedestrian Bridge (Council Bluffs, Iowa, and Omaha, Nebraska)**—*this iconic bridge connects two states and serves as a key pedestrian and cyclist route, promoting regional connectivity and tourism. This bridge exemplifies best practices in regional connectivity and community engagement. Its design integrates seamlessly with surrounding trails and parks, promoting both tourism and local recreation. The bridge's iconic structure, spanning the Missouri River, enhances its visual appeal while providing a safe, accessible route for pedestrians and cyclists.*

—**Liberty Bridge at Falls Park (Greenville, South Carolina)** *is located in a smaller city, this suspension bridge offers pedestrians stunning views of the Reedy River and has become a centerpiece for the community. This bridge showcases innovative design and environmental integration. Its curved suspension design offers unobstructed views of the Reedy River Falls, creating a unique aerial amphitheater experience. The bridge replaced a highway bridge, improving access to the park and revitalizing the area as a community centerpiece.*

—**Phyllis J. Tilley Memorial Bridge (Fort Worth, Texas)**—*this pedestrian bridge spans the Trinity River, featuring a unique arch design and providing a safe, scenic route for walkers and cyclists. This bridge demonstrates a blend of engineering innovation and aesthetic appeal. Its steel arch and stressed ribbon design minimize environmental impact while providing a durable, ADA-compliant pathway. The bridge enhances connectivity between Trinity Park and downtown Fort Worth, serving as both a functional and visually striking addition to the city's landscape.*



Focusing on Safety Awareness

LONG TERM GOALS

29. Create a Dedicated Safety Webpage.

Offer residents a one-stop online resource for road safety updates, tips, and reports.

Monitor website visits and feedback from users.

HOW WE'LL TRACK THIS

BEST PRACTICES

Best Practices for Dedicated Safety Webpage

— **Make It User-Friendly**: Design the webpage with a simple, clear layout that's easy for all residents to navigate. Use headings, icons, and concise descriptions to guide users. Optimize the page for mobile devices to ensure accessibility on smartphones and tablets.

— **Include Key Safety Information**: Provide crash data, safety updates, and information on ongoing and completed projects. Add resources on traffic laws, pedestrian and cyclist safety tips, and ways to report safety concerns.

— **Feature Interactive Tools**: Embed tools like an interactive map for residents to explore crash locations, current projects, and planned safety improvements. Include a form for submitting safety concerns directly through the webpage.

— **Highlight Ongoing Efforts**: Regularly update the page with announcements about safety campaigns, public meetings, or infrastructure projects. Use a news or events section to keep residents informed about upcoming opportunities for engagement.

— **Make Data Accessible**: Share safety data in user-friendly formats, such as dashboards, infographics, and downloadable reports. Provide year-over-year comparisons to help residents understand progress and trends.

— **Promote Engagement**: Include contact information for the transportation department or safety task force to encourage residents to ask questions or provide feedback. Add links to safety campaigns or public surveys to gather input on priorities.

— **Collaborate with Partners**: Work with schools, local businesses, and community organizations to share their safety resources or programs on the page. Create a section for partnerships to highlight collaborative efforts.

— **Use Analytics to Improve**: Track page visits, clicks, and submissions to understand how residents are using the webpage and where improvements are needed. Adjust the page layout and content based on feedback and analytics.

Examples from Communities

— **Spearfish, SD***'s city website provides clear access to transportation and safety resources, including updates on sidewalk and trail projects.*

— **Laramie, WY** *includes a public engagement section on its website where residents can report safety concerns and learn about upcoming projects and meetings.*

— **Durango, CO** *maintains a dedicated transportation page with crash data, bike and pedestrian resources, and interactive maps of trail systems and safety projects.*

— **Loveland, CO** *offers a traffic safety portal with real-time updates on road conditions, crash data, and a reporting tool for residents to highlight safety issues.*

30. Educate Residents About Safety Efforts.

Run outreach campaigns to help residents understand safety projects and how to use new infrastructure like bike lanes or crosswalks.

Use surveys or event attendance to measure community awareness.

Best Practices for Educating Residents

— **Use Clear and Relatable Messaging**: Simplify complex safety concepts into easy-to-understand language. Use visuals like infographics, videos, or animations to make the information engaging and accessible. Focus on relatable examples, such as how safety improvements directly benefit families, children, or local businesses.

— **Leverage Multiple Communication Channels**: Share safety information through social media, local newspapers, radio, and community bulletin boards to reach a broad audience. Use the city's website and newsletters to provide regular updates on safety initiatives and resources.

— **Host Community Events**: Organize events like safety fairs, bike rodeos, or Walk to School Days to engage residents in hands-on learning about safety practices. Partner with schools, local businesses, and community organizations to increase participation and visibility.

— **Incorporate Real-Life Stories**: Share testimonials or stories from residents who have been positively impacted by safety initiatives. Highlight success stories from other communities to inspire confidence and support for local efforts.

— **Engage Youth and Schools**: Develop educational programs for students, such as traffic safety lessons or interactive workshops. Collaborate with schools to integrate safety topics into the curriculum or host special events.

— **Create Interactive Tools**: Develop online tools like quizzes, games, or interactive maps to educate residents about safety concerns and solutions. Use these tools to gather feedback and encourage active participation.

— **Collaborate with Local Media**: Work with local news outlets to feature stories about safety projects, upcoming events, or tips for safer travel. Use public service announcements to reinforce key safety messages.

— **Measure and Share Progress**: Track the impact of educational efforts, such as increased helmet use or reduced speeding incidents, and share these results with the community. Use surveys or feedback forms to understand what residents find most helpful and adjust strategies accordingly.

Examples from Communities

— **Spearfish, SD** *has hosted community safety events and partnered with schools to teach students about pedestrian and bike safety, making education a hands-on experience.*

— **Laramie, WY** *uses social media and local radio to share safety tips and updates, ensuring residents stay informed about ongoing initiatives.*

— **Durango, CO** *has organized bike rodeos and Walk to School Days, combining education with fun activities to engage families and promote safety awareness.*

— **Steamboat Springs, CO** *collaborates with schools and local organizations to run safety campaigns, including interactive workshops and public service announcements.*



Project Readiness Timeline

Project Readiness Timeline

The Sidney Safety Action Plan includes a clear project readiness timeline to support timely implementation of identified safety strategies. Following plan adoption in May 2025, the City and its partners are positioned to advance quick-build improvements, pursue federal SS4A implementation funding, and align capital planning with safety priorities.

Near-term (1–2 years) actions include securing funding, initiating engineering and design for high-priority projects, and completing smaller-scale interventions such as improved signage, pavement markings, or school zone enhancements. Mid-term (2–5 years) projects will focus on intersection upgrades, sidewalk infill, and pathway connections that require more detailed design and permitting. Long-term (5+ years efforts include major infrastructure improvements like rail underpass redesign and corridor-wide safety treatments.

By staging projects according to complexity and readiness, Sidney can begin making measurable safety improvements immediately while preparing for larger capital projects over time.

Sidney SS4A Project Readiness Timeline (Years 1–5)

Readiness Element	Year 1	2	3	4	5	
Safe Streets Program Startup	☑	☑	☑	☑	☑	Launch and maintain the city's coordinated program to improve roadway safety and track progress across priority initiatives.
Task Force Coordination	☑	☑	🔄	🔄	🔄	Convene a cross-agency group to guide implementation, review crash trends, and monitor progress on priority projects.
Project Prioritization	☑	🔄	🔄	🔄	🔄	Use data, public input, and stakeholder feedback to rank projects and refine focus areas over time.
Program Coordinator in Place	☑	☑	☑	☑	☑	Assign or hire a dedicated staff member to lead the program, track deliverables, and report to City leadership and stakeholders.
Community Engagement & Surveys	☑	🔄	🔄	🔄	🔄	Facilitate public involvement through events, surveys, and ongoing outreach to build support and gather feedback.
Cost Estimates for Priority Projects	☑	🔄	🔄	🔄	☑	Develop and update planning-level cost estimates to guide budgeting, phasing, and grant applications.
Engineering / Feasibility Studies	⏳	🔄	☑	⏳	—	Conduct studies to assess project design, feasibility, and impacts—ensuring readiness for implementation.
Policy Updates (e.g., Complete Streets)	🔄	☑	☑	🔄	🔄	Adopt and enforce policies that support safe, multimodal streets and align with Vision Zero principles.
Implementation Grant Application	☑	—	⏳	⏳	—	Pursue funding through SS4A or other sources to support construction of priority safety improvements.
Quick-Build Projects	⏳	☑	☑	—	—	Deliver low-cost, high-impact safety interventions such as crosswalks, signage, and speed feedback signs.
School Circulation Projects	—	⏳	☑	☑	—	Improve traffic flow and safety around schools with dedicated drop-off studies and infrastructure changes.
Signage, Lighting, Speed Feedback	—	☑	☑	🔄	🔄	Install and maintain visibility and speed management tools in areas with high crash risk.
Digital Tools (StoryMap, Reporting)	☑	🔄	🔄	🔄	🔄	Use online tools to share progress, maps, and public reports, supporting transparency and accessibility.
Data Collection & Evaluation	☑	🔄	🔄	🔄	☑	Track crashes, speed, and public input to evaluate effectiveness and refine strategies over time.
Safety Action Plan Update	—	—	—	⏳	☑	Refresh the Safety Action Plan every 3–5 years based on new data, completed projects, and evolving needs.

Key

- ☑ = Completed or Active
- 🔄 = In Progress or Recurring
- ⏳ = Planned / Scheduled
- — = Not Applicable

Planning in Motion

8

Evaluating the City's Framework for Growth and Connectivity

8.1. Concurrence with Previous Plans and Policies

The City of Sidney has demonstrated its commitment to improving transportation safety through both past and ongoing planning initiatives. The Sidney SS4A Safety Action Plan builds on these efforts by providing a detailed review of previous plans, analyzing recent crash trends within the community, and incorporating current growth policies. To ensure the plan effectively addresses previously identified concerns and aligns with the City's safety objectives, a thorough evaluation of past planning efforts was undertaken.

The following is a concise overview of past planning initiatives relevant to this effort.

A detailed review of each document is provided in the **Plan Concurrence Appendix**.

Completing the Loop-Completing the Planning, 2024 RAISE Planning Grant & Old Post Road Corridor Improvement Plan, 2021

The Old Post Road Corridor/Completing the Loop Planning Update helps Sidney advance a key project, addressing safety, economic, and tourism needs. The project refines designs, updates cost analyses, gathers public input, and improves project readiness for future funding. Focusing on the area near Interstate 80's exit 59, the project aims to enhance connectivity and improve roadway safety and active transportation with features like new HAWK pedestrian crossings, updated crosswalks, barrier-separated medians, bike lanes, and landscaped recreation paths and multi-modal trails. By addressing incomplete and unsafe infrastructure, particularly on the west side at the junctions of Old Post Road and L17J, the plan promotes pedestrian safety and aims to reduce pedestrian-vehicle interactions, enhance infrastructure usability, and connectivity to hotels, businesses, and neighborhoods.

