Documentation



The **Documentation Appendix** serves as a reference guide to fulfill SS4A plan requirements. It links each required component of the Safe Streets and Roads for All framework to the relevant sections and appendices of the plan, ensuring clear traceability and compliance with federal guidelines.

The appendices of the SS4A plan contain supporting materials that provide transparency and context for the planning process. It includes crash data summaries, public and stakeholder engagement records, maps highlighting high-risk areas, project prioritization criteria, planning references, and technical documentation used to inform analysis and recommendations.

QUESTION 1

Are BOTH of the following true **YES**

☑ Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?

YES, Sidney's Mayor publicly committed to an eventual goal of zero roadway fatalities and serious injuries, as did the Sidney City Council.

☑ Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

YES, Sidney's Mayor and City Council publicly committed to an eventual goal of zero roadway fatalities and serious injuries by 2035.

Documentation (if YES)

▶ Existing plan(s) where this can be found

Sidney Safety Action Plan (CSAP)

Page numbers of the plan(s) where this can be found

CSAP Page 4: Public commitment-Letter from the Mayor

CSAP Pages 14-15: Vision, Mission, Goals

▶ Verbatim response in the plans below:

High Ranking Official: Letter from the Mayor **Pg. 4**

"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."

Target: 2.1 Fatality and Serious Injury Goals **Pgs. 14-15**

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."

QUESTION 2

To develop the Action Plan ... **YES**

Was a committee (task force, implementation group, etc.) established and charged with the plan's:

☑ Development

☑ Implementation

☑ Monitoring

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

YES, the Sidney SS4A Task Force was initially established in 2023. After hiring a consultant to develop the Safety Action Plan, the Task Force reconvened on August 2, 2024, to guide its development, implementation, and monitoring.

Documentation (if YES)

▶ Existing plan(s) where this can be found

Sidney Safety Action Plan
Community Engagement Appendix

▶ Page numbers of the plan(s) where this can be found

CSAP Page 3: Acknowledgements

Task Force Members

CSAP Page 15: Vision, Mission, Goals

2.2 – Focus Area Goals

CSAP Page 17: Outreach and Engagement

3.1 – Task Force

Appendix: Community Engagement **Pgs. 7-8, 14**

Task Force and Stakeholder Sessions

▶ Verbatim response in the plans below:

Task Force **CSAP Pg. 3**

- *Sam Lavato, Interim Sidney Police Chief*
- *Hank Radtke, Sidney Street Superintendent*
- *Kyle Long, Sidney Street Department*
- *Steven Waller, Sidney Parks Department*
- *Chase Frerichs, Sidney Parks Department*
- *Tom Mathine, Sidney Electric Department*
- *Brandy Stone, Sidney Economic Development*
- *Jason Nelke, Grant Writer*
- *Kendra Mitchell, Cheyenne County Director of Tourism*
- *Ryan Reisdorff, South Platte Natural Resource District (NRD) Assistant Manager*
- *Melissa Lally, (NDOT) Hwy District 5 Right of Way Permits Officer*

2.2 Focus Area Goals (Excerpt) **CSAP Pg. 15**

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.

3.1 Task Force (Excerpt) **CSAP Pg. 17**

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.

QUESTION 3

Does the Action Plan include all of the following? **YES**

☑ Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region

☑ Analysis of the location(s) where there are crashes, the severity, as well as contributing factors and crash types

☑ Analysis of systemic (e.g. road functional class, ownership, width, speed, surface, parking, access points, annual average daily traffic) and specific safety needs is also performed (land use), as needed (e.g., high risk road features, specific safety needs of relevant road users.

☑ A geospatial identification (geographic or locational data using maps) of higher risk locations

Documentation (if YES)

▶ Existing plan(s) where this can be found

Sidney Safety Action Plan (CSAP)
Maps and Baseline Data Appendix
Crash Maps Appendix
Crash Trees Appendix

▶ Page numbers of the plan(s) where this can be found

☑ **CSAP Pages 21-27**: Sidney – A Story Backed by Data (Comparison Cities, Sidney's Story by the Numbers, Who, Why, When, What) Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. The thorough analysis of existing conditions and crash history establish a baseline of fatalities and serious injuries in Sidney is provided in Chapters 4-5: Chapter 4. Sidney—A Story Backed by Data, Chapter 5. Collision Focus Areas. Using ten years of local crash data, the analysis identifies trends (Crash Trends map, pg. 31), contributing factors (Who, Why, When, What, Where, and Collision Focus Areas including the Countermeasures Toolbox), and the high-injury locations (HIN map) to guide targeted safety improvements.

☑ **Pages 21-34**: (Sidney by the Numbers, KSI Crash Types, Collision Toolbox) Analysis of the location(s) where there are crashes, the severity, as well as contributing factors and crash types

☑ **Pages 28-29:** Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users). The Countermeasures Toolbox, pg. 34-37, covers site specific (crash-based) safety analysis.

Pg. 28 - *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.*

Pg. 29 - *Addressing critical safety issues on high-risk roadways and improving options for an integrated, multi-modal transportation network will be crucial in reducing the occurrence of severe injuries and loss of life.*

Developing initiatives, plans, and educational programs focus on tackling the most critical roadway safety issues, while enhancing connections for multiple modes of transportation. This analysis included considerations of land use and average daily traffic. (See Maps and Baseline Data appendix for details).

☑ **Pages 27-30:** (Crash Trends, HIN) A geospatial identification (geographic or locational data using maps) of higher risk locations

Pg. 29 - *Analysis of Sidney crash data has revealed statistically significant spatial clusters, identifying areas with notably high crash rates, or hot spots. These insights help pinpoint problematic road segments (black) and intersections (red) where targeted interventions could improve traffic safety and reduce crashes.*

This analysis considers all crashes in Sidney but prioritizes those involving serious injuries or fatalities, assigning less weight to crashes with moderate or minor injuries and the least weight to property-damage-only incidents. Implementing safety measures along these corridors and similar alternative street networks is expected to significantly reduce fatalities and severe injuries.

Crash Maps Appendix — **Pg. 1 (Maps Pg. 2-7)**

The Crash Maps Appendix highlights key intersections and corridors identified through systemic crash data analysis. These locations fall within the high-incidence network, serve as KSI (Killed or Seriously Injured) hotspots, OR were flagged as high-risk areas by community members, stakeholders, and task force discussions.

Additionally, these mapped locations align with previous city planning efforts, including the Downtown Master Plan, Comprehensive Plan, and Old Post Road Corridor Plan, ensuring a coordinated approach to safety improvements based on both data-driven insights and community priorities.

This appendix provides a location-specific analysis of Sidney's roadway network, highlighting intersections and corridors with the highest concentrations of fatal and serious injury (KSI) crashes. These maps are based on a decade of geocoded crash data and allow for the identification of high-injury corridors where targeted engineering, enforcement, or design improvements may be most urgently needed.

To understand the broader patterns and contributing factors behind these crashes, refer to the Crash Tree Appendix, which presents a systemic analysis of crash types, conditions, and behavioral factors across the city.

Crash Tree Appendix — **Pg. 1 (Trees Pg. 2-16)**

This appendix presents the results of a systemic safety analysis using crash tree diagrams to identify common patterns and contributing factors in fatal and serious injury (KSI) crashes across Sidney. These diagrams classify crashes by key characteristics—such as user behavior, time of day, roadway environment, and contributing violations—to reveal recurring trends that may not be confined to a single location. This analysis supports proactive, citywide safety strategies that address the underlying causes of severe crashes.

For a geographic view of where these crashes are most concentrated, refer to the Crash Map Appendix, which highlights the highest-risk intersections and corridors in Sidney based on spatial crash data.

