SIDNEY

SAFETY **ACTION PLAN**
EXECUTIVE SUMMARY
May 2025



Together for a Safer Sidney

SIDNEY SAFE STREETS PLANNING



VISION ZERO

IS OUR COMMUNITY COMMITMENT TO ACHIEVING A FUTURE WHERE NO ONE LOSES THEIR LIFE OR SUFFERS SEVERE INJURIES ON OUR ROADS.



Vision, Mission, Goals

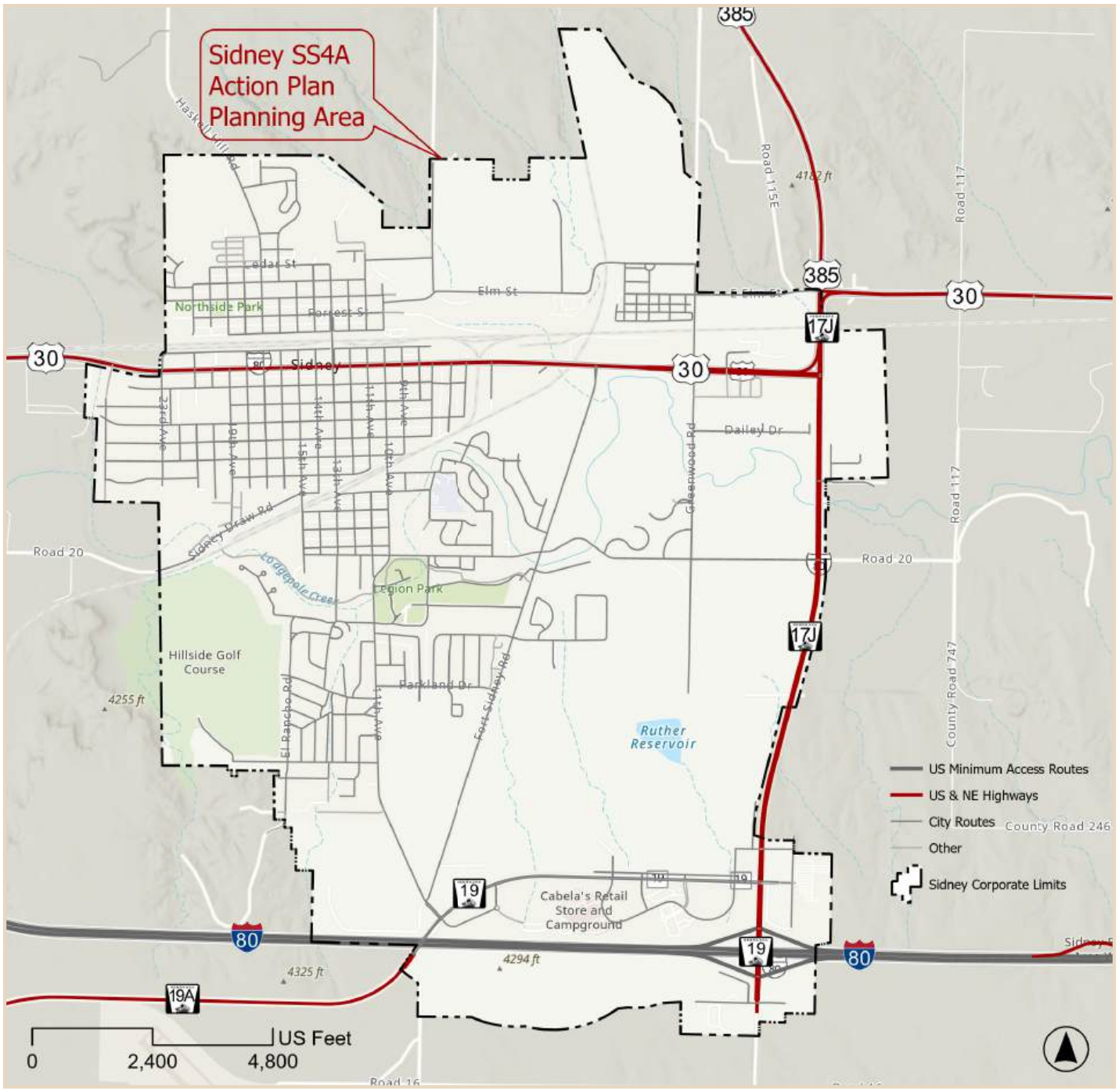
The comprehensive Safety Action Plan is dedicated to all the lives lost and forever changed by traffic crashes within our community.

Our Safe Streets for All (SS4A) comprehensive Safety Action Plan (CSAP) was developed using the SS4A program requirements while focusing on the local unique needs of Sidney and aligning with ongoing City initiatives. This Plan is intended to be a living document that strategically outlines projects and priorities for implementation. The City and its partners are dedicated to a new approach to roadway safety, identifying projects and strategies in this Plan, seeking to prevent deadly and severe crashes.

The City of Sidney applied for and received funding from the SS4A discretionary grant program, introduced in 2021 as part of the Bipartisan Infrastructure Law, providing funding for local, regional, and Tribal initiatives through planning and implementation efforts. This program is aligned with the U.S. Department of Transportation's Vision Zero and Safe System Approach (SSA) initiatives, and offers funding to localities to create tools aimed at enhancing community strategies for roadway safety. This includes safeguarding all road users, with a particular focus on vulnerable groups such as pedestrians, cyclists, micro-mobility and personal conveyance users, public transportation passengers, motorcyclists, motor vehicle drivers, and commercial vehicle operators.

Focused Action for Safer Streets

The Plan's goal is to identify the community's most critical transportation safety concerns and provide strategies to mitigate them. It facilitates additional planning, demonstration projects, and implementation efforts, contingent on future funding, to address the outlined needs effectively. The Plan was prepared for the City, by M.C. Schaff & Associates with JNW Consulting, in collaboration with City staff, the Cheyenne County Tourism association, the South Platte Natural Resources District, the Nebraska Department of Transportation (NDOT), the Sidney Public School District, and the Sidney Regional Medical Center. It has been driven by project Task Force members from these agencies who contribute their dedication, resources, and expertise to advancing transportation safety enhancements within the community. The Task Force met multiple times since its establishment in 2023, with the official launch of community outreach in 2024. The Plan has been specifically committed to by the City of Sidney, and adopted by Sidney City Council on May 27, 2025, with every intention to move forward to reduce severe crashes and traffic fatalities as best they can in the coming years. City staff will lead the implementation of the Plan.



Above: Sidney SS4A Project Planning Area —Sidney Corporate Limits.

Sidney's Path to Zero

Streets should be safe and welcoming places for all. This current vision for the City of Sidney is not yet a reality. As of 2022, Cheyenne County's traffic crash fatality rate per capita ranks 34th highest in Nebraska. On average, 2.3 people were killed or seriously injured annually in traffic crashes in Sidney between 2014 and 2023. From 2014 to 2019, Sidney experienced zero traffic fatalities. However, during the COVID-19 pandemic, the fatal crash rate surged—surpassing the national average and exceeding rates in similar-sized cities. This troubling shift has further strained low-income and older residents, who already face greater mobility and transportation safety challenges.

Through this SS4A-compliant Comprehensive Safety Action Plan (CSAP), Sidney commits to reducing and ultimately eliminating severe crashes that result in death or serious injury across all modes of transportation. The City will do this by advancing walkability, biking, and alternate forms of travel through a comprehensive strategy rooted in the Safe System Approach. This CSAP is a living document, with a 10-year planning horizon, and will be updated regularly to reflect new data, technologies, community priorities, and best practices. Sidney is committed to the goal of eliminating traffic-related serious injuries and fatalities by **2035**.

The planning area, shown on page 4, includes the Sidney corporate limits with portions of the Interstate 80 corridor, US Highway 30, and Nebraska L17J included. Within this area, previous work on behalf of the City of Sidney has demonstrated commitment to improving transportation safety. The Safety Action Plan builds on prior efforts and provides a detailed review of previous plans, analyzing recent crash trends within the community, and incorporating current growth policies. These previous studies and work include: *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*; and the *Wayfinding Signing Plan, 2024*. A detailed review of each document is provided in the Plan Concurrence Appendix.