The initiative also includes spur trails to expand the recreation network and supports a city-wide multi-modal transportation system. All work will take place within the city limits, targeting key locations such as Old Post Road, Verde Lane, and Pole Creek Crossing. It addresses gaps in infrastructure with accessible, multi-modal trails and modern safety features while fostering economic growth by linking neighborhoods, businesses, and key destinations.

Sidney Downtown Master Plan, November 2020

Downtown Sidney's transportation network supports walking, bicycling, and driving, ensuring accessibility and comfort for all users. Traffic flow is efficient due to a grid system with ample on-street and lot parking. Key vehicular routes include L17J to Highway 30, Old Post Road to 11th Avenue, and Highway 30 from the northwest.

The pedestrian environment is well-maintained with sidewalks, crossings, and bump-outs for safety. Access from nearby neighborhoods is generally good, though train tracks and a lack of connections in certain areas present challenges. For bicyclists, wide, low-traffic streets and existing trails like Deadwood Trail provide good access, though some gaps and safety concerns persist, particularly near Highway 30. Simple, cost-effective connections could address these issues and further enhance accessibility.

The plan emphasizes creating a well-maintained, accessible downtown with strategies such as establishing clear maintenance responsibilities, enhancing intersections and alleys, and developing green streets to manage storm water and improve aesthetics. Improvements include branded elements at key intersections, better service access, enhanced pedestrian crossings, and connections to trails. Key proposals include utilizing alleys as secondary pedestrian networks, integrating rain gardens, and linking the Sidney-Deadwood Trail to downtown. These upgrades aim to improve safety, accessibility, and the overall experience of downtown Sidney.

The Sidney-Deadwood Trail, spanning 5.9 miles from the Interstate 80 interchange hotel district to Linden Street, is a valuable but underutilized asset with potential to connect over 1,000 hotel rooms to downtown Sidney. Key improvements include east-west connections from the Linden Street trailhead, north-south links at 10th Avenue, and enhanced amenities like better signage, lighting, and a visible trailhead. Additional projects, such as bike-share stations and iconic features, aim to attract visitors and boost accessibility, encouraging both residents and travelers to explore downtown Sidney.

Implementing the downtown plan requires flexibility and collaboration between the City of Sidney, the Chamber of Commerce, Downtown Business Association, Tourism, Historic Preservation Board, and not-for-profit organizations. The City leads efforts like infrastructure improvements, policy updates, and funding coordination, while the Chamber supports business growth and beautification. A Downtown Business Association would enhance communication and initiate projects, with Tourism and Preservation groups focusing on visitor experiences and historic site integrity. Partnerships and funding are key to executing the plan's concepts and ensuring downtown's success.

The Downtown Master Plan focuses on incremental revitalization through early public investments that generate private market responses and momentum. Quick, achievable actions like Hickory Square enhancements are prioritized as catalysts for broader improvements.

A five-year plan and annual evaluations ensure progress by assessing projects based on community impact, private market response, feasibility, and potential to attract support and funding.

Among the funding mechanisms identified, several tools and techniques correspond to transportation improvements: City General Revenues, Downtown Bond Issues, Business Improvement District, Sidney Economic Development Program - LB 840, Private and Foundation Philanthropy, Revenue Bonds, Revolving Loan Program, Tax Increment Financing, Community Development Block Grant - Phase 2 Downtown Revitalization Funds, Transportation Alternatives (TA), and AARP Community Challenge Grant.

Centered on revitalizing downtown Sidney, the Downtown Master Plan emphasizes pedestrian-friendly infrastructure, trail connections, and efficient transportation flow. By applying the Safe System Approach, the plan ensures that engineering, education, and enforcement strategies create a vibrant and accessible downtown experience.

Sidney Comprehensive Plan, July 17, 2023

Sidney's transportation network consists of local roads, collectors, arterials, and highways, serving vehicles, pedestrians, and cyclists. The city promotes walkability, active transportation, and community health by expanding trails, improving sidewalks, and creating safe routes. Efforts focus on preserving open spaces, ensuring connectivity, and encouraging multi-modal streets to accommodate diverse users while balancing development and the environment. Recent projects, like the Old Post Road Corridor Improvement, demonstrate Sidney's commitment to enhancing transportation options for all residents.

The transportation-related actions provided include—

City Goals and Actions:

Goal 1—Connecting neighborhoods and destinations with sidewalks and side paths enhances pedestrian accessibility and supports active transportation.

Goal 2—Incorporating signage, natural vegetation, and wayfinding standards improves navigability and beautifies city entryways, key to transportation corridors.

Goal 3—Ensuring proper lighting in parking lots supports safety and accessibility for transportation users.

Downtown Goals:

Goal 1—Creating gathering spaces that are accessible year-round supports walkable downtown areas and promotes connectivity.

Goal 2—Revitalizing streetscapes and signage enhances pedestrian-friendly infrastructure, improving overall transportation flow and aesthetics.

Goal 3—A cohesive streetscape plan with updated sidewalks and enhanced accessibility improves pedestrian and wheelchair traffic, fostering active transportation and a welcoming environment.

Sidney prioritizes walkable access to parks and recreation, using proximity metrics to identify areas needing improved amenities. Efforts include expanding trails, such as the 2021 Old Post Road Corridor Improvement (which looks to further connect pedestrian and bike trails with existing trails like Deadwood Trail to Old Post Road, and 11th Avenue trail) to better connect neighborhoods. Recent additions like the aquatic center in Legion Park enhance recreational offerings, with future possibilities including a dog park and a new sports complex with an indoor swimming facility.

Sidney boasts strong regional mobility with four highways (I-80, US30, US385, and NE19) and three railroads (Union Pacific, Burlington Northern Santa Fe, and Sidney Lowe Railroad). Its arterial and collector road network performs well—intersections may need further analysis. The city's emerging bicycle and pedestrian network, including the nine-mile Deadwood Trail, offers significant opportunities for expansion, such as a bike-share system and better downtown connections.

Sidney's mobility goals focus on creating a safe, convenient, interconnected transportation network for all modes of travel. Key actions include enhancing bike paths, parking, pedestrian crossings, securing funding for maintenance, and promoting walkability by linking housing with jobs. Efforts also aim to improve existing systems through resident feedback and address barriers like railroads and high-traffic crossings by expanding trails and exploring new connections, e.g. pedestrian bridge to Hickory Street Square.

Mobility Recommendations—Ongoing—safe, convenient, interconnected modes for all; prioritize annual funding for street/trail repair/maintenance; walkability connecting jobs to housing with sidewalks/trails.

< 3 Years—Enhance bike circulation & parking regulations; further safe pedestrian crossings and entry points on Illinois and major pedestrian traffic streets; expand and connect existing trails (Old Post Corridor Improvements).

3-5 Years—Survey residents for functionality improvements; enhance 13th Ave underpass through improved lighting, paving surface, railing; expand trails; expand and connect existing trails (Old Post Corridor Improvements).

Beyond 5 Years—Investigate feasibility of pedestrian bridge access to Hickory Street Square from the north side of the railroad tracks.

Dedicated to building a safe, interconnected transportation network for all users, the Comprehensive Plan aligns with Sidney's walkability and multi-modal goals. The Safe System Approach integrates strategic actions across the five Es to expand trails, improve crossings, and promote active transportation throughout the community.

City of Sidney Municipal Code, 2024-2025

Sidney's Municipal Codified Ordinances related to transportation cover various aspects—road maintenance, traffic regulations, parking, and pedestrian safety.

Key highlights include:

Roadways—Guidelines for maintaining local, collector, and arterial roads, ensuring safe and efficient traffic flow.

Parking—Regulations for on-street and public parking areas, including lighting and accessibility standards to reduce hazards and improve safety. Pedestrian and

Bicycle Infrastructure—Provisions for sidewalks, crosswalks, and bike paths to promote walkability and active transportation, and enhance safety and connectivity.

Traffic Management—Rules for traffic signals, signage, and speed limits to enhance safety and mobility, to ensure smooth movement and prevent crashes.

Trail Connections—Support for expanding and maintaining trails like the Deadwood Trail to improve connectivity to provide safe routes for pedestrians and cyclists.

The City's roadway ordinances prioritize transportation safety by regulating traffic flow, maintaining road infrastructure, and ensuring safe conditions for all users, including pedestrians and cyclists. Key measures include traffic signal management, proper signage, speed limits, and guidelines for road maintenance.

These ordinances aim to reduce crashes, enhance accessibility, and support a safe and efficient transportation network throughout the city.

Traffic Flow and Safety—Emphasizes maintaining safe and efficient traffic flow. Includes standard rules for speed limits, stop signs, and yielding at intersections, which are consistent across Nebraska.

Parking Regulations—Straightforward, focusing on preventing obstructions and ensuring accessibility. Alliance and Chadron have comparable parking ordinances.

Road Maintenance—Requires property owners to maintain sidewalks adjacent to their properties, a common practice in smaller Nebraska communities. However, larger cities may have municipal programs to assist with sidewalk repairs.

Snow Removal—Mandates timely snow removal from sidewalks, similar to other towns its size, ensuring pedestrian safety during winter months.

Zoning and Road Use—Regulate road use in residential, commercial, and industrial areas. Typical of towns its size, though larger cities may have more detailed zoning codes.

The City's **railroad** ordinances include provisions for signals, lights, and flagmen to warn of trains as well as safe crossing conditions and lighting. Railroad companies are required to maintain safe street and alley crossings, and adequate lighting for nighttime motorist and pedestrian safety.

The City's **parking** ordinances enhance transportation safety by regulating parking locations, time limits, and accessibility. They ensure proper use of parking spaces, including handicap zones, and address issues like visibility near intersections and fire hydrants. These measures reduce hazards, improve traffic flow, and promote safe conditions for drivers and pedestrians.

The City's **pedestrian and bicycle infrastructure** ordinances prioritize transportation safety by ensuring well-maintained sidewalks, crosswalks, and bike paths. These regulations promote safe and accessible routes for pedestrians and cyclists, aimed at reducing conflicts with vehicles and enhancing overall mobility within the city.

The City's **traffic management** ordinances enhance transportation safety by regulating traffic flow through proper signage, traffic signals, and speed limits. These measures aim to prevent accidents, ensure smooth movement, and protect all road users, including drivers, pedestrians, and cyclists.

The City's **trail connection** ordinances enhance transportation safety by promoting the development and maintenance of trails that provide safe, accessible routes for pedestrians and cyclists. These ordinances aim to reduce conflicts with vehicles, improve connectivity between neighborhoods and key destinations, and ensure a secure environment for active transportation users.

Trail Connectivity—Ordinances do not explicitly address trail connections between neighborhoods, parks, or schools. Similar sized cities often include provisions to enhance connectivity for recreational and transportation purposes.

Multi-Use Trails—Sidney allows multi-use trails for pedestrians, cyclists, and scooters, common in smaller Nebraska towns. However, some communities establish more detailed guidelines to manage shared trail use and minimize conflicts.

ADA Compliance—Like most towns, Sidney ensures that trails meet basic accessibility standards. Some communities go further by incorporating inclusive design features beyond minimum ADA requirements.