The Crash Tree Appendix provides crash trees that visually represent the hierarchical breakdown of key factors involved in a crash, including weather conditions at the time of impact, lighting conditions, crash method, and the first object struck. In our crash trees, KSI (Killed or Seriously Injured) crashes and pedestrian/pedal-cycle incidents are highlighted in red, as they pose the highest risk of harm.

Additionally, pie charts provide a more detailed analysis, illustrating collision types, crash severity levels, and harmful events, offering deeper insight into crash trends and contributing factors.

▶ **Verbatim response in the plans below (see above for additional text):**

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 highlight the intersections and corridors that make up the high-injury network. This analysis helps pinpoint areas of greatest risk and the underlying causes, providing crucial insights for targeted safety improvements to reduce traffic-related injuries and fatalities. This allowed us to identify areas of particular risk and interest.

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. This 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.

QUESTION 4

Did the Action Plan development include ALL of the following activities? **YES**

☑ Engagement with the public and relevant stakeholders, including the private sector and community groups

☑ Incorporation of information received from the engagement and collaboration into the plan

☑ Coordination that included inter- and intra-governmental cooperation and collaboration

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

Documentation (if YES)

▶ Existing plan(s) where this can be found

Sidney Safety Action Plan (CSAP)
Community Engagement Appendix

▶ Page numbers of the plan(s) where this can be found

☑ **Pages 17-18 (Outreach and Engagement)** Engagement with the public and relevant stakeholders, including the private sector and community groups

☑ **Pages 19 (Outreach and Engagement; 3.9) and 76 (9.3 – Project Identification Process)** Incorporation of information received from the engagement and collaboration into the plan

☑ **Page 17 (3.7 – City Council Coordination), Page 20 (3.10 Data Challenges and Limitations)** Coordination that included inter- and intra-governmental cooperation and collaboration

☑ **Community Engagement Appendix**, Summary of meetings, in person and online engagement, and in-depth survey responses

▶ Verbatim response in the plans below:

☑ **Engagement with the public and relevant stakeholders...**

- Pg. 17: 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.

☑ **Incorporation into the plan:**

- **CSAP Pg. 19: 3.9 Public Comments Summary** - The feedback from residents, stakeholders, and task force highlights several critical safety concerns across Sidney's streets and infrastructure.
- **CSAP Pg. 76: 9.3 Project Identification Process (Community Support Excerpt)** *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.*

☑ **Coordination included inter- and intra-governmental cooperation and collaboration**

- **CSAP Pg. 17: 3.7 City Council Coordination (excerpt)** *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.*
- **CSAP Pg. 20: (3.10 excerpt)** *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.*

QUESTION 5

Did the Action Plan development include ALL of the following? **YES**

☑ Considerations of equity using inclusive and representative processes

☑ The identification of underserved communities through data

☑ Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics

Documentation (if YES)

▶ Existing plan(s) where this can be found

Sidney Safety Action Plan (CSAP)
Baseline Data and Maps Appendix

▶ Page numbers of the plan(s) where this can be found:

CSAP Page 17, 3.4 Questionnaires and Pg. 21, Representative Surveying Considerations of equity using inclusive and representative processes

CSAP Pg. 21-22 Representative Surveying, Baseline Data and Maps Appendix, Pg. 21 The identification of underserved communities through data

CSAP Page 67-71; Focus Areas – Equity Analysis Subsections Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics

▶ Verbatim response in the plans below:

☑ **Considerations of equity using inclusive and representative processes**

- **CSAP Pg. 17 (3.4 Questionnaires excerpt):** 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).

- **CSAP Pg. 21 (Representative Surveying excerpt)**: 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.

☑ **The identification of underserved communities through data**

- **CSAP Pg. 21-22 (Identification of Disadvantage 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.
- **Demographic mapping of Sidney (see CSAP 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.

☑ **Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics**

- **CSAP Pg. 69, (representative of equity analyses that can be found for each project on pages 67-71)** *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.*

QUESTION 6

Are BOTH of the following true? **YES**

☑ The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety

☑ The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

Documentation (if YES)

▶ Existing plan(s) where this can be found

Sidney Safety Action Plan
Plan Concurrence Appendix (All pages)

▶ Page numbers of the plan(s) where this can be found

Page 63-66 (Planning in Motion) Current policies/plans/guidelines/standards

Page 66 (Key Recommendations) Implementation through adoption/revision or policies

Pages 1-6 Plan Concurrence Appendix

▶ Verbatim response in the plans below:

☑ **Assessment of current policies, plans, guidelines, and/or standards**

- **Pg. 63** (8.1 Concurrence with Previous Plans and Policies (Excerpt)):

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.

- **Pages 1-6 Plan Concurrence Appendix (entire appendix)**

☑ **Implementation through the adoption of revised or new policies, guidelines, and/or standards**

- **Pg 66 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.

QUESTION 7

Does the plan identify ... **YES**

☑ A comprehensive set of projects and strategies to address the safety problems identified in the Action Plan

☑ Time ranges when the strategies and projects will be deployed

☑ And explain project prioritization criteria?

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

Documentation (if YES)

▶ Existing plan(s) where this can be found

Sidney Safety Action Plan
Project Appendix

▶ Page numbers of the plan(s) where this can be found

Pages 41-61 (CSAP), Pg. 68-74 (Planning for Zero), and the Project Appendix A comprehensive set of projects and strategies to address the safety problems identified in the Action Plan

Pages 41, 50, 57, and 63 (CSAP) Time ranges when the strategies and projects will be deployed

Page 76 (Project Prioritization), Pg. 77-79 Prioritization Results Explain project prioritization criteria

▶ Verbatim response in the plans below:

☑ **Comprehensive set of projects and strategies to address safety problems**

- In order to keep this section of the document small, excerpts were not taken for all projects and strategies. Please view the CSAP (pg. 41-61) and the Project Appendix for more information

☑ **Time ranges when strategies/projects will be deployed**

- **Pg. 63 (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 will be 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.

☑ **Project Prioritization Criteria**

- **Pg. 76 (9.3 Project Identification Process – 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.

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.

QUESTION 8

Does the plan include all of the following? **YES**

☑ A description of how progress will be measured over time that includes outcome data

☑ The plan is posted publicly online

Documentation (if YES)

▶ Existing plan(s) where this can be found

Sidney Safety Action Plan

▶ Page numbers of the plan(s) where this can be found

☑ **Pg. 41-61 (CSAP 'How we'll track this' sections of the plan)** A description of how progress will be measured over time that includes outcome data

☑ **Website Link:** https://storymaps.arcgis.com/stories/c65f36538ebf42f9951fd2f2817bb31c

▶ Verbatim response in the plans below:

☑ **How progress will be measured over time:**

- **Pg. 41-61 CSAP** Contains "How We'll Track This" sections for each project and goal

Examples include: *"Check how many new projects are following the Complete Streets principles."* **(pg. 44)**, *"Check traffic data to see if speeding goes down in these areas."* **(pg. 47)**, and **"***Count how many recommendations are made and implemented."* **(pg. 58)**

QUESTION 9

Was the plan ... **YES**

☑ Finalized and/or updated between agreement dates?