Access the complete Safety Action Plan, the Appendices, and this Executive Summary using the following QR code, or by navigating on the web to https://bit.ly/SidneySS4A .

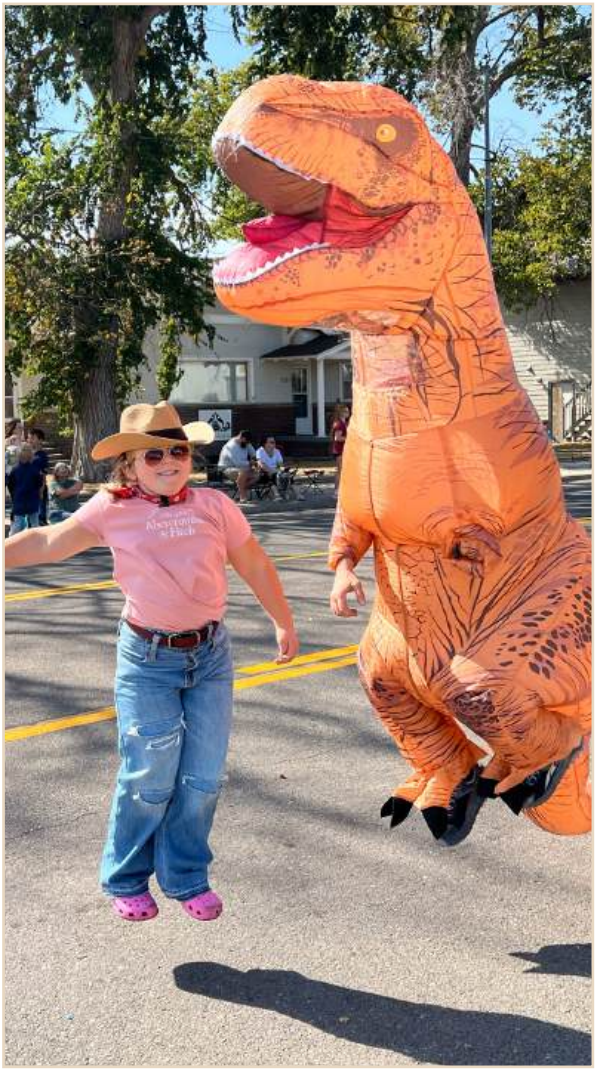
Together for a Safer Sidney



How the Public Was Engaged

Meetings were used to engage stakeholder partners both in public and private venues, and community members were engaged during an open house and at several popup events. The community was additionally engaged through newspaper article and public notices, printed postcard direct mailing, city website, Oktoberfest parade, and social media outreach. Materials include a project website, three online surveys, online pledge, and an online public comment crowd-source map. A total of **248** short survey responses were collected prior to completing the draft plan, representing a **4.8%** response rate based on the 2020 census data for adults in Sidney.

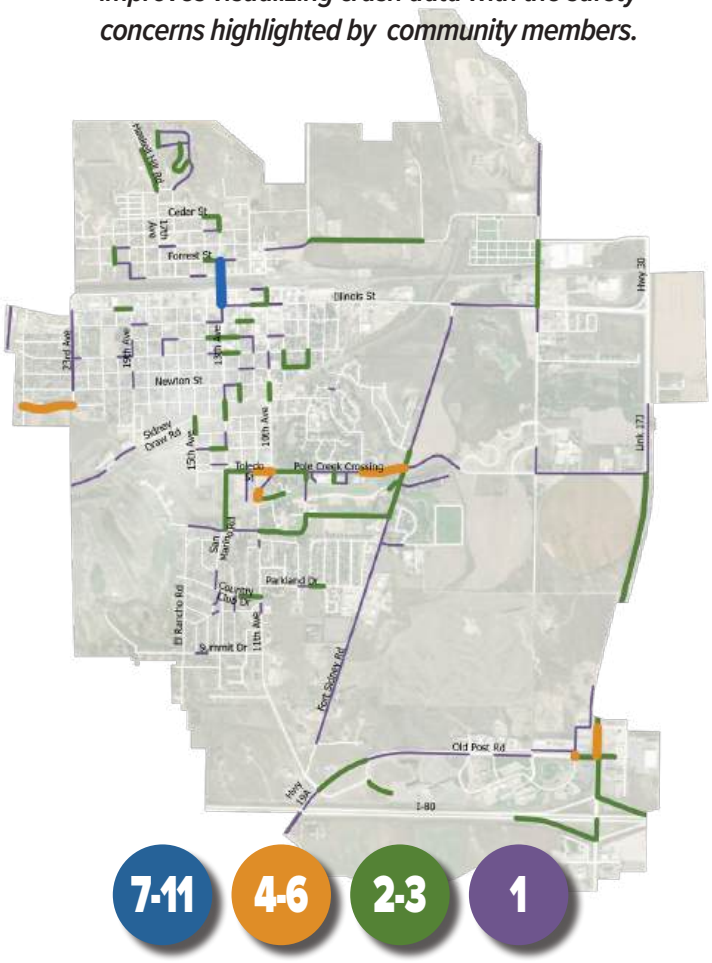






Mapped Public Comments

All public comments were mapped, which improves visualizing crash data with the safety concerns highlighted by community members.



Data Driven Safety Insights

The plan's Data Summary section offers an overview of crash data, analyzing the who, why, when, where, what, and resulting trends for crashes within the NDOT supplied crash data spanning a 10-year period from January 1, 2014, to December 31, 2023. It includes crash characteristics, and the High Injury Network (HIN) revealing statistically significant spatial clusters, identifying areas with notably high crash rates, or hot spots. During the analysis period, **971** crashes occurred involving **1,609** individuals. Crash data was analyzed in ArcGIS Pro using a space-time cube to organize data into bins, allowing for the detection of hot spots where crashes are most frequent. By applying statistical methods using Emerging Hot Spot Analysis, areas were classified based on trends. Many other data layers are integrated with the crash data to form the crash data model. Land use and corporate limits data layers are sourced from City's recent comprehensive plan vendor, while the City's mapped road centerlines are conflated and attributes are greatly expanded to include functional classification, speed limits, AADT, road width, lanes, parking type, and accesses. Additional map data layers developed include mapping of citywide transportation signage, ADA ramps, pathways, crosswalks, access points, and points of interest. Demographic map data layers are sourced from 2020 US Census.

Crash Fatalities and Severe Injuries by Mode (2014-2023)