The City's **scooter** ordinances align with broader state laws and include traffic rules, equipment standards, sidewalk restrictions, bike lane use, helmet requirements, and licensing—all aimed to balance safety and accessibility. The City's ordinances do not specifically address regulation of e-scooters and e-bikes, these items being noted as very specific problems during public comments.

Traffic Rules—Scooters must follow the same traffic laws as other vehicles, including obeying signals and road markings.

Equipment Standards—Scooters need functional brakes, lights, and a horn. They must also have a headlamp, tail lamp, and brake light for visibility. Sidewalk Restrictions: Riding on sidewalks is prohibited to ensure pedestrian safety, as with most smaller cities.

Bike Lane Use—Scooters can use bike lanes if they don't pose risks to cyclists or pedestrians. This is a standard practice.

Helmet Requirements—Riders under 18 must wear helmets, while it's encouraged but not mandatory for those over 18. This aligns with state norms.

Licensing—Operators need a valid Class O operator's license (a common requirement across Nebraska), but no separate motorcycle endorsement is required. Smaller cities may not specify speed limits for scooters, similar to Sidney. Larger cities impose limits.

The City's bicycle and pedestrian ordinances share similarities with other Nebraska cities but also have unique aspects.

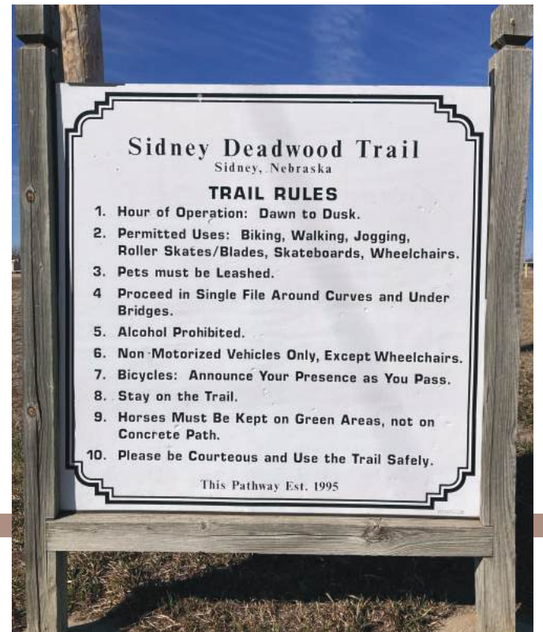
Sidewalk Restrictions—Like many Nebraska cities, Sidney prohibits bicycles and scooters on sidewalks in high-traffic areas to prioritize pedestrian safety. For example, Lincoln and Omaha have similar restrictions in their downtown zones.

Right-of-Way Rules—Sidney requires cyclists and scooter riders to yield to pedestrians on sidewalks and at crossings, aligning with state-wide practices.

Lighting and Equipment—Sidney mandates lights and reflectors for nighttime visibility, consistent with Nebraska's state laws and cities like Kearney and Grand Island.

Helmet Use—Sidney does not require helmets for cyclists, which is common across Nebraska, as the state has no helmet law for bicycles. However, some cities, like Omaha, encourage helmet use through safety campaigns.

Bike Lanes and Trails—Larger cities like Lincoln and Omaha have more extensive bike lane networks and dedicated trails compared to Sidney, which has fewer designated cycling paths.



Based on Sidney's Municipal Codified Ordinances related to transportation, the priority actions on the following pages reflect the Safe System Approach across the five focus areas of engineering, education, enforcement, evaluation, and encouragement. These actions aim to enhance safety, connectivity, and accessibility for all road users, while addressing gaps and aligning with established regulations.

Sidney's existing ordinances do not currently address the use of e-scooters, creating a regulatory gap as micromobility options continue to grow in popularity. Establishing clear rules for e-scooter operation, parking, and safety is essential to proactively manage their use and ensure they integrate safely into the city's transportation network. The proposed project 11-B, "eScooter and eBike Ordinances," outlines strategies for regulation, infrastructure, and enforcement. More details can be found in the **Projects Appendix**.

Visit Sidney Nebraska, Cheyenne County Tourism, 2024 (Wayfinding Signage)

The Wayfinding Signage plan provides a simple and straightforward graphical toolbox for wayfinding signage to be placed at various intersection locations throughout the community to assist both locals and visitors to travel between destinations as well as to discover new destinations and devices accessible by bicycle. A reflection of community values, wayfinding elements can also cultivate a sense of pride in one's community resulting in deeper connection to place. Sidney's wayfinding signage plan promotes active travel by providing a clear and attractive system that is easy to navigate. It is consistent and clear, quickly understood and recognizable, and presented in a logical form.

Signs are designed to direct motorists toward destinations of three types using separate color and design schemes.

Brown signs are used in the highway corridors to signify recreational sites and points of interest: Historic Downtown, Visitors Center, National Pony Express Monument, Legion Park and Playground, Community Center, WNCC, Greenwood Cemetery, Shooting Park, Fairgrounds, Fort Sidney Museum.

Green signs are used along highways as they pass through the community, as well as major arterial corridors to indicate guidance to destinations including historic and recreational locations: Western Nebraska Community College (WNCC), Community Center, Aquatic Center, City Hall, Camp Lookout, Boot Hill, Northside Park, Courthouse, Legion Park, Historic Downtown, Fairgrounds, Fort Sidney Museum, High School, Visitor Center, Golf Course, Airport, Shooting Park.

Red signs are used along arterials and collector streets within the City of Sidney for recreational, civic, cultural and historic destinations—Golf Course, Historic Downtown, War Memorial, Memorial Gardens, Baseball Fields, Legion Park, Walking Trail, Aquatic Center, Western Nebraska Community College, Public Library, City Hall, WNCC, Community Center, Camp Lookout, Boot Hill, Historic Downtown, Northside Park, Shooting Park.

Coordinating Plans for a Safer, More Connected Sidney

Sidney's various transportation plans, municipal policies, and wayfinding strategies work together to enhance connectivity, accessibility, and safety for all road users, particularly pedestrians and cyclists. The Completing the Loop Plan focuses on large-scale infrastructure improvements, while the Downtown Master Plan takes an incremental approach to revitalizing the city's streetscape and business corridors. The Transportation and Mobility Plan supports these efforts by establishing long-term goals for pedestrian crossings, trail expansions, and sidewalk accessibility. Sidney's Municipal Ordinances provide enforcement measures, regulating traffic flow, parking, and bike lane use, but they lack specific policies on inter-neighborhood trail connectivity, EMS access to high-risk areas, regulation of e-scooters and e-bikes, and structured speed monitoring for dangerous corridors. The Wayfinding Signage Plan complements these initiatives by making travel easier and reinforcing Sidney's identity, yet it does not directly address intersection safety.

Key Recommendations

To strengthen Sidney's Safe Streets for All Action Plan and align future efforts with the Safe System Approach, several policy, infrastructure, and programmatic recommendations are proposed. The City should develop and adopt e-scooter and e-bike ordinances, implement structured speed monitoring and targeted enforcement in high-risk corridors, and expand public education programs for walking, biking, and micromobility use.

To further advance safety and connectivity, Sidney should strengthen its subdivision and development standards to require multi-modal infrastructure in new developments. This includes ensuring inter-neighborhood trail and sidewalk connectivity, incorporating safe pedestrian crossings, and planning for future mobility needs such as e-scooter and e-bike access. Requiring these elements during the development review process will help embed safety, accessibility, and long-term network cohesion into the fabric of the city as it grows.

The City should also formalize emergency response participation in transportation planning and enforce ADA-compliant sidewalk repairs, including exploring municipal assistance programs. Additionally, Sidney should focus on fixing areas with similar risks to past crash sites and prioritize safety improvements in neighborhoods where people are most at risk.

Improved coordination between city departments and community partners will support effective project delivery, while dedicated funding streams are needed for sidewalk and trail maintenance as well as incremental safety upgrades. Enhancing lighting and visibility at intersections and trail crossings, clarifying policies for shared-use trails to reduce conflicts, and establishing a performance evaluation framework to track the impact of safety interventions will further ensure long-term success.

Finally, signage strategies should align with intersection safety goals while maintaining wayfinding clarity and consistency throughout the city.

To strengthen the Safe Streets for All action plan, the City should consider policy updates, including formalizing emergency response participation in planning, enforcing ADA-compliant sidewalk repairs, improving speed monitoring and enforcement, and expanding education programs for cyclists and pedestrians. Aligning funding sources for both large-scale infrastructure and incremental improvements will be key, alongside integrating stakeholder feedback to prioritize signage placement and safety monitoring at high-risk intersections. Ensuring policy cohesion will help Sidney create a more connected, safe, and sustainable transportation network.

Focus Areas

Project Prioritization: Focusing on key areas to improve safety and mobility in Sidney—ensuring a more inclusive, accessible, and sustainable transportation system for all users.

9

9.1 Prioritizing Safety and Mobility

In the development of the Safe Streets for All Action Plan, the Focus Areas that emerged serve as the critical framework for prioritizing the key areas where interventions can most effectively enhance safety and mobility in Sidney. These focus areas are:

- Controlled Intersections
- Separated and At-grade Rail Crossings
- Non-motorists
- Pathway Connections

The areas were determined based on a thorough process of data analysis combined with public and stakeholder input. The result is a set of project areas that address the most pressing safety challenges and opportunities within the community, ensuring that the needs of diverse road users are considered.

Controlled Intersections

Controlled Intersections are a central focus in the action plan, as intersections are often hotspots for crashes involving both motor vehicles and non-motorists. Sidney crash data has identified intersections along Link 17J and Illinois Street as locations where KSIs (Killed or Seriously Injured) have occurred over the past ten years. Additional intersections, including Toledo Street and 10th Avenue, and Pole Creek Crossing and Fort Sidney Road were hot spot issues identified through public engagement.

Intersections with insufficient signal controls, poor signage, or complex layouts are more likely to result in crashes. The concerns are particularly heightened at the intersection of Old Post Road and Link 17J, as the corridor has experienced recent retail developments. These developments have raised numerous concerns from the community and have contributed to the intersection being flagged not only as a new hotspot in the systemic crash analysis, but also the collective public's top priority. By prioritizing improvements at these key intersections—such as enhancing traffic signal management, upgrading signage, providing pedestrian and bicycling enhancements and improvements, or redesigning intersection geometry—the plan aims to reduce both the frequency and severity of crashes. Feedback from stakeholders, including local residents and transportation professionals, underscores the importance of making these intersections safer for all users, particularly pedestrians and cyclists, to ensure safe and confident navigation by everyone.

Separated and At-grade Rail Crossings

Similarly, Separated and At-grade Rail Crossings represent another high-priority area for safety enhancements. Rail crossings are often vulnerable points, especially for pedestrians and cyclists, due to the lack of ADA-accessible at-grade crossings and the presence of a single underpass that connects the north neighborhood to the rest of the city. This underpass experiences storm water issues at times and has steep gradients that are not ADA-compliant, making it difficult for people with disabilities and cyclists to safely navigate. Analysis of past crashes at rail crossings, along with feedback from the community about historical pedestrian and bicycle crashes, highlights the need for improvements. Public engagement has also emphasized the importance of creating a safe, accessible underpass pathway that meets ADA standards and accommodates bicycles. These insights suggest that enhancing this underpass and addressing the accessibility challenges will significantly reduce the risk of crashes and improve connectivity for all users, including those with disabilities.