Documentation (if YES)

▶ Existing plan(s) where this can be found:

- **Sidney Safety Action Plan Planning Grant Application**
- **Documents Appendix**
- **Community Engagement Appendix**

▶ Page numbers of the plan(s) where this can be found

☑ **Documents Appendix Pg. 5,** SSAP Planning Grant Application

☑ **Community Engagement Appendix, Pg. 13**

▶ Verbatim response in the plans below:

☑ SSAP Planning Grant Application Documents Appendix Pg. 5: Agreement Award No. 693JJ32340246 **Period of Performance Effective Date of Award -September 2025**

☑ **Finalized and/or updated between agreement dates**

☑ **Plan formally approved by Sidney City Council in their regular session, May 27, 2025.**

Community Engagement Appendix, Pg. 13:
The consulting team presented the Draft Sidney SS4A Safety Action Plan, including an overview of the Executive Summary, main report, and Appendices, to the Sidney City Council during its regular meeting on **Tuesday, May 27, 2025***. The City Council voted unanimously to accept the plan on the same date.*

3.2 Project's Estimated Schedule.

ACTION PLAN SCHEDULE

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	February 2025
Planned Action Plan Completion Date:	May 2025
Planned Action Plan Adoption Date:	May 2025
Planned SS4A Final Report Date:	May 2025

Foundational Documents & Plan Initiation



This **Foundational Documents & Plan Initiation** section of the **Documentation Appendix** includes key foundational materials that supported the development and launch of the Sidney SS4A Safety Action Plan. Contents include the initial City Council resolution of support, a reaffirmation of the City's commitment to eliminating all traffic-related deaths and serious injuries, letter from the Mayor to include in the forward to the plan, the formal agreement with the U.S. Department of Transportation, original grant application attachments, and the initial task force startup presentation.

Reaffirmation of Commitment

SMALL TOWN VALUES
1115 13TH AVENUE PO BOX 79
SIDNEY NEBRASKA 69162

CITY OF Sidney NEBRASKA

BIG TIME OPPORTUNITIES
PHONE (308) 254-5300 FAX (308) 254-3164
www.cityofsidney.org

City of Sidney Vision Zero Reaffirmation of Commitment

Date: April 22, 2025

Brad Sherman
Mayor of Sidney, Nebraska
1115 13th Ave
Sidney, NE 69162

Dear Sidney community and other concerned parties,

In alignment with our ongoing commitment to improving transportation safety and mobility in Sidney, Nebraska, I, Brad Sherman, as Mayor of Sidney, Nebraska, wish to reaffirm our city's dedication to the **Safe Streets for All Action Plan**, with a strengthened focus on achieving **zero deaths and serious injuries** by 2035.

While the city has already committed to taking significant steps toward safer streets and enhanced mobility for all users, we now recognize the importance of setting a specific, measurable, and ambitious target to drive our efforts. By adopting **Vision Zero**, we commit to:

1. **Setting a Goal of Zero Deaths and Serious Injuries**: We pledge to eliminate traffic-related fatalities and severe injuries on all roads in Sidney, Nebraska by 2030, with interim milestones to track our progress.
2. **Implementing Evidence-Based Solutions**: We will prioritize proven safety measures, such as redesigning high-risk intersections, improving pedestrian and cyclist infrastructure, and deploying innovative technologies to prevent crashes.
3. **Fostering a Culture of Safety**: We will work with the community, transportation professionals, and key stakeholders to change public attitudes toward traffic safety, advocating for safer driving behavior and the protection of vulnerable road users.
4. **Holding Ourselves Accountable**: We will regularly assess our progress and adjust our strategies, ensuring that we are on track to meet our Vision Zero goal.
5. **Seeking Continued Support and Funding**: We will actively pursue the necessary funding and partnerships to support Vision Zero initiatives, including state, federal, and private sources.

By reinforcing our commitment to Vision Zero, we are reinforcing our dedication to creating a transportation system that prioritizes the safety of all residents and visitors. This goal will guide our efforts in implementing the Safe Streets for All Action Plan and will serve as a constant reminder of the importance of making Sidney a safer, more accessible city for everyone.

Thank you for your continued support as we work toward a future free of traffic-related deaths and serious injuries.

Sincerely,

Brad Sherman
Mayor of Sidney, Nebraska

Mayor's Letter of Support

SMALL TOWN VALUES
1115 13TH AVENUE PO BOX 79
SIDNEY NEBRASKA 69162

CITY OF Sidney NEBRASKA

BIG TIME OPPORTUNITIES
PHONE (308) 254-5300 FAX (308) 254-3164
www.cityofsidney.org

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 demonstrates 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 2030****, Helena's early steps reflect how small communities can act 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,

Resolution 20220704: Keep Sidney Beautiful Trails and Grants Partnership

SMALL TOWN VALUES
1115 13TH AVENUE PO BOX 79
SIDNEY NEBRASKA 69162

CITY OF Sidney NEBRASKA

BIG TIME OPPORTUNITIES
PHONE (308) 254-5300 FAX (308) 254-3164
www.cityofsidney.org

MEMORANDUM

DATE: July 26, 2022

MEMO TO: Mayor and City Council

FROM: David Scott, City Manager

RE: Resolution 20220704; Keep Sidney Beautiful trails and grants partnership

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SUMMARY: The City has funds collected through a Cabela's Occupation Tax (one-half cent per dollar) to utilize on trail projects and beautification projects located within or adjacent to a dedicated Enhanced Employment Area. The City Council Secured the services of RDG to start a design on the EOPR corridor project. The City Council also entered into a partnership with Keep Sidney Beautiful (KSB) to work on matching grants and possibly expand the project to other areas of Sidney.

PREVIOUS COUNCIL ACTION: At the September 28, 2022, City Council meeting the City Council agreed to move forward with the KSB grant writing partnership.

BACKGROUND/DISCUSSION: Jason Nelke of KSB applied for grants from state and federal programs and has discovered the Safe Streets for All opportunity. This is grant funds to help a steering committee to develop a citywide plan for streets and trails. We have formed the steering committee and now want to apply for the grant funds to help assist us in putting together the plan. We need the City Council to approve this process through the attached resolution.

We will ask for an initial amount of between $200,000 and $1,000,000 to get our plan put together. Once we have done this, we can apply over the next five years for implementation funding grants to do street and trail related projects. We also think this will help us with other possible grant opportunities. Having a certified plan is always a big advantage.

FINANCIAL IMPLICATIONS: None at this point. We plan on using the Cabela's money for any grant match.

RECOMMENDATION: I recommend that the City Council approve the resolution.

ALTERNATIVES:

CITY MANAGER COMMENTS:

RESOLUTION NO. 20220704

WHEREAS, the City of Sidney Mayor and City Council recognize the need to develop a comprehensive street, sidewalk, and trail safety plan; and

WHEREAS, The City Mayor and City Council are committed to the vision zero and zero deaths goal of the complete streets program; and

WHEREAS, The City Mayor and City Council understand that complete streets are designed and operated to enable safe use and support mobility for all users, including people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders; and

WHEREAS, The City Mayor and City Council consider equity for underserved communities an important part of this plan and these communities should be identified through data and other collaboration with appropriate partners.

NOW, THEREFORE, BE IT RESOLVED, City Mayor and City Council will assemble a multi organizational and jurisdictional steering committee to apply for funding through the U.S. Department of Transportation, (SS4A) "Safe Streets for All" program to assist us in the design of a comprehensive action plan.

PASSED AND APPROVED THIS 26 DAY OF July, 2022.

Vice Mayor

ATTEST: Kellie Brown
Administrative Assistant

1. **Award No.** 693JJ32340246

2. **Effective Date**
See No. 17 Below

3. **Assistance Listings No.**
20.939

4. **Award To**
City Of Sidney
1115 13th Avenue
Sidney, NE 69162
Unique Entity Id.: J2FUJJ21JS47
TIN No.: 476006361

5. **Sponsoring Office**
U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop E71-117
Washington, DC 20590

6. **Period of Performance**
Effective Date of Award – September 2025

7. **Total Amount**

Federal Share:	$300,000
Recipient Share:	$76,000
Other Federal Funds:	$0
Other Funds:	$0
Total:	$376,000

8. **Type of Agreement**
Grant

9. **Authority**
Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021; also referred to as the "Bipartisan Infrastructure Law" or "BIL")

10. **Procurement Request No.** HSSP230225PR

11. **Federal Funds Obligated**
$300,000

12. **Submit Payment Requests To**
See article 20.