1 IN 243
CAR CRASHES
RESULTED IN DEATH



1 IN 486
MOTORCYCLE CRASHES
RESULTED IN SEVERE INJURIES OR DEATH



1 IN 972
BICYCLE CRASHES
RESULTED IN SEVERE INJURIES



1 IN 324
PEDESTRIAN CRASHES
RESULTED IN SEVERE INJURIES



1 IN 54
CAR CRASHES
RESULTED IN SEVERE INJURIES



100%
BICYCLE SEVERE INJURIES
INVOLVED DISTRACTED / RECKLESS DRIVING AS A CONTRIBUTING FACTOR

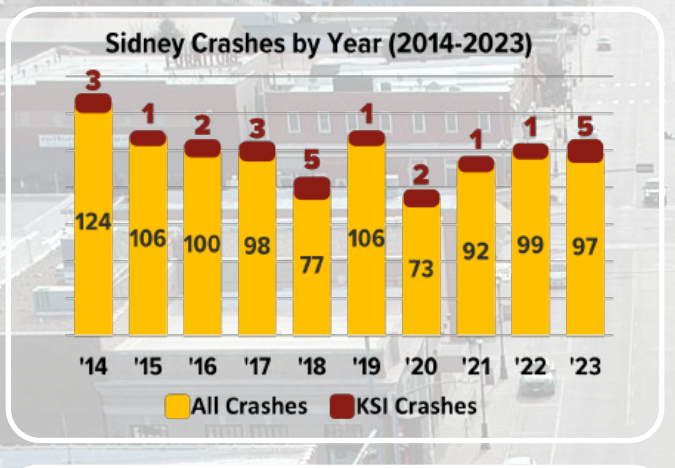


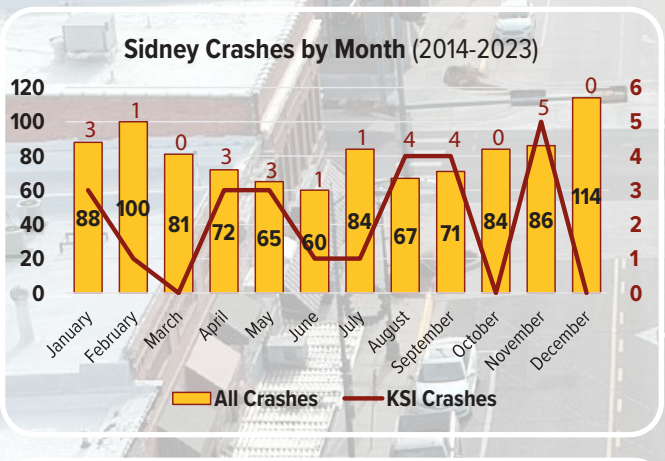
100%
PEDESTRIAN SEVERE INJURIES
OCCURRED AFTER DARK WITH VISIBILITY A CONTRIBUTING FACTOR

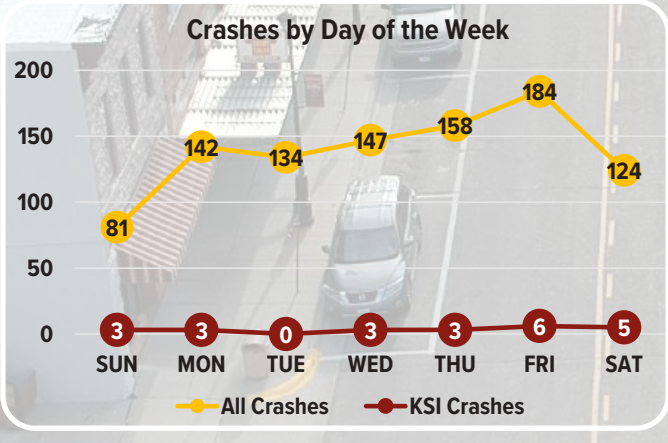


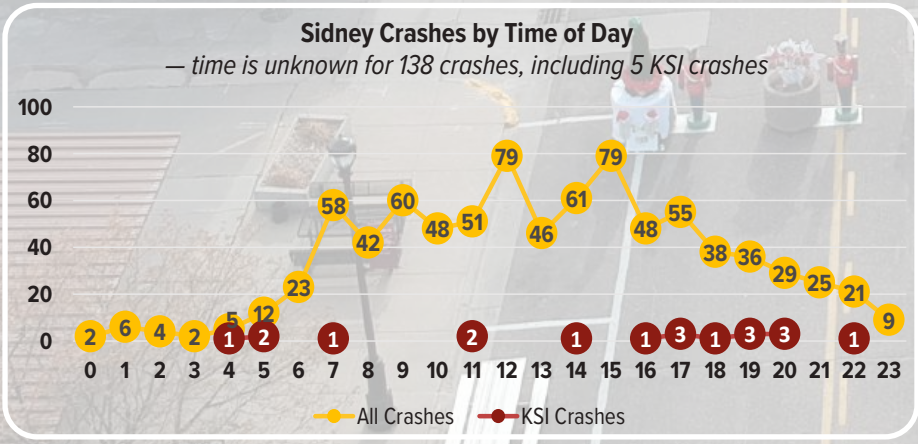
FATALITIES
1 IN 2
INVOLVED
ALCOHOL/DRUGS

SEVERE INJURIES
1 IN 11
INVOLVED
ALCOHOL/DRUGS

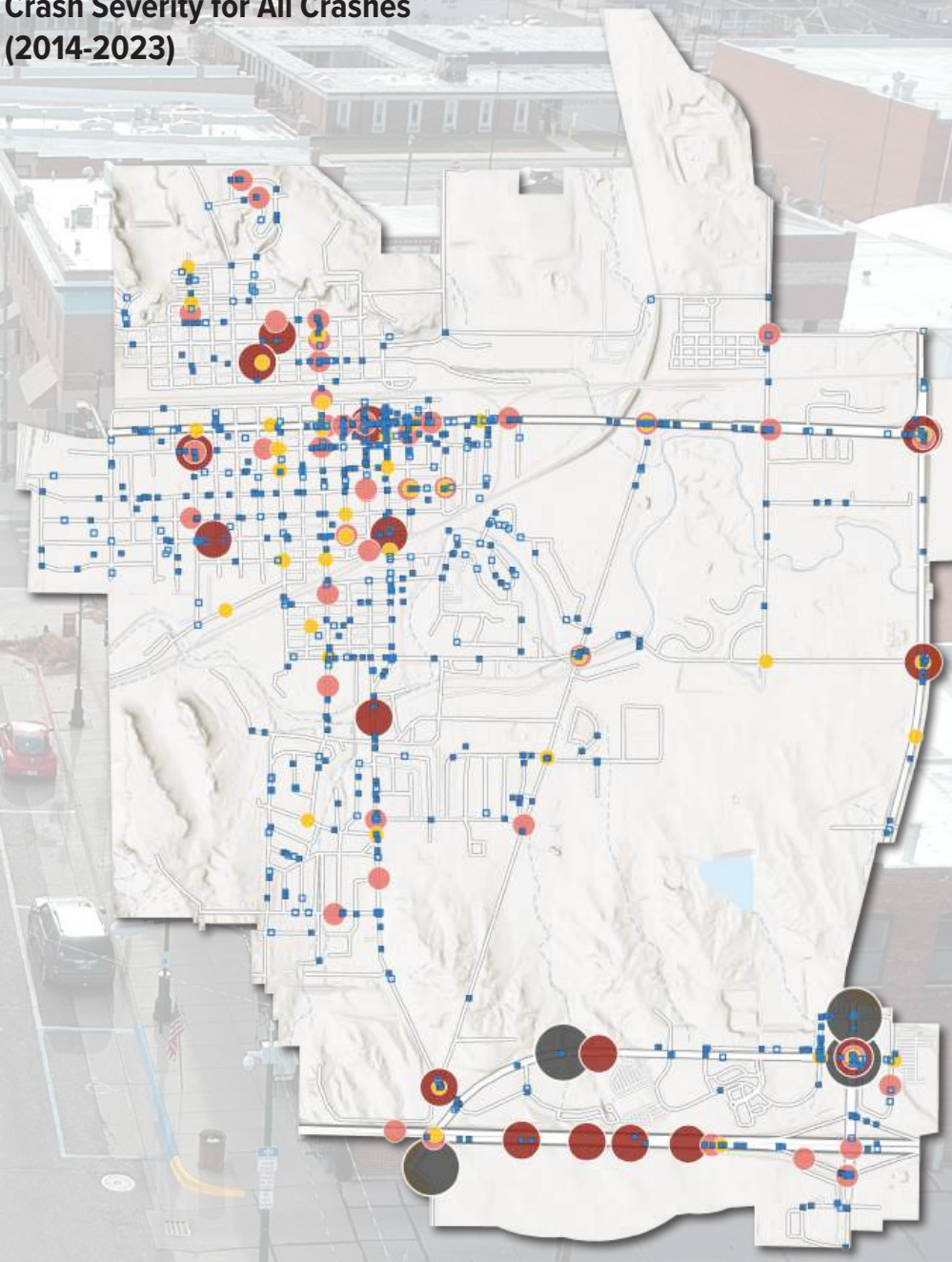








Crash Severity for All Crashes (2014-2023)



Data Summary Highlights

Non-reportable
Low-impact collision, minimal property damage and no injuries.

Property damage only
No injuries are sustained.