Non-Motorists

The Non-motorists focus area addresses the needs of pedestrians, cyclists, and other vulnerable road users who are disproportionately impacted by traffic crashes. Data analysis reveals that non-motorists often face higher risks, particularly in areas lacking sufficient infrastructure such as dedicated bike lanes, crosswalks, or pedestrian signals. Stakeholder feedback emphasized the need for a greater focus on creating safer environments for non-motorists, which is why this area includes recommendations for new infrastructure, improved maintenance, and policies that prioritize the safety of these users.

Strategies within this focus area are designed to ensure that non-motorists can move through the community safely, whether for commuting, recreation, or daily errands. This focus includes the Old Post Road Corridor, as well as the Link 17J and downtown corridors, which were also identified in the crash data as locations with KSIs (Killed or Seriously Injured). The plan emphasizes the creation of safe passageways in walkable alleys, the implementation of road diets, bike lanes, pedestrian islands, and the installation of HAWK (High-intensity Activated Crosswalk) and RFFB (Rectangular Rapid Flashing Beacon) signals.

Additionally, public comments highlighted the need for educational programs for young cyclists and drivers to promote safe road use and better awareness of traffic laws. There is also a growing concern about the increasing use of e-bikes and e-scooters, which have unique safety considerations. As part of this focus area, strategies will include efforts to address the safe integration of these new transportation modes into the infrastructure, ensuring that both users and motorists are educated on safe practices and regulations. These combined efforts aim to reduce crashes, improve mobility, and create a safer, more inclusive environment for all road users recommendations for new infrastructure, improved maintenance, and policies that prioritize the safety of these users. Strategies within this focus area are designed to ensure that non-motorists can move through the community safely, whether for commuting, recreation, or daily errands.

Pathway Connections

Finally, Pathway Connections are a critical aspect of the Safe Streets for All Action Plan, with the goal of improving connectivity across the transportation network. In general, data on mobility patterns show that gaps in pathways and bike lanes limit the ability of non-motorists to travel efficiently and safely across neighborhoods. Feedback from the public highlighted the need for better connectivity, particularly in underserved areas, where safe and accessible pathways are limited. The strategy for this focus area includes not only filling these gaps but also ensuring that pathways are well-maintained, well-lit, and designed with the safety of all users in mind. The creation of seamless and direct connections between key destinations, such as schools, parks, and residential areas, will significantly improve the mobility of non-motorists, reduce reliance on cars, and foster a more sustainable and livable urban environment.

Together, these four focus areas form the backbone of the Sidney Safe Streets for All (SS4A) Action Plan. Through targeted improvements and strategies based on rigorous data analysis and community feedback, the plan aims to create a safer, more inclusive transportation system that serves the needs of all users. By addressing these areas in a comprehensive and coordinated manner, the action plan seeks to enhance safety, reduce traffic-related crashes, and promote more sustainable and equitable modes of transportation.



Planning for Zero

9.2 A Shared Responsibility for Safer Streets

Our streets should be safe and welcoming places for all. While this is currently a vision for the City of Sidney, it is not yet a reality.

As of **2022**, Cheyenne County's traffic crash fatality rate per capita is the **34th** highest in Nebraska.

On average, **2.3** people were killed or seriously injured annually in traffic crashes in Sidney between 2014 and 2023.

Our fatal crash rate surged during the Covid-19 pandemic, outstripping the national average and other similar-sized cities.

This crisis exacerbates the challenges faced by Sidney's low-income and older resident populations.

Through this Safe Streets for All (SS4A) compliant Comprehensive Safety Action Plan (CSAP), Sidney commits to reducing and eliminating severe crashes that result in death and incapacitating injuries using a comprehensive strategy based on the Safe System approach. This CSAP is a living document with a plan horizon of **10 years**, when the plan will be updated with new information, best practices, technologies, partnerships, and community priorities. This CSAP reflects the City of Sidney's commitment to a goal of eliminating traffic related serious injuries and fatalities by **2035**.

By adhering to the Safe System approach, we recognize that severe crashes are intolerable and can be prevented through redundant systems designed to minimize risk, despite the inevitability of human error. We possess the tools and knowledge to take proactive measures and share the responsibility with the public, private sector, and our external partners to ensure that when crashes do occur, they do not have tragic outcomes. Sidney's CSAP is the culmination of a strong and clear call to action from our residents, combined with our duty to ensure a transportation system and city that prioritizes safety for everyone.

The people of Sidney are entitled to and are calling for safer streets. Throughout the CSAP development, we heard hundreds of comments. The number one issue that cropped up was safety, particularly involving select high crash intersections and safety for pedestrians and cyclists. Our broad, low-traffic streets, relics of a different time, are contributing to our traffic safety issues. To realize our vision for these streets, a complete transformation is necessary to address the present and future needs and activities of Sidney as it exists today and as we imagine it for tomorrow.

We are addressing this issue with the urgency and attention that Sidney's citizens expect. Sidney's CSAP presents a comprehensive citywide approach that will be carried out by multiple departments over the coming years. The strategies focus on three of the five key principles of the Safe System Approach — Safe Users, Safe Speeds, Safe Streets, all guided by the principles of Equity, Dignity, and Transparency.

Following are **four priority project categories** along with quick build projects that reflect our community's shared commitment to reducing serious injuries and fatalities while fostering safety and connection for all.



Priority 1: Intersection and Pedestrian Enhancements at Old Post Road and Link 17J

Improvements along the Old Post Road Corridor are critical to enhancing Sidney's safety, connectivity, and infrastructure, particularly at the Old Post Road and L17J intersection. As development expands at the east end of Old Post Road and continues along the corridor, traffic volume has increased, making the current signal and traffic control measures in need of review by NDOT. Public feedback highlighted the challenges faced by drivers of fully-loaded farm trucks, with some admitting to running red lights due to the difficulty of stopping heavy vehicles. As traffic continues to grow, especially with the anticipated population increase from the Ground-Based Strategic Deterrent (GBSD) Project, it's essential to take action to better manage traffic and prevent crashes.

The Old Post Road and L17J intersection project aims to improve roadway safety and support active transportation through measures such as HAWK pedestrian crossings, updated crosswalks, barrier-separated medians, and bike lanes. These upgrades address infrastructure gaps, reduce vehicle-pedestrian interactions, and prioritize pedestrian safety.

Equity Analysis

This intersection serves as a key access point to major community resources, including Walmart, and is used by the majority of Sidney residents. Improving safety at this intersection will benefit all neighborhoods in Sidney.

Top Projects within this Priority:

NDOT-led intersection study for signal, crosswalk, and traffic movement enhancements, as well as speed reduction measures on the intersection approaches and along the Old Post Road corridor.

Budget

Costs for infrastructure improvements can vary depending on materials, design, and site conditions. Final work and cost analysis will be approved and overseen by NDOT.

Crosswalk Enhancements: High-visibility crosswalks cost $300 to $500 each, with advanced treatments like thermoplastic markings or raised crosswalks ranging from $5,000 to $10,000.

Pedestrian Medians: Costs range from $2,000 to $40,000 per median, depending on size, materials, and complexity.

Pedestrian Lighting: Lighting fixtures typically cost $2,000 to $5,000 each, with installation costs varying by site.

The Old Post Road Corridor Projects aim to enhance safety in Sidney while reducing fatal and serious injury crashes, such as angle, left-turn incidents. The project focuses on roadway safety through features like HAWK crossings, updated crosswalks, barrier-separated medians, and bike paths. By addressing unsafe infrastructure gaps the plan addresses current problems caused by increased traffic and prepares for future growth.

Priority Project 2: Underpass Shared Use Pathway

This project focuses on improvement to the Union Pacific Railroad underpass at 13th Street. While complete reconstruction of the underpass would be beneficial (perhaps by construction of an overpass) the magnitude of that project makes it less than feasible.

The 13th Avenue underpass serves as a crucial link, connecting the northern neighborhood to the community's stores, schools, and other essential amenities. With its narrow two-lane design, the 13th Avenue underpass roadway poses challenges for accommodating bicycle traffic, particularly for young riders. Meanwhile, the existing pedestrian pathway fails to meet ADA standards, is overly steep, and prohibits bicycle use, further limiting accessibility for all users.

This project focuses on transforming the pedestrian pathway at the railroad underpass to enhance safety and accessibility. By implementing a serpentine design on both the north and south sides, the plan will reduce the slope and improve the grade of the pathway, making it more comfortable and safer for all users. Ideally, the project will also address enhancements within the underpass itself, improving its overall usability and safety.

While these changes mark a significant step forward, the community remains hopeful that the underpass is replaced entirely in the future, ensuring a long-term solution to safety and connectivity challenges as well as persistent storm water flooding issues in this vital area.

Top Projects within this Priority

Reconfiguring the Pathway—Redesign the pathway with a switchback layout to reduce the slope and ensure ADA compliance, working within the limits of the railroad right-of-way.

Improving Structural Features—Modify or replace the existing concrete walls to align with the new pathway design, ensuring they support both functionality and safety.

Enhancing the Underpass Pathway—Address improvements within the underpass itself, such as widening the pathway where feasible and improving clearance to enhance usability for all users.