13. **Payment Office**
See article 20.

14. **Accounting and Appropriations Data**

15X0173E50.0000.055SR10500.5592000000.25305.61006600

15. **Description of Project**
City of Sidney and Surrounding Area 2023 Safe Streets for All Action Plan

RECIPIENT
16. Signature of Person Authorized to Sign

Signature Date
Name: David Scott
Title: City Manager

FEDERAL HIGHWAY ADMINISTRATION
17. Signature of Agreement Officer

Signature Date
Name: Kyle Griggs
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between the [United States Department of Transportation (the "**USDOT**")] [Federal Highway Administration (the "FHWA") and the City of Sidney (the "**Recipient**").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the Sidney Safe Streets Planning.

The parties therefore agree to the following:

ARTICLE 1
GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions.

(a) In this agreement, "**General Terms and Conditions**" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2022 Safe Streets and Roads for All Grant Program," dated February 8, 2023, which is available at https://www.transportation.gov/grants/ss4a/grant-agreements. Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.

(b) The Recipient states that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).

(c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the [FHWA] [USDOT] the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Sidney Safe Streets Planning

Application Date: 9/1/2022

2.2 Award Amount.

SS4A Grant Amount: $300,000

2.3 Award Dates.

Period of Performance End Date: See Section 6 on Page 1

2.4 Budget Period

Budget Period End Date: See Section 6 on Page 1

2.5 Action Plan Grant or Implementation Grant Designation.

Designation: Action Plan

2.6 Federal Award Identification Number. The Federal Award Identification Number is listed on page 1, line 1.

ARTICLE 3
SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

The City of Sidney plans to do a city-wide survey of roads, crosswalks, sidewalks, signage, and recreational paths in order to create a comprehensive plan that aligns the city with the FHWA Vision Zero Plan and creates a network of multi-use paths and complete streets throughout the city. The end objective of Sidney's Safety Action Plan is to not only update existing infrastructure and make streets safer, but to re-envision transportation in Sidney entirely by creating a multimodal transportation system that minimizes injuries and property damage and encourages alternate forms of transportation and maximizes safety benefits through improved environmental quality, health, and a reduction in vehicular accidents.

3.2 Project's Estimated Schedule.

ACTION PLAN SCHEDULE

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	February 2025
Planned Action Plan Completion Date:	May 2025
Planned Action Plan Adoption Date:	May 2025
Planned SS4A Final Report Date:	May 2025

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	$300,000
Other Federal Funds:	$0
State Funds:	$0
Local Funds:	$76,000
In-Kind Match:	$0
Other Funds:	$0
Total Eligible Project Cost:	$376,000

(b) Supplemental Estimated Budget

Cost Element	Federal Share	Non-Federal Share	Total Budget Amount
Direct Labor	$145,000	$35,000	$180,000
Fringe Benefits	$0.00	$0.00	$0.00
Travel	$0.00	$0.00	$0.00
Equipment	$0.00	$0.00	$0.00
Supplies	$0.0	$0.0	$0.0
Contractual/Consultant	$0.00	$0.00	$0.00
Other	$150,000	$35,000	$185,000
Indirect Costs	$5,000	$6,000	$11,000
Total Budget	**$300,000**	**$76,000**	**$376,000**

ARTICLE 4
RECIPIENT INFORMATION

4.1 Recipient's Unique Entity Identifier.

J2FUJJ21JS47

4.2 Recipient Contact(s).

Jason Nelke
Grant Writer
Keep Sidney Beautiful
740 Illinois Street Sidney, Ne 69162
3082495156
grants@keepsidneybeautiful.org

4.3 Recipient Key Personnel

Name	Title or Position
David Scott	City Manager
Lane Kizzire	City Finance

4.4 USDOT Project Contact(s).

Christie Dawson
Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: E71-117
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-9265
christie.dawson@dot.gov

and

Ashley Cucchiarelli
Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(720) 963-3589
ashley.cucchiarelli@dot.gov

and

Ashley Cucchiarelli
Agreement Specialist (AS)
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-204
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(720) 963-3589
ashley.cucchiarelli@dot.gov

and

Division Administrator
Agreement Officer's Representative (AOR)
Nebraska Division Office
100 Centennial Mall North Lincoln, NE 68508
United States
Nebraska.FHWA@dot.gov

Alison Koch
Nebraska Division Office Point of Contact
Transportation Specialist
100 Centennial Mall North Lincoln, NE 68508
402-742-8467
alison.koch@dot.gov

ARTICLE 5
USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

Note: This clause is only applicable to Action Plan Grants.

Unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services. Approval of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/sub-recipient. Consent to enter into subawards or contracts will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

(Fill in at award or by amendment)

5.2 Reimbursement Requests

(a) The Recipient may request reimbursement of costs incurred in the performance of this agreement if those costs do not exceed the funds available under section 2.2 and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.

(b) The Recipient shall use the DELPHI eInvoicing System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF 271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.

(c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the AO may withhold processing that request until the Recipient provides sufficient detail.

(d) The USDOT shall not reimburse costs unless the Agreement Officer's Representative (the "**AOR**") reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.

(e) The USDOT may waive the requirement that the Recipient use the DELPHI eInvoicing System. The Recipient may obtain waiver request forms on the DELPHI eInvoicing website (http://www.dot.gov/cfo/delphi-einvoicing-system.html) or by contacting the AO. A Recipient who seeks a waiver shall explain why they are unable to use or access the Internet to register and enter payment requests and send a waiver request to

Director of the Office of Financial Management
US Department of Transportation,
Office of Financial Management B-30, Room W93-431
1200 New Jersey Avenue SE
Washington DC 20590-0001

or

DOTElectronicInvoicing@dot.gov.

If the USDOT grants the Recipient a waiver, the Recipient shall submit SF 271s directly to:

DOT/FAA
P.O. Box 268865
Oklahoma City, OK 73125-8865
Attn: Agreement Specialist

(f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

ARTICLE 6
SPECIAL GRANT TERMS

6.1 SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section [wherever the date it is in this agreement].

6.2 The Recipient acknowledges that the Action Plan will be made publicly available, and the Recipient agrees that it will publish the final Action Plan on a publicly available website.

6.3 The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.

6.4 There are no other special grant requirements for this award.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: The area of study encompasses the entirety of Sidney and all city owned and maintained roads, sidewalks, and recreation paths therein. The area will also include US Highway 30 which runs east to west through Sidney's downtown area, as well as intersections with state owned 17J-link, which provides access between interstate 80 and downtown Sidney.

17J-Link also makes up the eastern boundary of the area, extending to Jennifer Lane, Old Post Road and Silverberg drive in the southeast corner of our study area. The southern boundary of the study area parallels Interstate 80, roughly following the Deadwood Trail rec path through the former Cabela's Campus. 24th Avenue at the western edge of Sidney will be the western most boundary. The northern bounds of the study area will extend to encompass the Sky Road neighborhood and cut southeast to Elm Street which will be the northeastern boundary of the study area.