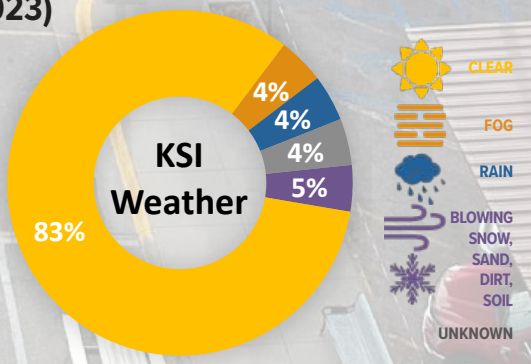
Possible injury
Does not immediately indicate serious medical issues.

Observed injury
Visible injuries apparent to first responders.

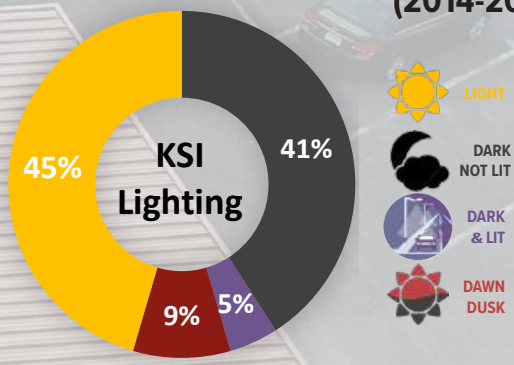
Suspected serious injury
Severe harm requiring urgent medical attention.

Fatality
Injuries sustained lead to death.

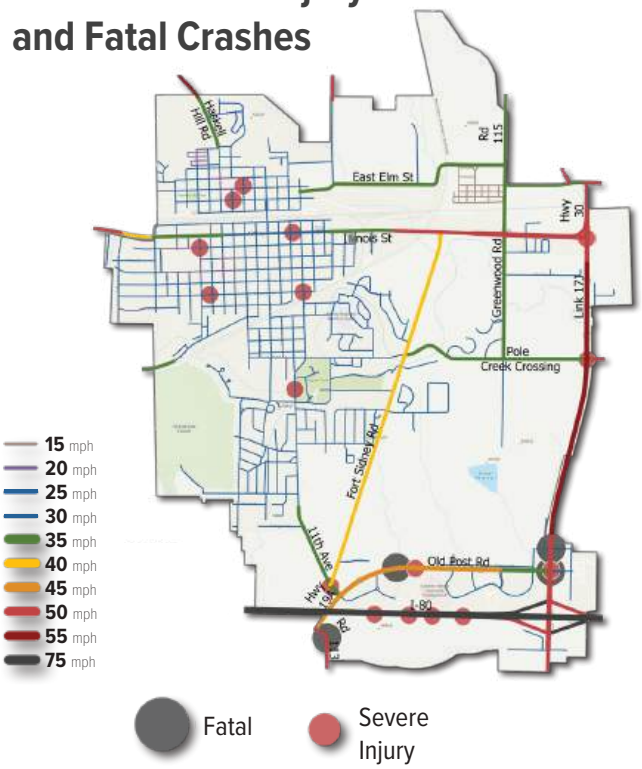
Weather for All Sidney Crashes (2014-2023)



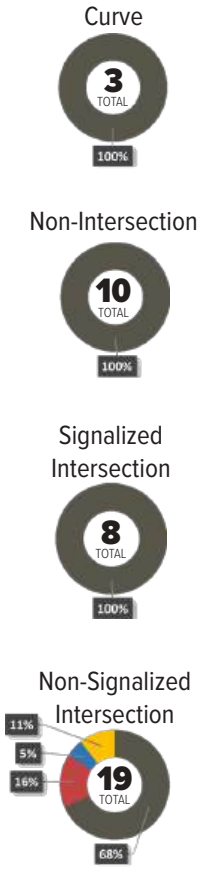
Lighting for All Sidney Crashes (2014-2023)



Roadway Speed Limit & Serious Injury and Fatal Crashes

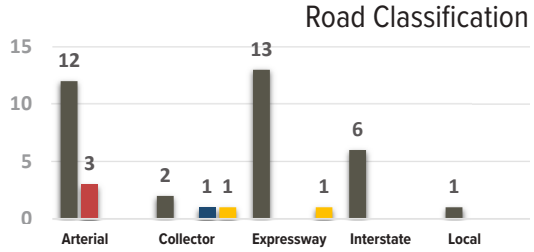


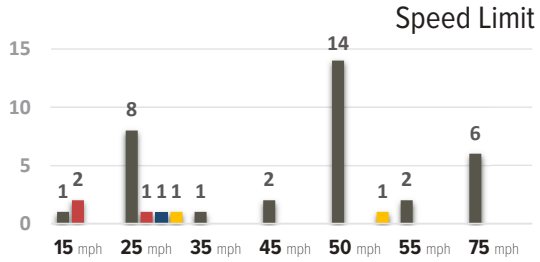
Crash Location

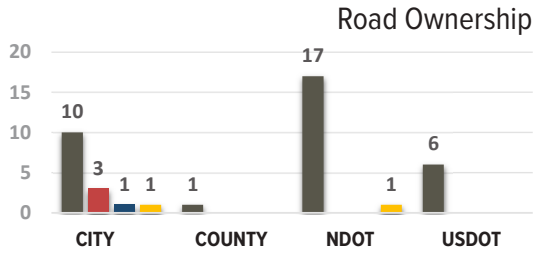


Infographics Key:

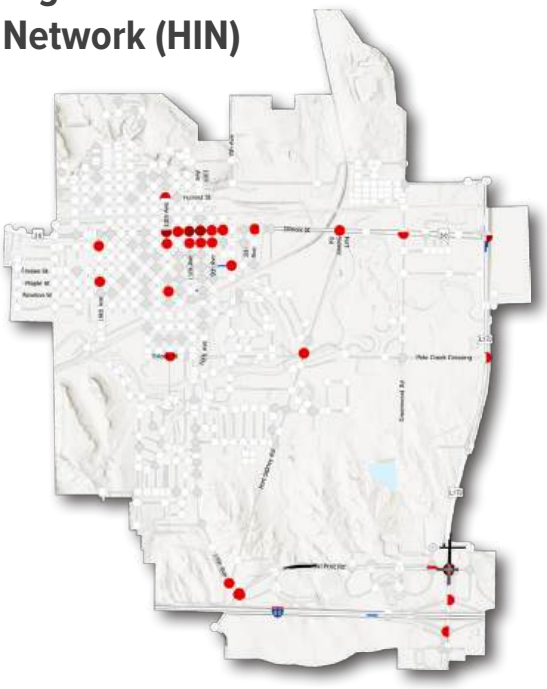








High Incidence Network (HIN)



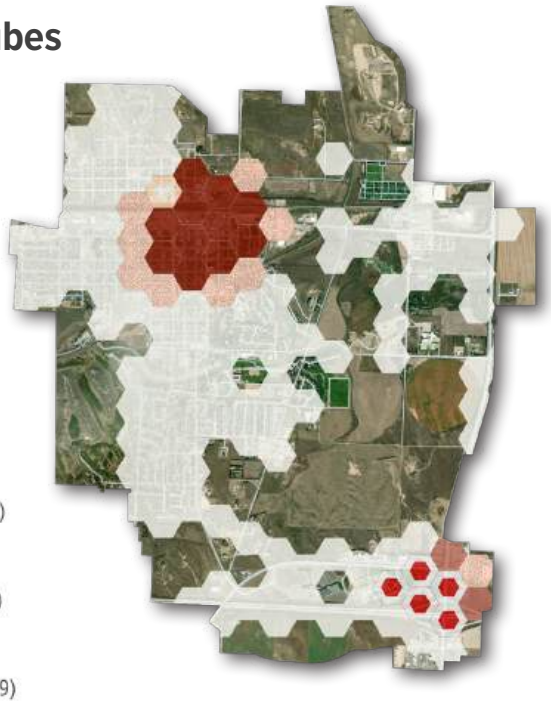
Black/Gray corridors — fatality hotspots
Blue corridors — severe injury hotspots
Red intersections — crash severity hotspots

Crash Trends Pattern Space-Time Cubes (2014-2023)

These maps show where crashes occurred most frequently across Sidney over the past decade.