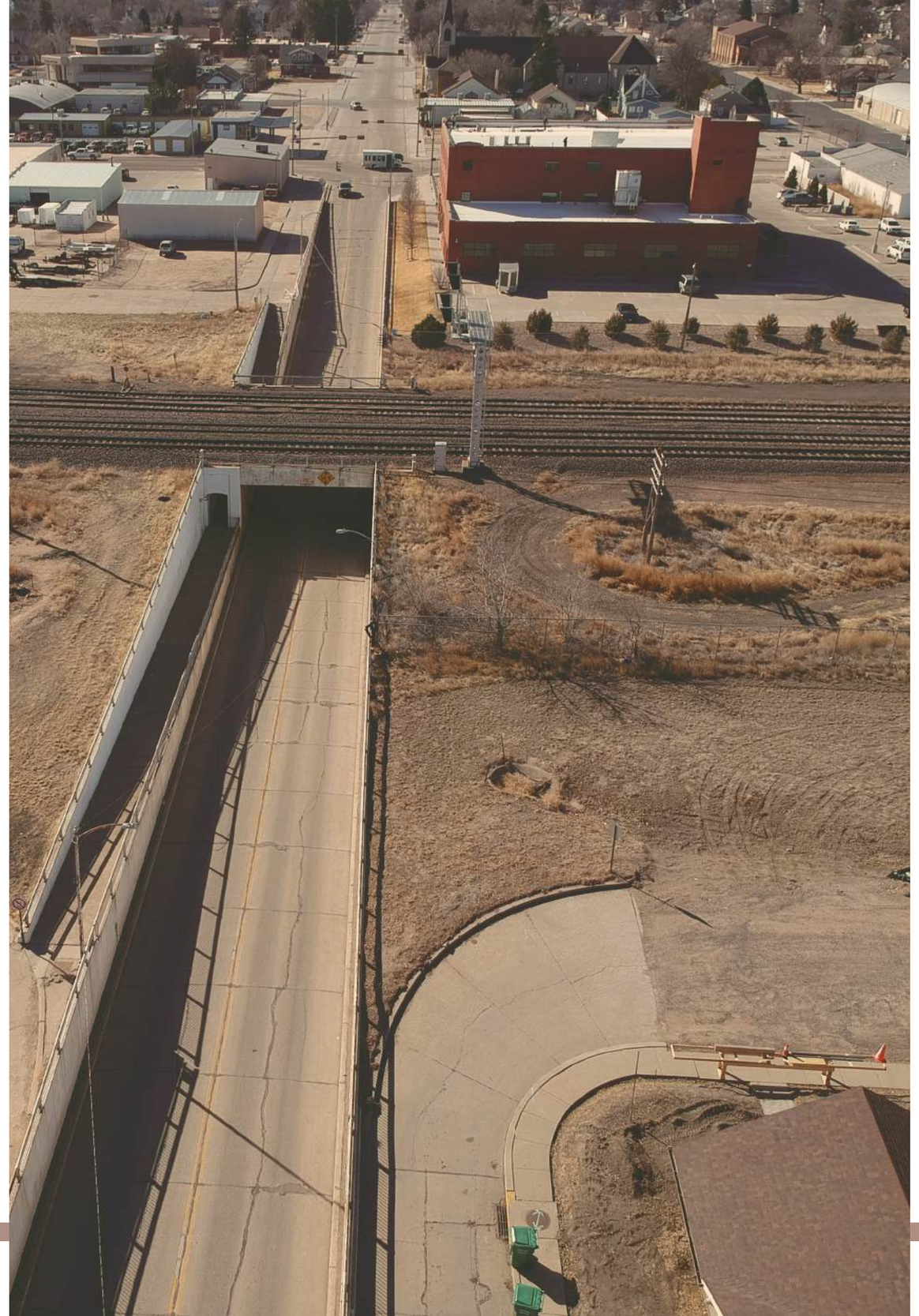
Installing Safety Measures—Add handrails, non-slip surfaces, adequate lighting, and protective barriers as needed to improve accessibility and safety, especially in the confined space between the walls.

Resolving Storm Water Flooding Issues—Implement effective drainage solutions to prevent flooding and ensure the pathway remains usable and safe during inclement weather.

Adding Bicycle Accommodations—Explore the feasibility of including designated bike access within the pathway upgrades or alternative cycling routes nearby to support youth and other cyclists.

Coordinating with the Railroad—Work closely with the railroad to ensure compliance with right-of-way regulations and to advocate for future replacement of the underpass to address long-term needs.

Community Integration—Design connections to integrate the upgraded pathway with adjacent neighborhoods, ensuring seamless links to the broader community and its key destinations.



Equity Considerations

The underpass serves as a vital connection between Sidney's northern residential areas, including low-income neighborhoods, and the rest of the community. Improving access for both vehicles and pedestrians will be highly beneficial.

Budget

The underpass shared-use pathway improvement project focuses on creating an ADA-compliant pathway with necessary structural modifications and storm water management. The project includes the design and engineering of accessible plans, pathway reconstruction, drainage system installation, and safety features like lighting and handrails. Accessibility improvements such as ramps and signage will also be included to ensure all users can safely navigate the area.

Coordination with the railroad for right-of-way approval and project management will ensure that the project is completed efficiently and meets all safety and accessibility standards. A contingency fund will also be included to cover any unforeseen costs during the project's implementation.

In summary, the project will enhance the underpass for better accessibility and safety, addressing critical infrastructure needs while improving the overall mobility and experience for all users.

Underpass Shared Use Pathway Improvement at the Union Pacific Railroad underpass on 13th Street aims to enhance safety, accessibility, and connectivity for all users, with a focus on ADA compliance, storm water management, and community integration.



Priority 3: Pedestrian Enhancements in Old Post Road Corridor and Completing the Loop

The Completing the Loop Planning Update is a vital initiative aimed at enhancing Sidney's safety, connectivity, and infrastructure. Funded in part by a RAISE Planning Grant, the project focuses on improving roadway safety and active transportation with HAWK pedestrian crossings, updated crosswalks, bike lanes, and landscaped multi-modal trails. The plan prioritizes pedestrian safety and connects key destinations like hotels, businesses, and neighborhoods. The project incorporates sustainable design with drought-resistant landscaping and reduced new construction to lower environmental impact, while also preparing for future population and traffic growth. With strong community support and partnerships, Sidney is committed to creating a safer, more connected, and sustainable future.

Top Projects within this Priority

Shared use pathway improvements and enhancements, 2-way cycletrack with median buffer, high visibility crosswalks, pedestrian medians, pedestrian lighting enhancements, and signage enhancements.

Equity Analysis

The proposed pedestrian enhancements in this corridor aim to improve safety and accessibility for a wide range of community members, including teenage drivers and older drivers, truck drivers, residents, and individuals staying at the nearby camping area. With key destinations like major retail stores, fast food outlets, parking areas for truck drivers, and motor home parking spaces located across busy multi-lane traffic, these improvements—such as pedestrian islands and a completed pathway loop—will provide safer crossings, reduce barriers to access, and enhance citywide connectivity, benefiting the entire community.

Budget

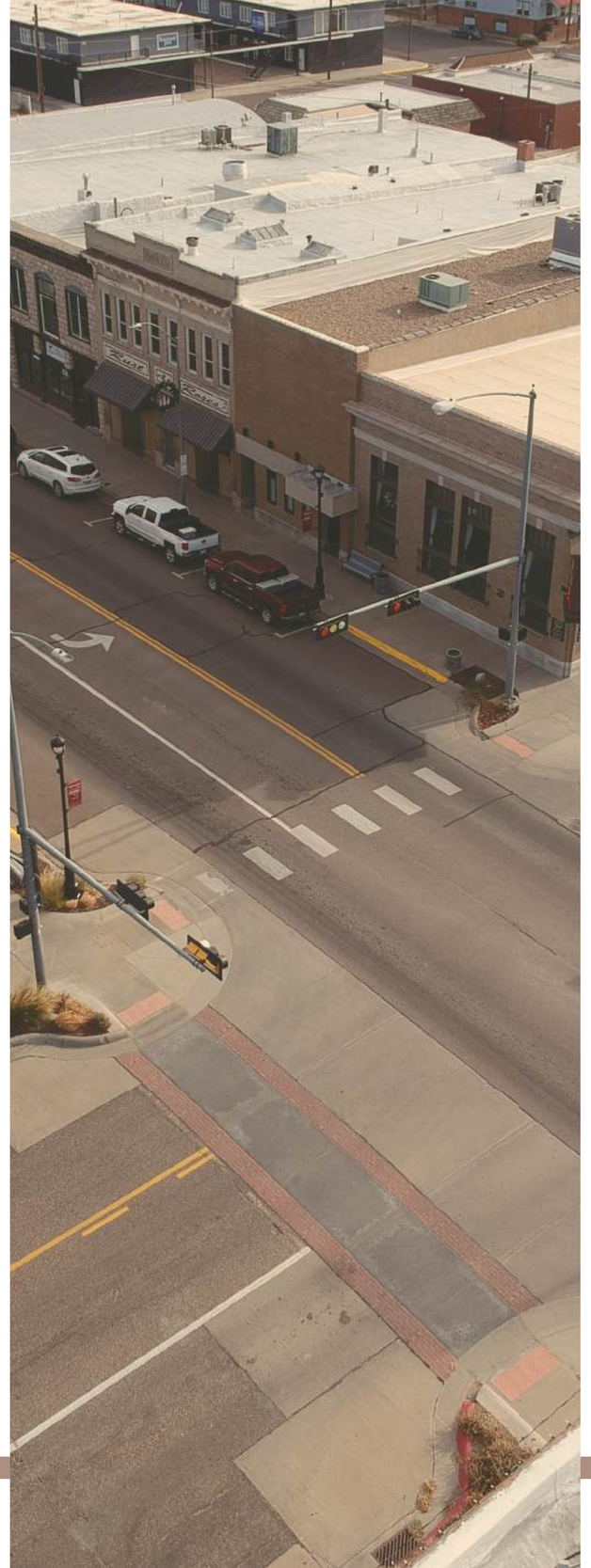
The cost of infrastructure improvements can vary depending on factors such as design, materials, and site conditions. Proposed improvements for the corridor include shared-use pathways, which may involve the installation of lighting, landscaping, and other features to enhance safety and accessibility. Enhancements to crosswalks, such as high-visibility markings or advanced treatments like thermoplastic markings or raised crosswalks, will further improve pedestrian safety. Additionally, pedestrian medians, which provide safe crossing points, will be installed where needed. Lighting upgrades will include pedestrian-scale fixtures to ensure visibility and security. New features, such as Rectangular Rapid Flashing Beacons (RFFB) and High-Intensity Activated Crosswalk (HAWK) signals, will be incorporated to further enhance pedestrian and cyclist safety. Lastly, a two-way cycle track will be installed to accommodate cyclists and ensure safer routes for all users.

The Completing the Loop Projects aim to enhance safety and connectivity in Sidney while reducing fatal and serious injury crashes with bicyclists and pedestrians. The project focuses on roadway safety through features like HAWK crossings, updated crosswalks, and multi-modal trails. By addressing unsafe infrastructure gaps the plan connects key destinations, supports sustainable design, and prepares for future growth. Together, these initiatives promote a safer and more connected community.

Priority Project 4: Revitalizing Downtown Sidney's Transportation Network

This Sidney Downtown Master Plan, 2020, emphasizes creating a safer, more accessible, and vibrant downtown Sidney by enhancing pedestrian, cyclist, and driver experiences. Key improvements include upgraded pedestrian crossings, additional bump-outs for walkability, expanded connections to the Sidney-Deadwood Trail, and green streets integrating rain gardens for storm water management. The project seeks to address gaps in infrastructure, particularly near Highway 30, while connecting neighborhoods, businesses, and key destinations. Enhancements to the underutilized Sidney-Deadwood Trail, such as better signage, lighting, and trailhead visibility, aim to attract visitors and encourage active transportation. By fostering partnerships and utilizing diverse funding sources, this initiative prioritizes incremental revitalization, safety, and sustainability, ensuring downtown Sidney is prepared for future growth and will remain a hub of connectivity and economic vitality for years to come.

The downtown project area has been organized into distinct sub-projects, each addressing specific community needs. The downtown core focuses on bulb-outs and crosswalk enhancements to improve pedestrian safety. The Hickory corridor emphasizes creating an alley walk loop pedestrian system and joint-use alleys for better connectivity and accessibility. The bike links with green streets aim to provide traffic-calming benefits, integrate storm water management solutions, and maintain sufficient space for travel lanes and parking. Together, these initiatives aim to enhance urban functionality while prioritizing safety and sustainability.



Top Projects within this Priority

The planned improvements for Hickory Street will focus primarily on enhancing pedestrian safety and accessibility. The area will feature well-lit alley walkways, ensuring pedestrians can navigate safely at all hours. The downtown area will see a focus on cycling and pedestrian infrastructure. Upgrades will include dedicated bike lanes, high-visibility crosswalks, and bulb-outs at intersections to shorten pedestrian crossing distances and slow down traffic. Additionally, new signage and wayfinding will be implemented to guide both pedestrians and cyclists more easily through the area. These improvements aim to create a safer, more connected downtown for everyone.