While Sidney is officially divided into multiple tracts, these tracts don't necessarily align with the physical divisions of neighborhoods. For the purposes of these performance measurements, notable and defined areas will use local or colloquial terms. "North Side" will refer to the entire area of Sidney located north of Hickory Street and the east-west Union Pacific Railroad lines. "Downtown" generally refers to the area south of the same rail lines to Jackson Avenue, where the majority of downtown businesses are located but for these studies will include the neighborhoods extending down to the north-south rail line that cuts through town. "The Hill" includes the area and businesses around Old Post Road and Interstate 80.

Baseline Measurement Date: March 1, 2024

Baseline Report Date: May 1, 2024

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT Sidney is not a hugely diverse town with the large majority (92%) being Caucasian, and without any definitive racially divided neighborhood (i.e. predominantly Black/Hispanic areas), therefore the	Quarterly at each public meeting

Measure	Category and Description	Measurement Frequency
	majority of Equity Measurements will focus largely on low income families and people with disabilities. The Northside neighborhood consists of the highest concentration of low-income families and deals with physical barriers preventing easy access between this neighborhood and downtown. Sidney also has a large population of senior citizens spread out amongst all the neighborhoods, which needs to be considered when it comes to mobility and safety issues. The baseline measurement will come from direct community interaction and speaking with community members. This information will be used to physically survey problem areas and concerns and incorporate them not the final Safety Action Plan. The first public meeting of the project will specifically focus on Equity issues, and additional time will be allocated for this topic at the following public meetings if needed.	
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant The project budget is allocated A new cost baseline will be created at the beginning of the project with the assistance of the hired consultant and city finance department. It already seems likely that funds will be moved from various categories into 'Design' as the scope of the project takes shape	Quarterly

Measure	Category and Description	Measurement Frequency
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects of strategies to prevent death and serious injury on roads and streets. 1. The end objective of Sidney's Safety Action Plan is to not only update existing infrastructure and make streets safer, but to re-envision transportation in Sidney entirely by creating a multimodal transportation system that minimizes injuries and property damage and encourages alternate forms of transportation and maximizes safety benefits through improved environmental quality, health, and a reduction in vehicular accidents. 2. The SS4A grant is Sidney's first foray into the federal transportation grant space and a major objective aside from creating a Safety Action Plan is to learn and become familiar with executing grants on this level and elevating the city's team for future grant projects. 3. Get a consultant	Baseline to be set at the beginning of the project and reevaluated in the 3rd quarter.

ATTACHMENT B
CHANGES FROM APPLICATION

INSTRUCTIONS FOR COMPLETING ATTACHMENT B: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of this attachment B is to document the differences clearly and accurately in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See section 10.1.

Scope: The overall scope of the project has not changed since the application.

Schedule: The project schedule has not changed since the application.

Budget: The overall funds and match sharing will not change, but the method of matching funds by the city will. When the grant was written the intent was to handle much of the cost matching through existing employee wages for conducting the necessary physical surveys of city streets, sidewalks, and rec path connections. After meeting with the grant specialist, it was determined that tracking those wages could become a major issue. The city is still pursuing options but will most likely meet the match through hiring a consultant to assist with the project.

The table below provides a summary comparison of the project budget.

Fund Source	Application $	Application %	Section 3.3 $	Section 3.3 %
Previously Incurred Costs (Non-Eligible Project Costs)				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
SS4AFunds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

ATTACHMENT C
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with "X" in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. *(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)*
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. *(Identify the relevant programs, plans, or policies in the supporting narrative below.)*
X	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. *(Identify the relevant investments in the supporting narrative below.)*
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. *(Identify the new or improved access in the supporting narrative below.)*
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. *(Identify the new or improved access in the supporting narrative below.)*
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
X	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the project, will take relevant actions described in the supporting narrative below
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

1) The City of Sidney will institute equity focused policies during the development of the Safety Action Plan. The project aims to hold quarterly public meetings to address community needs at the beginning of, and during the development of the action plan. The first meeting is devoted to hearing from our most displaced members of the community. The city will also utilize surveys, local media, social media, and remote meeting

programs to provide equitable access to the Safety Action Team during the entirety of the process.

2) 13th Avenue is one of only two roads that connect the Northside to the rest of town, with the second road being a narrow, minor access road to utility services more so than homes. This not only creates a physical barrier for low-income communities in Sidney but can create serious safety issues if not addressed. 13th Avenue passes under a Union Pacific owned railroad and is prone to flooding, leaving only Elm Street as access to the rest of Sidney. Even without the flooding the roadway and sidewalks under the train bridge are narrow, steep, in rough condition, and have limited options for expansion. At this point there is no easy solution as roads and/or pedestrian access will have to be built either over, or under the railroad. Another factor of this particular focus is longevity. Because of the importance of the 13th Avenue underpass, a structural analysis is critical to overall safety.

3) This project does focus on improved walkability, biking, and other alternate forms of transportation, rolling access for people with disabilities, mitigates neighborhood bifurcation, but because of our demographics focusing on reducing crashes on BIPOC may not be entirely possible.

4) At this point in the project, only ideas exist. Addressing barriers to opportunity, mitigating negative impacts to communities and citizens of color, people with disabilities, and otherwise marginalized persons is a main priority of this project.

Grant Application Documents

The City of Sidney is seeking funds to develop a complete Safety Action Plan that aligns with the Federal Highway Administration's goal of zero deaths and serious injuries on roadways. This plan aims to situate Sidney as a rural leader in road safety and transforming older small towns into more walkable, bikeable, and pedestrian friendly cities. Sidney has not had any fatal accidents in the 2016 - 2022 period but sees a number of accidents that result in property damage and pedestrian interactions(1,2). As the Sidney population grows, we are seeing more citizens use alternative means of transportation, walking, using e-bikes and scooters, so developing a proper Safety Action Plan is crucial to staying ahead of population growth and keeping our already fairly safe streets safe.

The city council and road departments are already aware of several areas of concern, some of which already have development plans in place. However, formal public input on our roads, sidewalks and rec paths has not happened, nor has a proper safety analysis, city-wide problem area surveys, or environmental impact studies. The city has already begun the process of developing a Safety Action Plan by making a formal resolution(3) and beginning to form a task force(4). This newly formed group aims to take these existing plans, public input, and information from the studies to a formal plan that encompasses better sidewalks and crosswalks, studying how to convert our busiest streets into 'complete streets' using FHWA guidelines, and expanding on our existing recpath and sidewalks to create safe passageways for our most isolated neighborhoods(5). A fairly aggressive timeline of one year from date of award has been set to complete the action plan.

1. Attachments: SPD Accident Stats
2. Attachments: NTIP Crash Portal
3. Attachments: Resolution
4. Attachments: Task Force
5. Attachments: Ejscreen Report
6. Attachments: Timeline

2018

Total accident calls responded to by SPD:	211
Accident calls with reported injuries:	10
Accident calls involving pedestrians:	6
Total estimated property damage (excluding vehicles)	$85600

2019

Total accident calls responded to by SPD:	186
Accident calls with reported injuries:	7
Accident calls involving pedestrians:	0
Total estimated property damage (excluding vehicles)	$49600