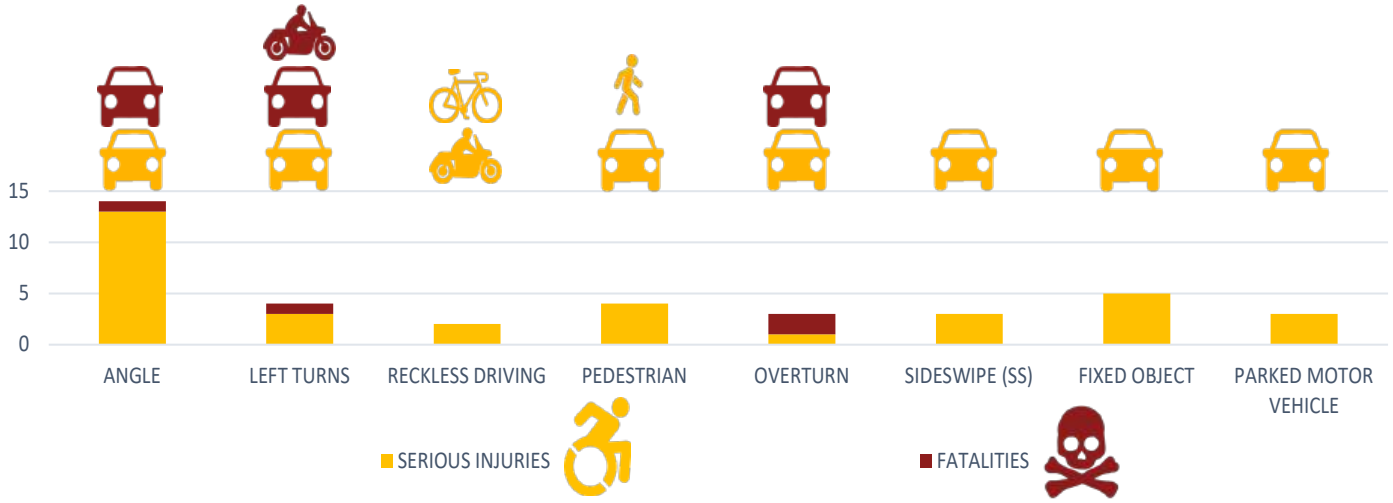
Understanding patterns helps us focus efforts where they're needed most to make travel safer for everyone.





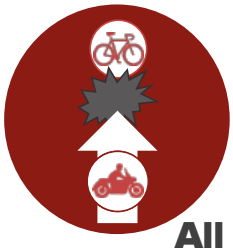
KSI Crash Types

Vehicle Crash Type - Modes Involved and Resulting Serious Injury or Fatality



Common KSI Collision Types Involving Pedestrians or Bicyclists and Motorists or Motorcyclists

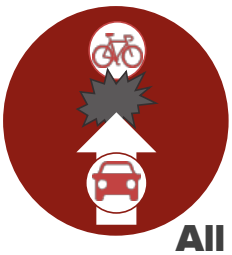
MOTORCYCLE TOTAL 1 (NON-PED/BIKE)



All

Motorcycle Reckless Driving

BICYCLE TOTAL 1



All

Vehicle Turning Left, Motorcycle Straight

PEDESTRIAN TOTAL 3



All

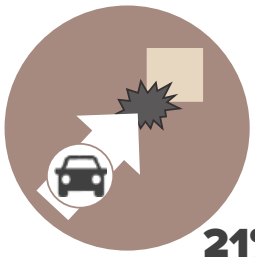
Pedestrian Actions Unknown

Common KSI Collision Types Involving Motorists or Motorcyclists



21%

Alcohol Involved



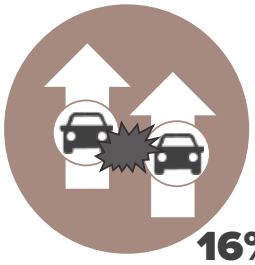
21%

Single Vehicle (Object)



16%

Rollover / Overturn



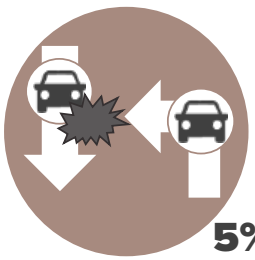
16%

Sideswipe Same Side



8%

Red Light Running



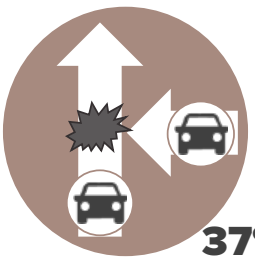
5%

Left Turns



5%

Single Vehicle (Parked MV)



37%

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



Above: Intersection of US Highway 30 (Illinois Street) and Link 17J.



Above: Intersection of Pole Creek Crossing and Ft Sidney Road.



Below: Intersection of Pole Creek Crossing and Link 17J.

Old Post Road & Link 17J
Improvements to enhance intersection safety

13th Avenue Underpass
Resolve steep ramp and drainage issues

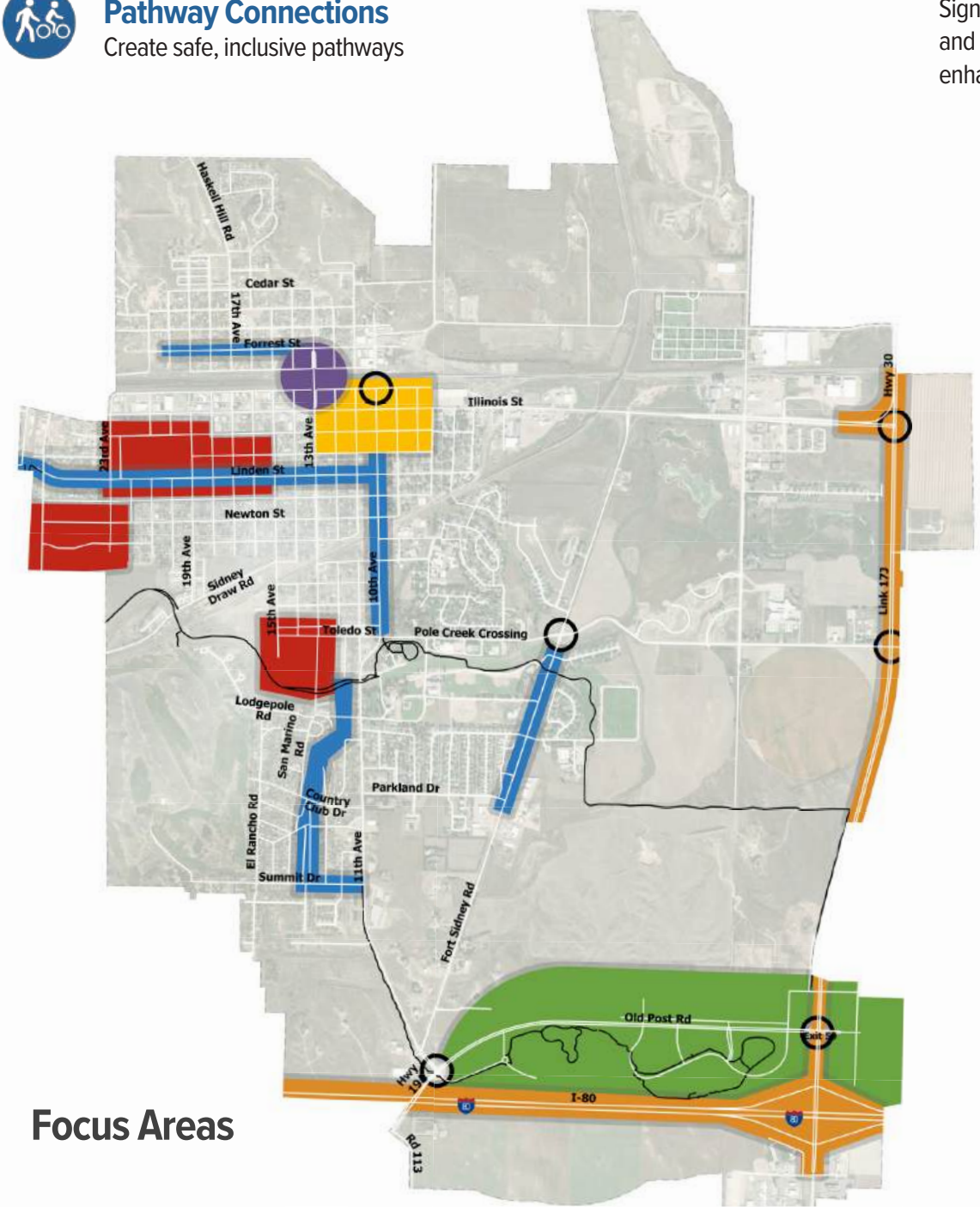
Pathway Connections
Create safe, inclusive pathways

Downtown
Improve pedestrian facilities and traffic flow

School Mobility
School zone access and circulation upgrades

Highways
Signal, speed, and safety enhancements

Other Targeted Intersections & Corridors
Signal, control, speed and safety enhancements



Focus Areas

Right: Intersection of Old Post Road and Link 17J.