Equity Analysis

These improvements will help ensure that all members of the community, including pedestrians, cyclists, and those with limited mobility, have safer, more accessible routes through both Hickory Street and the downtown area, fostering greater connectivity and inclusivity for everyone.

Budget

The revitalization of downtown Sidney's transportation network will be implemented in phases, with budget needs tailored to the scale and complexity of each sub-project. Improvements such as bulb-outs, crosswalk enhancements, pedestrian alley loops, and green street elements will require a mix of local, state, and federal funding. Cost estimates will vary depending on design, materials, and site conditions, but early-stage improvements—such as signage, lighting, and low-cost pedestrian safety upgrades—are expected to be relatively affordable and deliver immediate impact. Larger investments, like green infrastructure and trail extensions, may require grant funding or inclusion in the City's Capital Improvement Plan. The City and Task Force Leadership will explore opportunities through programs like SS4A Implementation Grants, Safe Routes to School, and storm water infrastructure grants to support long-term delivery. Strategic sequencing will help the City maximize available resources while prioritizing the most critical safety and connectivity enhancements first.

The budget for these enhancements will depend on the scope and complexity of each project, requiring a thoughtful allocation of resources to ensure long-term impact and sustainability.

Revitalizing Downtown focuses on enhancing pedestrian safety, cycling infrastructure, and connectivity in downtown Sidney, with a budget that will be carefully allocated to ensure long-term impact and sustainability.











Quick-builds

Alongside its priority projects, the Plan incorporates quick-build initiatives to rapidly enhance safety and accessibility. These low-budget, easily implemented improvements include upgrades to signage, portable speed feedback signs, ADA-compliant ramps, warning signs, and bicycle enhancements. Additional measures feature new block-by-block and buffer striping, refreshed crosswalks with updated signage and advanced warning signals, and the installation of *HAWK* beacons where appropriate. Together, these interventions address immediate safety concerns while supporting long-term community goals.

Top Projects within this Priority

Priorities 1-4 outlined above include numerous quick-build opportunities for cost-effective safety enhancements. These initiatives, such as upgrading pedestrian crosswalks and installing signage, can be implemented swiftly to improve accessibility and visibility across key areas.

Notably, around schools, there are several promising opportunities to enhance ADA accessibility for existing crosswalks.

Additional improvements include “Share the Road” signage, standard bike lanes, and buffered bike lane enhancements, all designed to support safer and more inclusive transportation options for the community. These quick-build actions complement the broader goals of the Safe Streets for All Safety Action Plan and provide immediate benefits while laying the foundation for long-term safety and connectivity.

Equity Analysis

Quick-build projects are essential for enhancing safety and accessibility in key areas where the community lives, works, and plays. Many of these improvements are located near parks, schools, and downtown, ensuring that the most vulnerable populations—such as children, elderly residents, and individuals with disabilities—benefit from safer, more accessible spaces. These areas often see higher pedestrian and cyclist traffic, making safety enhancements like better lighting, crosswalks, and bike lanes crucial for equitable mobility. By implementing quick-build projects in these high-traffic zones, the community gains immediate, tangible improvements in their daily commutes, recreational activities, and access to essential services.

Budget

Quick-build projects are designed to enhance pedestrian and cyclist safety with minimal disruption and cost. These improvements can be implemented quickly and offer an affordable way to address critical safety concerns. Below are some of the various types of quick-build projects.

Pedestrian Lighting Enhancements—Installing pedestrian-scale lighting fixtures increases visibility and safety for pedestrians, especially at night. This improvement is a cost-effective way to enhance safety without significant infrastructure changes.

HAWK Beacons—High-Intensity Activated Crosswalk (HAWK) beacons provide added safety at unsignalized crosswalks by alerting drivers to stop when pedestrians are crossing. While more costly than other projects, their effectiveness in high-traffic areas justifies the investment.

Crosswalk Enhancements—Upgrading crosswalks with high-visibility paint, improved signage, or reflective treatments increases pedestrian safety and makes crossing more visible to drivers. These upgrades are relatively low-cost but offer high safety returns.





Signage and Barricade Enhancements—Installing enhanced signs, such as new warning arrows or illuminated markers, helps direct traffic and increases driver awareness of potential hazards. These improvements can be completed at a lower cost while providing significant safety benefits.

Speed Feedback Signage Enhancements—Radar feedback signs display a driver’s speed and encourage slower driving in areas with high pedestrian or cyclist activity. These signs are a moderate-cost improvement that can significantly reduce speeding in critical areas.

Concrete ADA-compliant Ramps—Upgrading curbs to include ADA-compliant ramps with tactile warning strips improves accessibility for people with disabilities. While these improvements may require a higher upfront investment, they are essential for meeting accessibility standards and improving mobility for all users.

Bicycle Enhancements—Installing bike lane striping, buffered bike lanes, and designated bike crossings increases cyclist safety and eases bike travel along key routes. These enhancements are typically low-cost but significantly improve cycling infrastructure.

Overall, these quick-build projects provide an affordable way to address critical safety concerns while ensuring significant improvements in accessibility and safety. Their cost impacts are varied but generally provide a high return on investment in terms of safety outcomes.

Other Projects

This study also includes projects that can reduce crashes but will take longer to implement than quick builds. Due to limited city resources, these are a lower priority. Additional projects involve several intersections—Link 17J at both US Hwy 30 and Pole Creek Crossing, Pole Creek Crossing and Fort Sidney Road, and the Toledo Street and 10th Avenue/11th Avenue corridor—along with at-grade rail crossings, education, and ordinances.

Intersections

For intersections, the L17J corridor should undergo a speed reduction study, along with mobility and sign enhancements, particularly at the intersections of L17J with US Hwy 30 and Pole Creek Crossing. The intersection at Pole Creek Crossing and Fort Sidney Road should be examined for potential stop sign changes or realignments. Additionally, the Toledo Street, 10th Avenue, and 11th Avenue corridor requires a study to assess pedestrian enhancements and road layout.

At-Grade Railroad Crossings

The at-grade railroad crossings at 13th Avenue and 15th Avenue are not ADA compliant and should be updated with proper street crossings, similar to the 10th Avenue crossing. The Greenwood Road railroad crossing should be updated to include a streetlight, in accordance with city ordinances.

Ordinances & Policies

It is recommended to look at revising ordinances and adopt city standards for roadway development, as well as developing safety related ordinances for e-scooters and e-bikes.

The police can use crash data to focus enforcement efforts on identified high-risk corridors, targeting areas with a history of dangerous driving behaviors.



Regular maintenance of crosswalks, flashing beacons, pedestrian signs, and street signs is essential to ensure they remain visible, functional, and effective in guiding and protecting all road users.

Studies

During community engagement efforts, many concerns were raised regarding visibility and lighting, several highlighting poorly lit areas. Areas with inadequate lighting (Dark/Not Lit) were involved in 41% of crashes resulting in serious injuries or fatalities. A lighting and visibility study will identify areas where visibility can be improved by adding lights or adjusting layouts—removing obstructions or trimming trees, to enhance safety for both pedestrians and drivers.

- School Circulation Improvements
- Complete Streets Plan
- Safe Routes to Schools

Education

Education initiatives, such as e-scooter and e-bike training, proper bicycle signaling, and enhanced driver education, are essential for promoting safe and responsible transportation practices among all road users. Engaging the community in safety-focused events, like a seatbelt or other educational rallies hosted by the city, local hospitals, and organizations, can help raise awareness and encourage safe behaviors. These events can provide hands-on training and distribute helpful materials like helmets, reflective gear, and safety lights.

Promoting safe biking through partnerships with local bike shops can provide opportunities for youth and adults to learn proper bike handling and safety skills. By offering resources and incentives, such as rewarding kids for following safe practices, Sidney can foster a culture of safety and responsibility among all its residents. These educational efforts complement infrastructure improvements and community engagement to ensure a safer, more accessible transportation environment for everyone.

Safety Action Plan

The implementation of the Safety Action Plan will be led by a designated program manager, supported by a task force of key stakeholders. This team will oversee the execution of projects, ensuring they align with the plan's goals and timelines. Annual reporting will be conducted to track progress, assess the effectiveness of implemented strategies, and make necessary adjustments. Continuous monitoring and evaluation will ensure that the plan remains relevant and adapts to changing safety needs in the community.

Additional details for these projects can be found in the ***Action Plan*** *(previous chapter) and the* **Projects Appendix**.

The ***prioritized list of projects*** *can be found on the following pages.*

VISION ZERO

More than a goal—it's our shared responsibility and roadmap for change. Achieving zero begins with prioritizing the right projects.

Project Prioritization

A comprehensive list of projects has been developed, with the Old Post Road and Link 17J intersection and the Old Post Road corridor emerging as top priorities based on crash data, past planning, community support, and feasibility, alongside quick-build projects.

9.3 Project Identification Process

Past Planning

Previous planning documents, such as the Sidney Comprehensive Plan, Old Post Road Corridor and Complete the Loop Plan, Sidney Downtown Master Plan, Complete the Loop Plan, and Signage Plan, were reviewed to ensure alignment with past recommendations and ongoing city priorities. The city's ordinances related to transportation were also examined to understand current regulatory frameworks.

Crash Data

The project identification process began with a thorough analysis of ten years of crash data (2014-2023) to better understand the nature and scope of traffic safety issues in Sidney. The data was examined from multiple perspectives—who was involved in crashes, what types of crashes occurred, when and where they took place, and the contributing factors behind them. This analysis revealed key trends, including the most frequent crash types and the factors leading to killed or seriously injured (KSI) crashes.

In addition to analyzing crash data, high-injury network (HIN) locations were identified to pinpoint areas of the city with higher risks for severe crashes.

Community Support

Community input played a crucial role in the process, with feedback gathered from residents on safety concerns and key locations in need of improvement. This input was further supplemented by engagement from stakeholders and members of the task force, ensuring that the community's concerns were adequately represented.

Estimated Costs

Cost estimation for Safe Streets for All (SS4A) projects involves assessing the expenses associated with design, construction, and implementation of safety improvements. This process ensures that projects are financially feasible and align with available funding resources.

Criterion

A comprehensive list of identified safety concerns and locations was compiled, and comparisons were made with the KSI and HIN locations. Locations were categorized based on criteria from crash data, past planning, community support, and estimated costs. Red (low priority) locations indicates no prior identification in planning documents, no crashes, no public comments, and/or high costs. Yellow (mid priority) locations reflect moderate community feedback, some recognition in past planning, or mid-level costs. Green (high priority) locations are those recommended in past plans, with frequent crashes, strong community support, and lower associated costs or dedicated funding. This process allows for the prioritization of locations and issues for targeted interventions to improve traffic safety in Sidney.

This evaluation framework helps prioritize projects by considering their alignment with past planning, safety data, community support, and financial feasibility.