2020

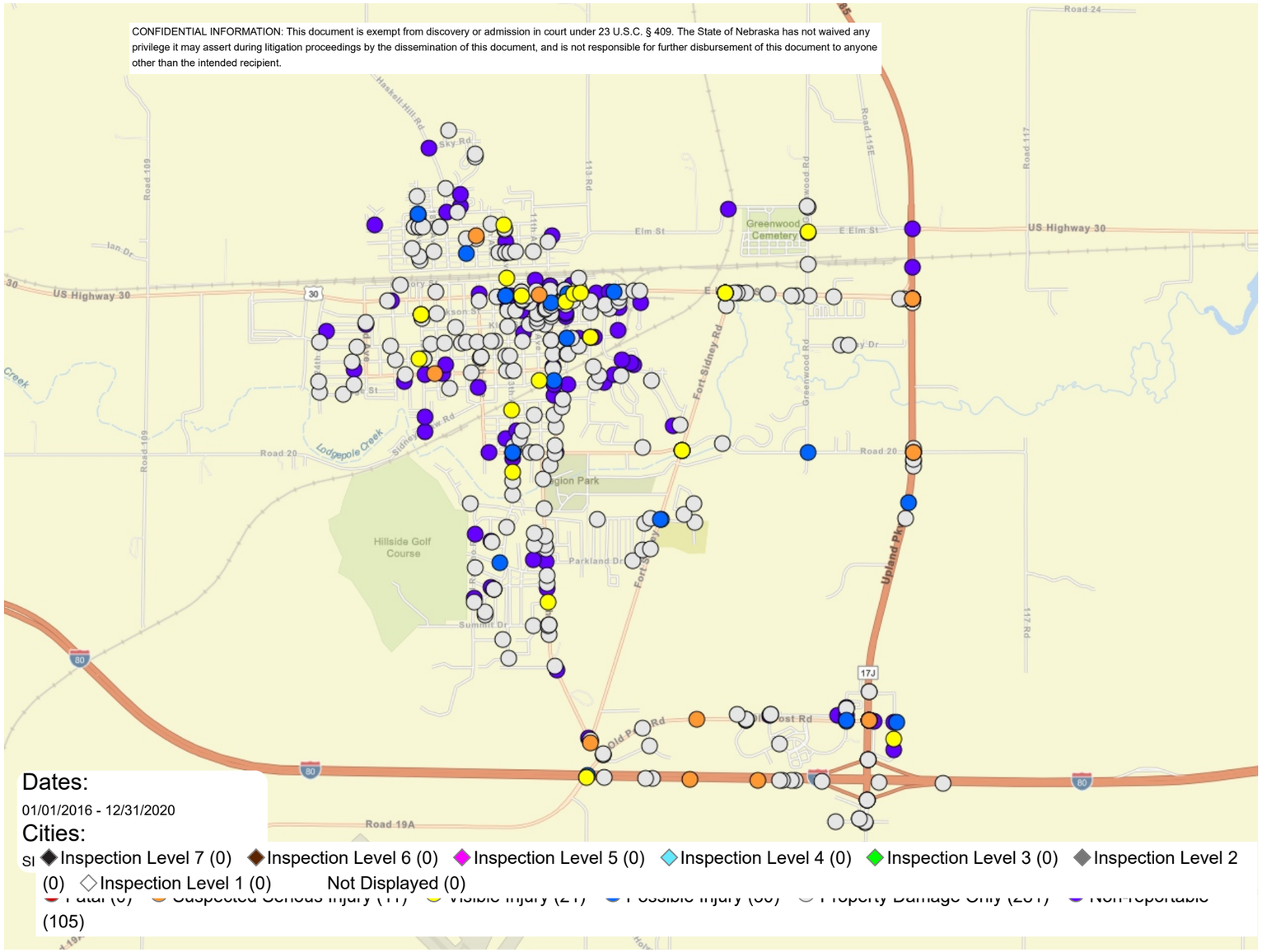
Total accident calls responded to by SPD:	142
Accident calls with reported injuries:	5
Accident calls involving pedestrians:	2
Total estimated property damage (excluding vehicles)	$11000

2021

Total accident calls responded to by SPD:	197
Accident calls with reported injuries:	6
Accident calls involving pedestrians:	2
Total estimated property damage (excluding vehicles)	$49500

2022 (to date)

Total accident calls responded to by SPD:	140
Accident calls with reported injuries:	7
Accident calls involving pedestrians:	0
Total estimated property damage (excluding vehicles)	$18000

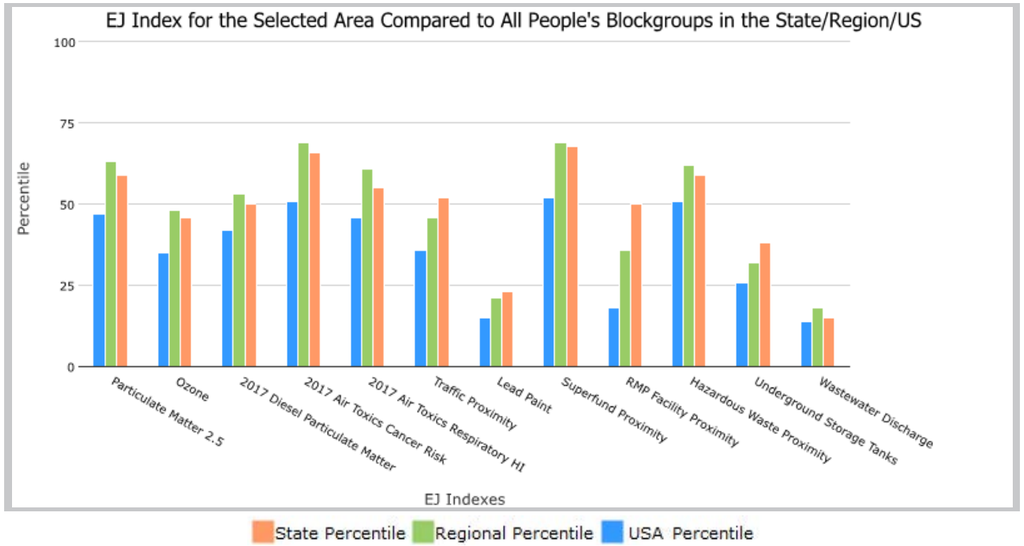


EJScreen Report (Version 2.0)

1 mile Ring around the Area, NEBRASKA, EPA Region 7

Approximate Population: 6,700
Input Area (sq. miles): 39.20
Sidney

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
Environmental Justice Indexes			
EJ Index for Particulate Matter 2.5	59	63	47
EJ Index for Ozone	46	48	35
EJ Index for 2017 Diesel Particulate Matter*	50	53	42
EJ Index for 2017 Air Toxics Cancer Risk*	66	69	51
EJ Index for 2017 Air Toxics Respiratory HI*	55	61	46
EJ Index for Traffic Proximity	52	46	36
EJ Index for Lead Paint	23	21	15
EJ Index for Superfund Proximity	68	69	52
EJ Index for RMP Facility Proximity	50	36	18
EJ Index for Hazardous Waste Proximity	59	62	51
EJ Index for Underground Storage Tanks	38	32	26
EJ Index for Wastewater Discharge	15	18	14

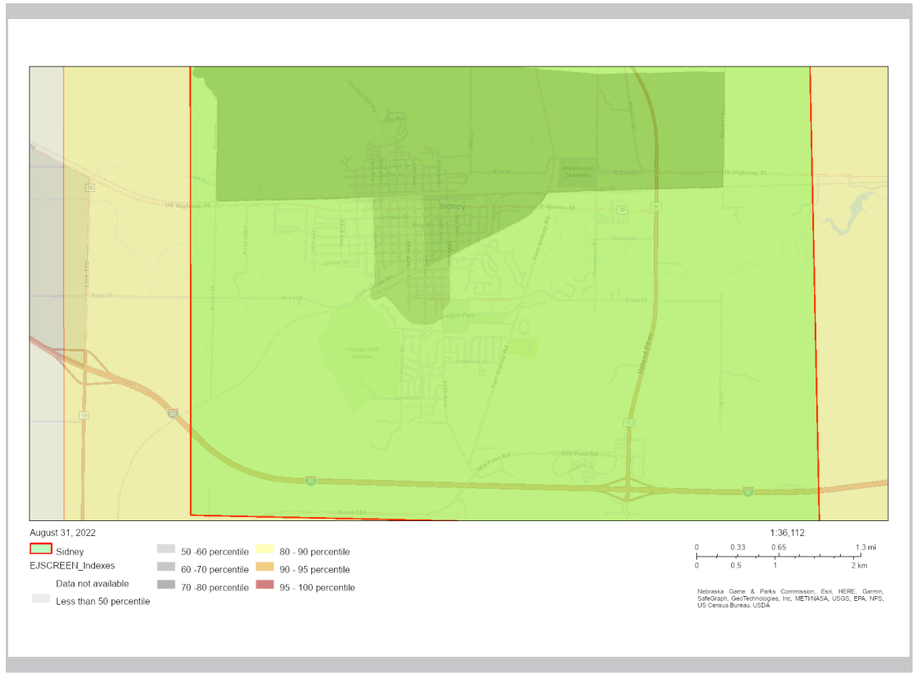


This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

EJScreen Report (Version 2.0)