Focus Areas

The Focus Areas section highlights four key project areas prioritized in the CSAP: 1) Controlled Intersections, 2) Non-motorists, 3) Separated and At-grade Rail Crossings, and 4) Pathway Connections. These categories were determined through a combination of data analysis and feedback from public and stakeholder engagement, ensuring a consensus-driven approach.

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, Encouragement). It outlines safety actions through diverse strategies, including policies, enforcement, educational initiatives, maintenance, and infrastructure projects and offers overarching guidance for identifying, developing, and implementing future projects.

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

As a result of the data analysis, the project team developed 4 recommended priorities—two of which require specific coordination with, and approval from, outside agencies (NDOT & UPRR), potentially leading to longer term for completion of work in these critical areas.

Project Priorities

Priority 1: Intersection and Pedestrian Enhancements at Old Post Road and Link 17J

The Intersection of Old Post Road and Link 17J is the number one priority based on crash data and public comment. Issues are in essence traffic





operations at the intersection and approaches and pedestrian and bicycle routing through the intersection.

Priority 2: 13th Street Railroad Underpass and Shared Use Pathway

The 13th Street Railroad Underpass and the shared use pathway are the number two priority, based on crash data and public comment. The underpass serves as a crucial link connecting the northern neighborhoods to the community's essential amenities. With its narrow two-lane design, the underpass poses challenges for accommodating bicycle traffic, particularly for young riders. The existing pedestrian pathway does not meet ADA standards. Stoppage of the narrow roadway by a crash, or closing of the underpass due to storm drainage, would result in significant delay in emergency services potential to the area to the north.

Left: 13th Avenue Railroad Underpass and Shared Use Pathway

Below, left: Old Post Road Corridor

Below, right: North 10th Street in Downtown Sidney





Priority 3: Pedestrian Enhancements in Old Post Road Corridor

Pedestrian enhancements along the Old Post Road Corridor to the west of the intersection with Link L17J are the number three priority. Completing the enhancements described in the Loop Planning Update is a vital initiative aimed at enhancing Sidney's safety, connectivity, and infrastructure focusing on improving roadway safety and active transportation.

Priority 4: Revitalizing Downtown Sidney's Transportation Network

The 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, bulb-outs for walkability, expanded connections to the Sidney-Deadwood Trail, and green streets integrating rain gardens for storm water management. These issues manifested as the fourth priority during analysis.



Review of each of these priorities in detail resulted in delineation and ranking of the following projects by the Task Force at their April 9, 2025 meeting:

1. **Old Post Road Intersection** Pedestrian Safety Improvements (e.g., crosswalks, signals, pedestrian zones)
2. **13th Avenue Pedestrian Underpass**
3. **Pathways-Complete the Loop/Old Post Road Pathways**: Bicycle Safety Enhancements (e.g., bike lanes, bike racks, education programs)
4. **Downtown**: Traffic Calming Measures (e.g., speed bumps, road diets, traffic signs)
5. **Quick Builds**: e.g. Signage enhancements, ADA ramps, crosswalk enhancements

To finalize the Plan and projects, the CSAP draft review survey asked for public input as an important factor in shaping the final project list. Public comment on the draft plan began with a ***Sidney Expo*** pop-up booth on April 12, 2025 and concludes on May 16, 2025, following a public open house during the May 14, 2025 Elks Wednesday Night Meal. During the public comment period, an online survey requested community members to submit their preference of project rating of each of the following. These projects, in addition to a general category of improvements at Sidney's Schools, are listed on the presented map in the color areas noted by each project.

Left: Quick builds include high visibility crosswalk enhancements, signage enhancements, ADA ramps

Projects

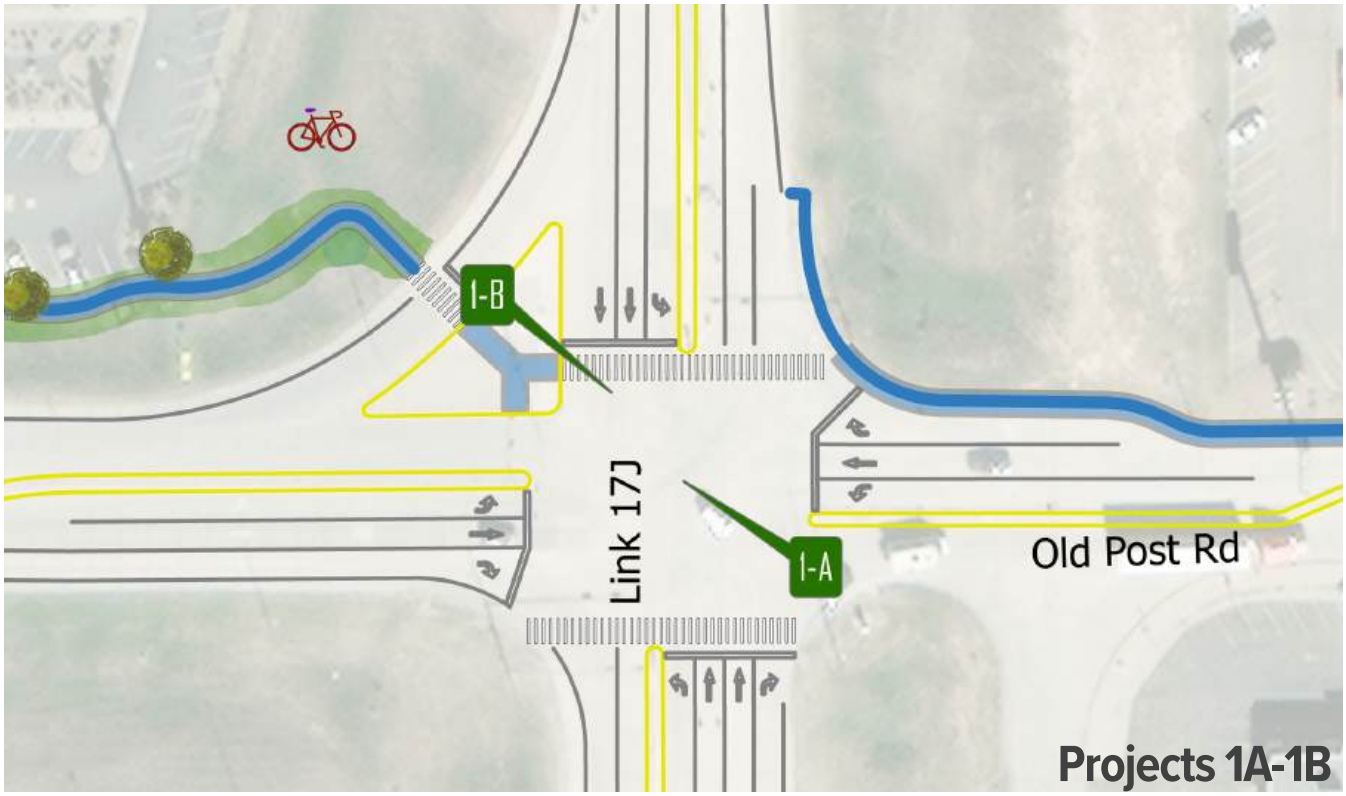
Review of each of the four priorities in detail resulted in delineation of the following projects.