Past Planning

Projects not identified in previous plans receive a red down arrow. Those acknowledged but not directly recommended are marked with a yellow neutral arrow, while projects explicitly recommended in past plans earn a green up arrow.

Crash Data

Projects with no crashes or a crash severity rating below 2 are assigned a red down arrow. If the crash data has a severity rating between 2 and 10, a yellow neutral arrow is given. Project areas with a severity rating above 10 receive a green up arrow.

The severity sum was determined using both the number and severity of crashes at a location.

Community Support

Projects lacking comments from community engagement activities/ votes in task force meetings are marked with a red down arrow. Those with moderate community interactions/task force votes receive a yellow neutral arrow. Projects with many community comments/task force votes are awarded a green up arrow. The cutoff numbers varied by meeting, and can be found below.

Estimated Cost

Projects estimated to cost over $1 million are given a red down arrow. Those costing between $150,000 and $1 million receive a yellow neutral arrow, while projects under $150,000 or with dedicated funding are assigned a green up arrow.







By evaluating the various criteria, four projects were identified as top priorities: the intersection at L17J and Old Post Road, the 13th Avenue Underpass, completing the Pathway Loop, and pedestrian and vehicle enhancements in Downtown. Quick-build projects are also a high priority, as they can be completed quickly and at relatively low costs, providing an immediate boost to Sidney's overall safety.

Figure 48. Criterion Key *More green arrows indicate stronger support from planning, crash data, community, and funding.*

Criterion		Score ▼	Score ●	Score ▲
Past Planning		Not Identified	Acknowledged, Not Directly Recommended	Recommended
Crash Data		No Crashes or Crash Severity Sum of ≤ 2	Crash Severity Sum >2 & ≤10	Crash Severity Sum >10
Community Support	Comment Map, Outreach Events, and Stakeholders	0-4 Comments	5-14 Comments/Interactions	15+ Comments /Interactions
	Task Force Mtg. #2	0-6 Votes	7-12 Votes	13-18 Votes
	Task Force Mtg. #3	L17J/Pathways: 0-5 Votes, Downtown: NA	L17J/Pathways: 6-11 Votes, Downtown 0-5 Votes	L17J/Pathways: 12-21 Votes, Downtown: > 6 Votes
	Plan Votes/Comments	<50 Votes/Comments	51-100 Votes/Comments	>100 Votes/Comments
Estimated Cost		High Cost ($1M+)	Mid Cost ($150k - $1M)	Low Cost (<$150k) or Dedicated Funding

Department | Organization Acronyms

SCM	Sidney City Management	**NDOT**	Nebraska Department of Transportation
SPD	Sidney Police Department	**UPRR**	Union Pacific Railroad
Parks	Sidney City Parks Department	**BNSFRR**	Burlington Northern Santa Fe Railroad
SSD	Sidney City Street Department	**SRMC**	Sidney Regional Medical Center
SPS	Sidney Public Schools	**CCT**	Cheyenne County Tourism
SED	Sidney Economic Development	**Eng**	Engineering Consultant

Key: **Primary**, Secondary

Table 1. Prioritized Projects

Safer Streets		Past Plans	Crash Data	Stakeholder Outreach & Comments Map	Task Force Mtg 2	Task Force Mtg 3	Draft Plan Stakeholder & Public Comments	Cost Estimate		Time Frame	Department — Organization
1	**L17J / Old Post Road Intersection**										
1-A	Old Post Road and Link 17J Intersection - Intersection and Mobility Enhancements **NDOT Study | Review**	●	▲	▲	▲	▲	▼	NDOT		Short	NDOT
1-B	Old Post Road and Link 17J Intersection—Pedestrian and Bicycle Enhancements and Improvements	▲	▲	▲	▲	▲	▼	NDOT		Short	NDOT
2	**13th Avenue Pedestrian Over/Underpass**										
2-A	13th Avenue UPRR Underpass - Bicycle Signage Enhancements	●	●	●	▲	▲	▼	▲	2.0k	Quick Build	SSD
2-B	13th Avenue Underpass Pathway - Study Shared Use Pathway for Replacement	▲	●	●	▲	●	▼	▲	40.5k	Long	SSD, UPRR, SCM
2-C	13th Avenue Underpass and Pathway - Study Complete Underpass AND Pathway for Replacement	●	●	●	▲	●	▼	▲	67.5k	Short	SSD, UPRR, Eng, SCM

Safer Streets		Past Plans	Crash Data	Stakeholder Outreach & Comments Map	Task Force Mtg 2	Task Force Mtg 3	Draft Plan Stakeholder & Public Comments	Cost Estimate		Time Frame	Department — Organization
3	**Pathway Connections - Old Post Road Safety and Multi-mobility Enhancements and Improvements**										
3-A1	Old Post Road - Andrew Drive and Jennifer Lane - Safety and Multi-mobility Enhancements: On- Street Bike Path and Shared Use Path with Landscape	▲	●	▲	▲	▲	▼	●	154.3k	Short	SSD, SCM
3-A2	Old Post Road - Andrew Drive Corner Connection	▲	●	▲	▲	▲	▼	●	605.9k	Short	SSD, SCM
3-B	Old Post Road and Glover Road - Mid-block Crossings	▲	●	▲	▲	▲	▼	●	260.3k	Short	SSD, SCM
3-C	Old Post Road Cabela Drive Hotels Sidewalk Connection —includes connection to Old Post Road and Crosswalk	▲	●	▲	▲	▲	▼	●	172.7k	Short	SSD, SCM
3-D	Old Post Road Cabela Entry - Multi-mobility Enhancements Pedestrian Crossing Enhancements | Sidewalk Improvements	▲	▼	▲	▲	▲	▼	●	310.0k	Short	SSD, SCM
3-E	Old Post Road and Glover Road Remainder of Shared Use Path	▲	●	▲	▲	▲	▼	▼	1125.9k	Short	SSD, SCM
3-F	Old Post Road | Anglers Drive Remainder of Sidewalk Connections - Along Anglers Lane and Cabela Drive (10-ft SUP)	▲	▼	▲	▲	▲	▼	●	575.1k	Short	SSD, SCM
3-G	Old Post Road Sidewalk Connection to Wal-Mart (10-ft SUP)	▲	▲	▲	▲	▲	▼	●	224.2k	Short	SSD, SCM
3-H	Old Post Road Visitor Center Trail | Parking Lot Update	▲	●	▲	▲	▲	▼	●	519.8k	Short	SSD, SCM
3-I	Forrest Street from 13th Avenue to 21st Avenue - Bicycle Enhancements: **M545(172)**	▲	●	●	▲	▼	▼	▲	2.0k	Short	SSD, SCM
3-J	Linden Street from 10th Ave to Sidney Deadwood Trailhead beyond 24th Ave - Roadway Diet and Bicycle Enhancements	▲	●	●	▲	▲	▼	▲	72.6k	Short	SSD, SCM
3-K	10th Avenue from Linden Street to US 30 Illinois Street - Roadway Diet and Bicycle Enhancements	▲	▲	▼	▲	▲	▼	▲	20.4k	Short	SSD, SCM
3-L	10th Avenue from Toledo Street to Linden Street - Roadway Diet and Bicycle Enhancements	▲	●	●	▲	▲	▼	▲	35.9k	Short	SSD, SCM
3-M	Complete The Loop: Summit Drive (11th Avenue to Verde Lane) - Shared Roadway and Bicycle Enhancements	▲	●	▼	▲	●	▼	▲	2.4k	Short	SSD, SCM
3-N	Complete The Loop: Verde Lane (Summit Drive to Pasadena Place) - Bicycle Lane and Signage Enhancements	▲	▼	▼	▲	●	▼	▲	6.5k	Short	SSD, SCM

Prioritization Results

	Safer Streets	Past Plans	Crash Data	Stakeholder Outreach & Comments Map	Task Force Mtg 2	Task Force Mtg 3	Draft Plan Stakeholder & Public Comments	Cost Estimate		Time Frame	Department — Organization
3-O	Complete The Loop: Verde Lane (Country Club Drive to Pasadena Place) - Shared Use Pathway and Bicycle Enhancements	▲	▼	●	▲	●	▼	▲	49.8k	Short	**SSD**, SCM
3-P1	**Complete The Loop:** East of San Marino Rd (Country Club Dr and Lodgepole Rd) - Shared Use Pathway and Bicycle Enhancements	▲	▼	●	▲	●	▼	●	241.0k	Short	**Parks**
3-P2	**Complete The Loop:** Lodgepole Road Connection to Sidney-Deadwood Trail - Study for Shared Use Path and Wayfinding Enhancements	▲	●	●	▲	●	▼	▲	87.8k	Short	**SSD**, SCM
3-Q	Legion Park Trails | Fort Sidney Road to Sidney Water Park - Shared Use Pathway and Wayfinding Enhancements	▲	●	●	▲	▼	▼	▲	2.7k	Mid	**SSD**, SCM
3-R	Legion Park Trails | Fort Sidney Road - Targeted Shared Use Path Wayfinding Enhancements	▲	▲	●	▲	▼	▼	▲	10.8k	Quick Build	**Parks**
3-S	Fort Sidney Road to Deadwood Trail - Shared Use Pathway and Wayfinding Enhancements	▲	▼	●	▲	▼	▼	▲	31.5k	Mid	**SSD**, SCM
3-T	Legion Park Trails | Community Center to Fort Sidney Road - Crosswalk Enhancements at Keller Drive	▲	▼	●	▲	▼	▼	▲	4.7k	Quick Build	**Parks**
4	**Downtown Mobility Enhancements**										
4-A	Hickory Street from 8th Avenue to 12th Avenue - **M545(177)** Downtown Mobility - Sidewalk Improvements	▲	▼	●	▲	▲	▼	▲	103.7k	Short	**SSD**, SCM, NDOT
4-B	Hickory and Illinois Alley (7th Avenue to 11th Avenue) Downtown Mobility - Pedestrian Improvements	▲	▲	▼	▲	▲	▼	●	247.7k	Short	**SSD**, SCM
4-C	Courthouse Square (12th Avenue and Jackson Street) Downtown Mobility - Intersection Improvements *(Bumpouts, Pedestrian Lighting)*	▲	▼	▼	▲	●	▼	●	171.7k	Mid	**SSD**, SCM
4-D	Jackson Street from 10th to 14th Avenue - Roadway Diet and Pedestrian Enhancements - Downtown Mobility	▲	●	●	▲	●	▼	●	660.2k	Long	**SSD**, SCM
4-E	10th Street from Hickory Street to 1/2 Block South Downtown Mobility - Auto Free Space Improvements, Pedestrian Enhancements	▲	▲	▼	▲	▲	▼	▼	1012.5k	Mid	**SSD**, SCM
4-F	Illinois Street and Jackson Street Alley (E of 10th to 11th Ave) Downtown Mobility - Pedestrian Enhancements	▲	▲	▼	▲	●	▼	●	439.6k	Mid	**SSD**, SCM
4-G	Jackson Street and King Street Alley from 10th to 11th Ave Downtown Mobility - Pedestrian Enhancements	▲	●	▼	▲	●	▼	●	291.6k	Mid	**SSD**, SCM
4-H	Alley North of Jackson Street between 10th and 11th Avenue Downtown Mobility - Pedestrian Enhancements	▲	▲	▼	▲	●	▼	●	293.8k	Mid	**SSD**, SCM
4-I	Alley North of Jackson Street between 9th and 10th Avenue Downtown Mobility - Pedestrian Enhancements	▲	▲	▼	▲	●	▼	●	291.6k	Mid	**SSD**, SCM
4-J	7th Avenue and Illinois Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	▲	▼	▼	▲	●	▼	▲	18.6k	Mid	**SSD**, SCM
4-K	9th Avenue and Illinois Street (US30) Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	▲	▲	▼	▲	●	▼	▲	23.9k	Mid	**SSD**, SCM
4-L	10th Avenue and Linden Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	▲	●	▼	▲	▲	▼	▲	71.1k	Mid	**SSD**, SCM
4-M	11th Avenue and Illinois Street (US30) Intersection Downtown Mobility - Pedestrian Crossing Enhancements	▲	▲	●	▲	●	▼	▲	23.5k	Mid	**SSD**, SCM
4-N	13th Avenue and Illinois Street (US30) Street Intersection Downtown Mobility - Pedestrian Crossing Enhancements	▲	▼	●	▲	●	▼	▲	24.5k	Mid	**SSD**, SCM
4-O	12th Avenue from Hickory Street to Illinois Street - **M545(175)** - Downtown Mobility - Pedestrian Crossing Enhancements	▲	▲	●	▲	●	▼	▲	5.9k	Mid	**SSD**, SCM, NDOT
4-P	11th Avenue from Hickory Street to Illinois Street - **M545(176)** -Downtown Mobility - Pedestrian Crossing Enhancements	▲	▲	▼	▲	●	▼	▲	5.9k	Mid	**SSD**, SCM, NDOT
4-Q	King Street from 10th Avenue to 11th Avenue - **M545(178)** - Downtown Mobility - Pedestrian Crossing	▲	●	▼	▲	●	▼	▲	62.0k	Mid	**SSD**, SCM, NDOT
4-R	Hickory Street Bridge over BNSF railroad at 10th Avenue - Downtown Mobility - Pedestrian Crossing Enhancements	▲	▼	●	▲	▲	▼	▼	10348.0k	Long	**SSD, SCM, NDOT, UPRR**
4-S	13th Avenue and King Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	▲	▼	▼	▲	●	▼	▲	23.5k	Mid	**SSD**, SCM
5	**Schools – Crosswalk Enhancements, Traffic Circulation, Safe Routes to School**										
5-A	*Safe Routes to School Study - Emphasis on Elementary: South Ward, West Ward, Central Ward*	▼	●	▲	●	NA	▼	▲	25.0k	Short	***SSD, SPS***
5-B	ADA Compliant Ramps at Targeted School Crosswalks - Pedestrian Crossings Enhancements	▼	●	▲	●	NA	▼	▲	TBD	Quick Build	**SSD**, SPS
5-C	*Elementary Schools Circulation Studies - South Ward, West Ward, Central Ward*	▼	●	▲	●	NA	▼	▲	60.8k	Short	***SSD, SPS***