1 mile Ring around the Area, NEBRASKA, EPA Region 7

Approximate Population: 6,700
Input Area (sq. miles): 39.20
Sidney



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EPA United States Environmental Protection Agency

EJScreen Report (Version 2.0)

1 mile Ring around the Area, NEBRASKA, EPA Region 7

Approximate Population: 6,700

Input Area (sq. miles): 39.20

Sidney

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Pollution and Sources							
Particulate Matter 2.5 ($\mu g/m^3$)	5.2	7.77	4	8.26	0	8.74	1
Ozone (ppb)	47.3	41.9	97	44.1	88	42.6	84
2017 Diesel Particulate Matter* ($\mu g/m^3$)	0.133	0.18	29	0.221	<50th	0.295	<50th
2017 Air Toxics Cancer Risk* (lifetime risk per million)	10	22	6	26	<50th	29	<50th
2017 Air Toxics Respiratory HI*	0.2	0.26	39	0.33	<50th	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	110	720	31	410	44	710	36
Lead Paint (% Pre-1960 Housing)	0.54	0.35	72	0.33	75	0.28	80
Superfund Proximity (site count/km distance)	0.0096	0.13	7	0.1	3	0.13	3
RMP Facility Proximity (facility count/km distance)	0.72	1.5	40	0.95	58	0.75	68
Hazardous Waste Proximity (facility count/km distance)	0.06	0.73	22	1	19	2.2	9
Underground Storage Tanks (count/km^2)	0.92	4.8	45	2.5	52	3.9	44
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.019	0.17	81	2.9	77	12	74
Socioeconomic Indicators							
Demographic Index	21%	25%	54	25%	51	36%	33
People of Color	12%	21%	46	20%	49	40%	24
Low Income	30%	28%	58	30%	54	31%	54
Unemployment Rate	2%	3%	49	4%	39	5%	27
Linguistically Isolated	0%	3%	58	2%	65	5%	45
Less Than High School Education	6%	9%	53	9%	46	12%	38
Under Age 5	7%	7%	52	6%	58	6%	61
Over Age 64	17%	15%	63	16%	60	16%	64

*Diesel particular matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's 2017 Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

For additional information, see: www.epa.gov/environmentaljustice

EJScreen is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJScreen outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

August 31, 2022 3/3

Timeline
Sidney SS4A Plan

First Quarter (from reward date)

1. Hold first public hearing
2. Safety Analysis Begins
3. Traffic Surveys(?)
4. Identify additional Stakeholders
5. Begin public website, publish data/results by end of Q1

Second Quarter

1. Second Public Hearing (results, policy)
2. Task forces begins outlining strategy
3. City begins policy review
4. Problem Trend Survey
5. Alternative Transport Surveys

Third Quarter

1. Start design process
2. Finalize strategy/implementation plan
3. Policy review process continues (?)/ finalized by end of Q3
4. Public hearing held between design drafts for community/stakeholder input

Fourth Quarter

1. Safety Action Plan is finalized, sent to Council for approval
2. Policy Changes finalized, sent to council for approval
3. Final public release is published
4. Grant wrap up, reporting sent to DOT

	Budget Worksheet: The final numbers in the total budget (Federal Share and Non-Federal Share) are accurate. The actual breakdown of the budget monies is subject to change, but the 80/20 share must be maintained.							
	Grant Funds	**Matching**						
NDOT (Guidance & Permitting)		**800**						
Committee Meetings x12		**4000**						
Public Hearings (Hrs, Committe x4)		**2000**						
Road Survey (200hrs)		**4800**						
Rec Path Surveys (200hrs)		**4800**						
rism Hours (Surveys/Engagement)		**800**						
Policy Review (100hrs)		**2000**			**Cost Element**	**Federal Share**	**Non-Federal Share**	**Total Budget Amount**
SPNRD		**800**			Direct Labor	145,000.00	35,000.00	180,000.00
					Fringe Benefits			0.00
Safety Analysis	**75000**				Travel			0.00
Design Total	**150000**				Equipment			0.00
Legal	**45000**	**10000**			Supplies	5,000.00	6,000.00	11,000.00
Outside Poicy Review	**25000**	**25000**			Other	150,000.00	35,000.00	185,000.00
					Indirect Costs			0.00
Printing/Advertising	**5000**	**5000**			**Total Budget**	**300,000.00**	**76,000.00**	**376,000.00**
Website hosting maintainence		**1000**						
Tourism Wayfinding Grant		**10000**		$35,000.00	Labor	9		
Contracted Grant Support		**5000**		$105,000.00	Legal	28		
				$150,000.00	Design	40		
				$11,000.00	Supplies	3		
Totals	**300000**	**76000**		$75,000.00	Analysis	20	$376,000.00	
						100		



The initial task force startup presentation was conducted on August 16, 2022, at Sidney City Hall with 6 Safe Streets Planning Task Force members in attendance. That presentation outlined the framework for implementation, covering eight core elements: Leadership Commitment & Goal Setting, Planning Structure, Safety Analysis, Engagement & Collaboration, Equity Considerations, Policy and Process Changes, Strategy & Project Selection, and Progress and Transparency.

Safe Streets Planning Task Force

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Melissa Lally, Nebraska Department of Transportation
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	Grant Funds	Matching	
Safety Analysis	**65000**		
Design Total	**120000**	12000	
Illinois Street	*40000*		
13th St	*40000*		
Fort Sidney Road	*40000*		
Printing/Advertising	**5000**	5000	
Committee Meetings x12		**4800**	
Public Hearings (Hrs, Committe x4)		**2200**	
Road Survey (200hrs)		**5000**	
Rec Path Surveys (200hrs)		**5000**	
Tourism Wayfinding Grant		**10000**	
Tourism Hours (Surveys/Engagement)		**1600**	
Policy Review (400hrs)		**8800**	
SPNRD		**1600**	
NDOT (Guidance & Permitting)		**1600**	
Website hosting maintainence		**2400**	
Contracted Grant Support		**5000**	
Totals	**310000**	**65000**	20.97%

Initial Task Force Meeting Information

As part of the initial launch of the Sidney SS4A Safety Action Plan, the Task Force Startup Presentation provided a comprehensive overview of the SS4A grant program and outlined the core components of the Action Plan. The presentation introduced the following focus areas, aligning Sidney's local efforts with the National Roadway Safety Strategy and Vision Zero:

Leadership Commitment & Goal Setting

Sidney is already committed to creating a Safety Action Plan that supports the National Roadway Safety Strategy, with local priorities such as eliminating unsafe pedestrian crossings on Old Post Road (OPR), improving connections between North Side and Downtown, completing the pathway loop, enhancing safety on the city's busiest roads, and aligning with Vision Zero principles.