Project 1A: Old Post Road and Link 17J - Intersection Enhancements

Based on both crash data and public comment, the Intersection of Old Post Road and Link 17J has functional issues that should be reviewed. Traffic operations at the intersection and approaches, combined with pedestrian and bicycle routing through the intersection, are problematic. The intersection should be studied for signal timing, crosswalk, and traffic movement enhancements, along with consideration of speed reduction on the intersection approaches (and perhaps beyond the approach for north and south traffic). Pedestrian and bicyclist movements should be included in the study. The intersection is clearly under the purview of NDOT and consequently any actions at the intersection should either be conducted by them, or at least with their concurrence.

Project 1B: Old Post Road and Link 17J - Pedestrian and Bicycle Enhancements and Improvements

Old Post Road from the intersection with Link 17J to the west is the primary topic of the Completing the Loop Planning Update. The work described in that planning effort is a vital initiative focusing on improving roadway safety and active transportation with HAWK pedestrian crossings, updated crosswalks, barrier-separated medians, bike lanes, and landscaped multi-modal trails. The plan prioritizes pedestrian safety, minimizes vehicle interactions, and connects key destinations like hotels, businesses, and neighborhoods.



Project 2A: 13th Avenue Underpass - Pedestrian Mobility Improvements and Shared Use Pathway

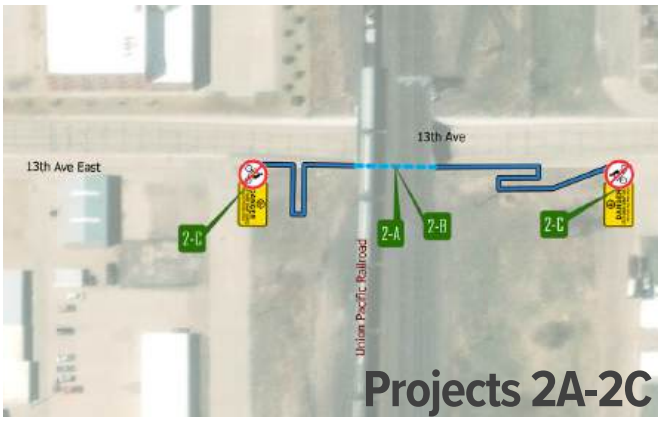
The project will replace the “No Bicycle” signage with “Walk Bike From Here” signs on both north and south ground level entrances to pedestrian underpass walkway to permit walking bicycles.

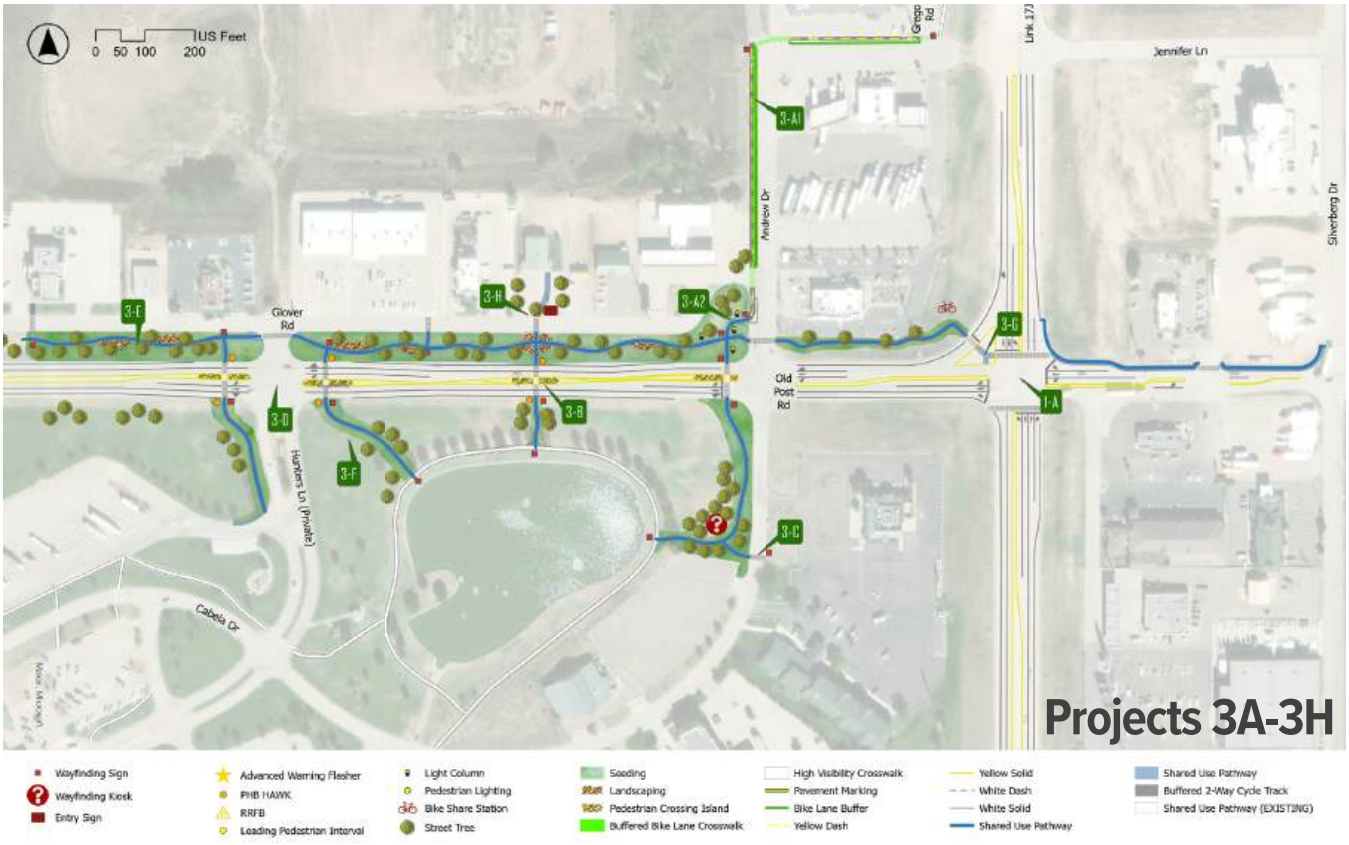
Projects 2B-C: 13th Avenue Underpass - Study and Replacement

These projects will study and replace the existing underpass approach pedestrian-only sidewalk with 10’ wide accessible shared use pathway approaches with ADA compliant grades to accommodate all users. Included will be updating pathway space through underpass in addition to replacing approach pathways. The Underpass is clearly under the purview of UPRR and consequently any actions at the intersection should either be conducted by them, or at least with their concurrence.

Project 3A1-3Q: Old Post Road & Other Trail Improvements

This series of projects focus on improving roadway safety and active transportation with pedestrian crossings, updated crosswalks, barrier-separated medians, bike lanes, and landscaped multi-modal trails. The plan prioritizes pedestrian safety, minimizes vehicle interactions, and connects key destinations like the Old Post Road area to the Downtown.