Prioritization Results

	Safer Streets	Past Plans	Crash Data	Stakeholder Outreach & Comments Map	Task Force Mtg 2	Task Force Mtg 3	Draft Plan Stakeholder & Public Comments	Cost Estimate		Time Frame	Department — Organization
6	**Pole Creek Crossing / Ft Sidney Road**										
6-A	Pole Creek Crossing and Ft Sidney Road Intersection - Mobility and Sign Enhancements	▼	▲	▲	●	NA	▼	▲	5.6k	Quick Build	**SSD**, SCM, NDOT
6-B	Pole Creek Crossing and Fort Sidney Road Intersection - Mobility and Sign Enhancements Study	▼	▲	▲	●	NA	▼	●	243.0k	Short	**SSD**, SCM, NDOT
7	**US30 / L17J Intersection**										
7-A	US Highway 30 and Link 17J Intersection - Mobility Enhancements Study	▼	▲	●	●	NA	▼		**NDOT**	Mid	**NDOT**
7-B	US Highway 30 and Link 17J Intersection - Mobility and Sign Enhancements	▼	▲	●	●	NA	▼		**TBD**	Mid	**NDOT**, SSD, SCM
8	**L17J / Pole Creek Crossing**										
8-A	Pole Creek Crossing and Link 17J Intersection - Mobility Enhancements Study (including Speed Reduction Study)	▼	▲	●	●	NA	▼		**NDOT**	Mid	**NDOT**
8-B	Pole Creek Crossing and Link 17J Intersection - Mobility and Sign Enhancements	▼	▲	●	●	NA	▼		**TBD**	Mid	**NDOT**, SSD, SCM
9	**Toledo Street / 10th Avenue**										
9-A	10th Avenue and Toledo Street Intersection - Pedestrian Enhancements	▼	●	▲	●	NA	▼		**TBD**	Quick Build	**SSD**, SCM
9-B	*10th Avenue and 11th Avenue and Toledo Street - Corridor and Intersections Study*	▼	●	▲	●	NA	▼	●	162.0k	Short	***SSD**, SCM*
10	**At Grade RR Crossings**										
10-A	*15th Avenue Railroad At-Grade Crossing - Vehicle and Pedestrian Improvements and Enhancements*	▼	●	●	▼	NA	▼		**TBD**	Mid	***BNSFRR, UPRR**, SSD, SCM*
11	**Scooters & E-Bikes | Shared Use Pathways**										
11-A	*Bicycle | Pedestrian Safety Action Plan - Planning Study*	▼	NA	▲	NA	NA	▼	▲	67.5k	Mid	*Eng, SCM, SSD, SPD*
11-B	eScooter & eBike Ordinances	▼	NA	●	NA	NA	▼	▲	21.6k	Mid	**SPD, SCM**
11-C	eScooter & eBike Education	▼	NA	●	NA	NA	▼	▲	5.5k	Mid	**SPD, SRMC**

	Safer Streets	Past Plans	Crash Data	Stakeholder Outreach & Comments Map	Task Force Mtg 2	Task Force Mtg 3	Draft Plan Stakeholder & Public Comments	Cost Estimate		Time Frame	Department — Organization
12	**Roadway Signage & Signals**										
12-A	13th Avenue and Cedar Street - Curve Signage Enhancements	▼	●	●	NA	NA	▼	▲	15.9k	Quick Build	**SSD**
12-B	Targeted Street Signs - Signage Enhancements	▼	NA	▲	NA	NA	▼	▲	0.4k	Quick Build	**SSD**
12-C	Old Post Road and 11th Avenue - Signal Enhancements	▼	▲	●	NA	NA	▼	▲	67.5k	Short	**NDOT**, SSD
13	**Mobility**										
13-A	High Visibility Crosswalk Quick Build	●	NA	▲	NA	NA	▼	▲	2.7k	Quick Build	**SSD**
13-B	ADA Ramp Quick Build	●	NA	●	NA	NA	▼	▲	0.7k	Quick Build	**SSD**
13-C	Illinois Street and 20th Avenue (Safeway) - Pedestrian Crosswalk Enhancements	▼	NA	●	NA	NA	▼	▲	3.2k	Quick Build	**SSD**

Quick Build projects are short-term infrastructure initiatives designed to be completed swiftly and cost-effectively. They utilize affordable, durable materials and flexible designs, allowing for easy modifications based on future needs or community feedback. Typically lasting from one to five years, these projects enable communities to experience immediate improvements while informing potential long-term solutions.

Figure 48. Criterion Key

More green arrows indicate stronger support from planning, crash data, community, and funding.

Criterion		Score ▼	Score ●	Score ▲
Past Planning		Not Identified	Acknowledged, Not Directly Recommended	Recommended
Crash Data		No Crashes or Crash Severity Sum of ≤ 2	Crash Severity Sum >2 & ≤10	Crash Severity Sum >10
Community Support	Comment Map, Outreach Events, and Stakeholders	0-4 Comments	5-14 Comments/Interactions	15+ Comments /Interactions
	Task Force Mtg. #2	0-6 Votes	7-12 Votes	13-18 Votes
	Task Force Mtg. #3	L17J/Pathways: 0-5 Votes, Downtown: NA	L17J/Pathways: 6-11 Votes, Downtown 0-5 Votes	L17J/Pathways: 12-21 Votes, Downtown: > 6 Votes
	Plan Votes/Comments	<50 Votes/Comments	51-100 Votes/Comments	>100 Votes/Comments
Estimated Cost		High Cost ($1M+)	Mid Cost ($150k - $1M)	Low Cost (<$150k) or Dedicated Funding

VISION ZERO

We plan for safer streets not just to prevent tragedy, but to connect people—to school, to work, to each other. Safety is the foundation of a thriving community.

— Sidney Safe Streets Leadership Team

From Planning to Progress: Conclusion and Supporting Materials

The Sidney Safe Streets for All Safety Action Plan concludes with a detailed prioritization matrix that reflects extensive collaboration, public input, and data-driven decision-making. Each project included in the matrix has been shaped by local needs and refined through task force discussions, stakeholder engagement, and public feedback. These priority rankings provide a clear path forward—one that balances feasibility, equity, safety impact, and community support.

While this plan offers a strategic framework for improving transportation safety, its value lies in action. Implementation will require leadership, coordination, and continued engagement as Sidney works toward eliminating fatal and serious injury crashes. With clear goals, a roadmap of high-priority projects, and a strong community foundation, Sidney is well positioned to make lasting improvements that support safer, more inclusive streets for everyone.

The plan appendices offer critical resources to support this transition from planning to implementation. They include detailed project concept sheets, planning level cost estimates, public engagement summaries, crash data analyses, solutions toolbox, and technical documentation. These materials not only provide transparency into the planning process, but also serve as practical references for decision-making, funding applications, and performance monitoring.

What's Inside the Appendices

Projects Appendix
Provides concept sheets, maps, and details for each proposed safety project, including design elements, stakeholder input, and priority rankings.

Planning Level Cost Estimates Appendix
Outlines estimated costs for proposed improvements, offering a planning-level view of expenses to guide budgeting and implementation.

Plan Concurrence Appendix
Summarizes how the Safety Action Plan aligns with Sidney's previous planning efforts to ensure continuity and coordination.

Community Engagement Appendix
Documents the public outreach and stakeholder engagement process, including events, feedback tools, and equity-focused outreach strategies.

Maps and Baseline Data Appendix
Contains maps and data visualizations that illustrate crash patterns, street conditions, and community concerns used in project development.

Crash Maps Appendix
Highlights high-risk corridors and intersections identified through systemic crash data analysis and public input.

Crash Tree Appendix
Presents crash tree diagrams that categorize and analyze fatal and serious injury crashes based on key contributing factors.

Solutions Toolbox Appendix
Offers a menu of safety countermeasures with design guidance, use cases, and maintenance considerations for each treatment.

Documentation Appendix
Provides supporting documentation for SS4A compliance, including references to federal framework components and foundational materials such as resolutions, agreements, and the mayor's letter.

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SIDNEY SAFE STREETS PLANNING



Together for a Safer Sidney

SSAP
SIDNEY SAFETY ACTION PLAN
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