Planning Structure

Emphasis was placed on designating a dedicated Champion to manage the day-to-day plan activities—ideally someone within the Roads Department.

Safety Analysis

The grant request includes funding for a professional to conduct a five-year safety analysis of all city roadways, regardless of ownership. The City will support this through internal surveys of roadway conditions and safety concerns.

Engagement & Collaboration

Community engagement will be ongoing, beginning with a public hearing and recurring quarterly. Grant funding will support outreach tools such as mailers and web design, while local match efforts include staff-led outreach and public forums targeting key user groups.

Equity Considerations

The plan raises questions of equitable investment, ensuring safe and accessible infrastructure across all neighborhoods. A specific public forum will be held to address accessibility and disability-related needs.

Policy and Process Changes

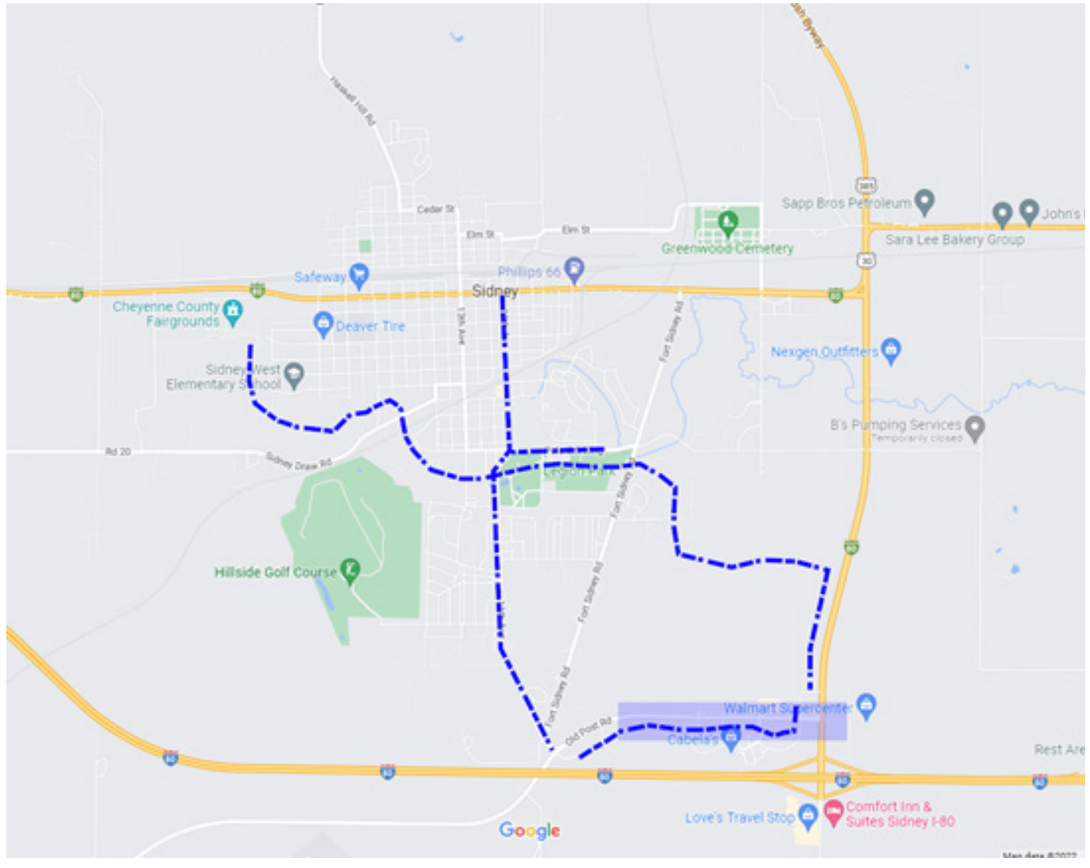
City Council, Law Enforcement, and the Roads Department will lead a policy review process. This may include adjustments to speed limits and updates to codes related to crosswalks and pedestrian access.

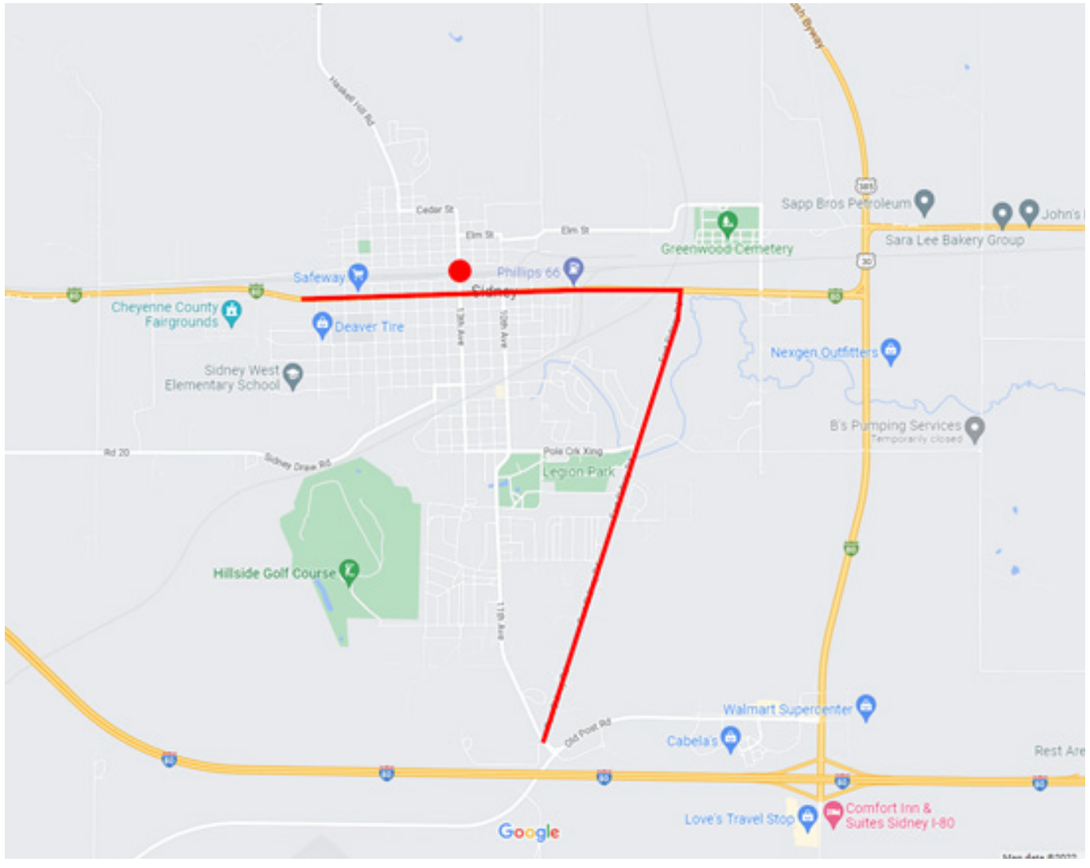
Strategy & Project Selection

The final objective is to deliver a complete Safety Action Plan (SAP) to USDOT. This will incorporate community and stakeholder input, establish priorities, set a timeline, update relevant policies, and publish the final plan. Grant funds may cover design, assessments, publishing, and legal services.

Progress and Transparency

The City will maintain a public-facing webpage to track progress and share final materials. Matching contributions include staff time and resources such as maps of pathways, identified safety issues, and the project budget.





SIDNEY SAFE STREETS PLANNING

Together for a Safer Sidney



SSAP

SIDNEY SAFETY ACTION PLAN

Together for a Safer Sidney