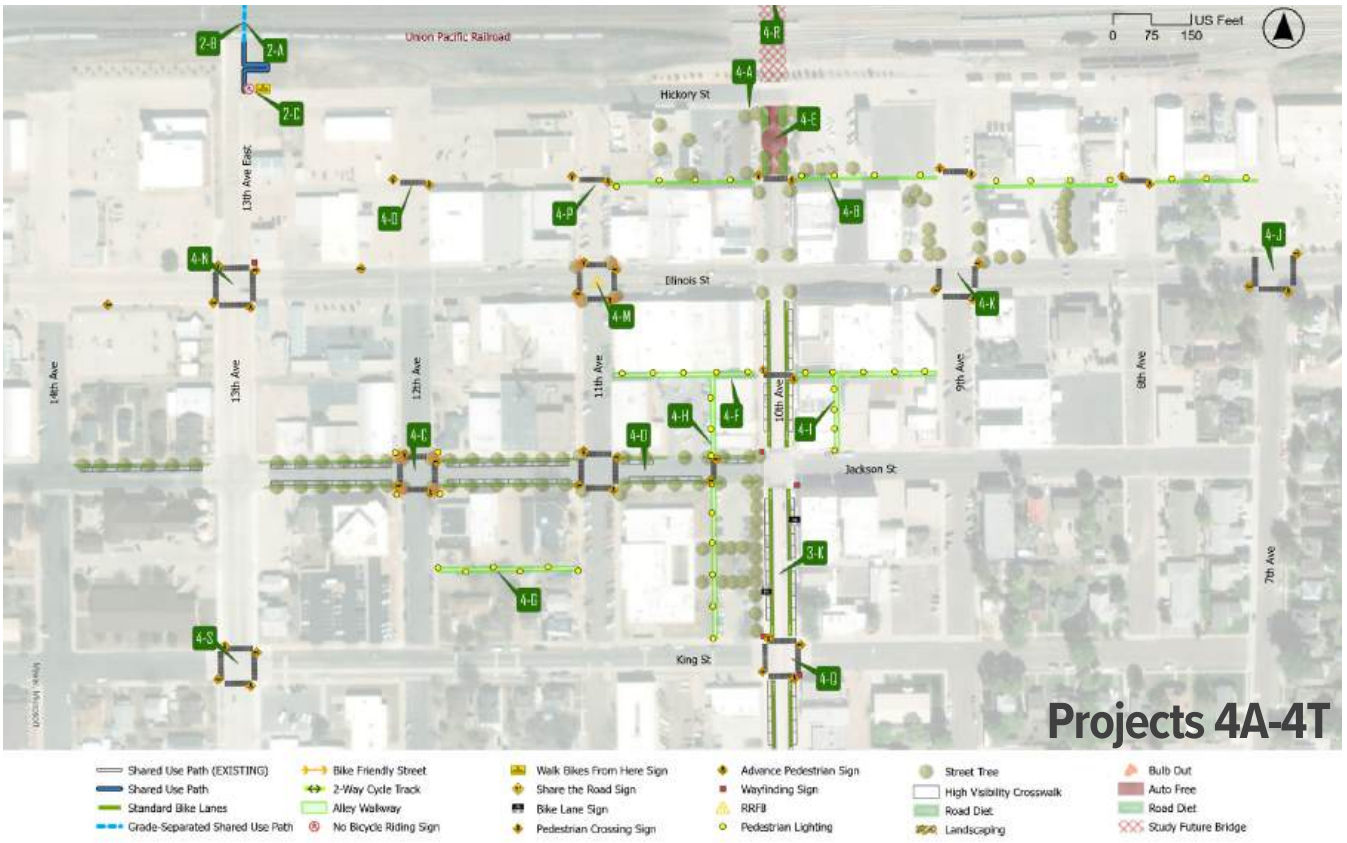

King St
Linden St
Maple St
18th Ave
17th Ave
16th Ave
15th Ave
14th Ave
13th Ave
12th Ave
11th Ave
10th Ave
US Feet
0 90 180
Wayfinding Sign
Share the Road Sign
Bike Lane Sign
Pedestrian Crossing Sign
Advance Pedestrian Sign
Pedestrian Lighting
High Visibility Crosswalk
Shared Use Path (EXISTING)
Standard Bike Lane
Bike Friendly Street
Alley Walkway
Road Diet
Street Tree
King St
Linden St
23rd Ave
22nd Ave
24th Ave
21st Ave
20th Ave
19th Ave
Project 3J


Toledo St
Spruce St
Rose St
Quince St
Pine St
BNSF Railroad
Newton St
10th Ave
Osage St
Project 3K
US Feet
0 50 100 200
Wayfinding Sign
Bike Lane Sign
Pedestrian Crossing Sign
Advance Pedestrian Sign
PHB HAWK
RRFB
Pedestrian Lighting
Shared Use Path (EXISTING)
Shared Use Path
Standard Bike Lane
Buffered Bike Lane Crosswalk
High Visibility Crosswalk
Alley Walkway
Bulb Out
Auto Free
Road Diet
Study Future Bridge
Street Tree
11th Ave
Newton St
King St
Illinois St
Hickory St
10th Ave
Maple St
Linden St
Jackson St
9th Ave
BNSF Railroad
Project 3L



Projects 4A-4T: Downtown Plan Improvements

These projects encompass the described improvements in the Sidney Downtown Master Plan, 2020, and emphasize creating a safer, more accessible, and vibrant downtown Sidney by enhancing pedestrian, cyclist, and driver experiences. Key improvements include upgraded pedestrian crossings, bulb-outs for walkability, expanded connections to the Sidney-Deadwood Trail, and green streets integrating rain gardens for storm water management.



Quick-Builds

Accompanying the Priority Projects, the Plan recommends completion of Quick-Build projects intended to be started and completed in year one. Quick-Build project recommendations are low budget, quick solutions. The Plan proposes projects that offer cost-effective and timely solutions to enhance safety and accessibility, making impactful changes, including signage and barricade upgrades, ADA-compliant ramps, warning signs, and bicycle enhancements. Additional improvements feature new block-by-block striping and buffer striping, crosswalk upgrades such as fresh paint, new signage, advance warning signs, and the installation of HAWK beacons where appropriate. Together, these quick fixes address immediate safety needs while supporting long-term community goals.

Comprehensive Safety Action Plan

The Sidney comprehensive 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.

Short Term, 1-2 years:

Implementation starts with the following goals:

1. **Start the Safe Streets Program.** This program will focus on making Sidney's streets safer for everyone and organizing efforts to improve transportation safety.
2. **Continue the multi-agency Safe Streets Task Force.** The Safe Streets Task Force meets regularly to review traffic crash data, equity, transportation performance funding, and action plan progress.
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.
4. **Adopt a "Complete Streets" Plan.** This plan will assure Sidney designs streets that work for everyone—whether you're walking, biking, driving, or riding transit.
5. **Find Long-Term Funding for Safety Projects.** Secure steady funding to make sure Sidney can keep building safer streets for years to come.
6. **Quickly Build 1 or More Safety Projects.** These could be things like new crosswalks, flashing beacons, or updated signage in high-risk areas (Quick-Builds).
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.
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.
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.
10. **Target Dangerous Driving.** Focus on reducing speeding, red-light running, and distracted driving in areas with the most crashes.
11. **Collect and Share Safety Data.** Work with police and city departments to improve how crash and safety data is collected and shared.
12. **Report on Fatalities and Injuries.** Keep residents informed about safety progress by publishing quarterly reports online.

Mid-Term, 3-5 years:

Implementation continues in goals for years 3 to 5 are:

13. **Continue Task Force Meetings.** Keep regular meetings going with community members and experts to check in on progress.

14. **Apply for Grants to Fund Special Projects.** Seek additional funding for big projects—bike paths or pedestrian bridges.

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.

16. **Finish More Quick Safety Projects.** Build more small projects to address safety issues as quickly as possible.

17. **Redesign 3 Streets to Encourage Safer Speeds.** Change streets to naturally encourage drivers to slow down, like narrowing lanes or adding medians.

18. **Improve Lighting for Safety.** Add lighting to streets, sidewalks, and trails to make it safer to walk and bike at night.

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.

20. **Launch a Citywide Safety Campaign.** Help people understand how they can be safer on the roads, whether they're driving, walking, or biking.

21. **Create a Digital Map for Safety Concerns.** Let residents report and track transportation safety concerns using an online map.

Long Term, beyond 5 years:

Implementation continues in goals after year 5 are:

22. **Form a Collision Review Team.** Create a team to analyze crashes and recommend improvements to prevent future incidents.

23. **Update the Safety Action Plan.** Refresh the SS4A plan based on new data and lessons learned over the years.

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.

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.

26. **Add Green Infrastructure to Projects.** Incorporate features like rain gardens or drought-resistant plants to make streets more sustainable and aesthetically pleasing.

27. **Study Pedestrian Bridge Over UPRR** (from Hickory Street to Forrest Street). Evaluate the feasibility of constructing a safe, accessible pedestrian and cyclist bridge over the railroad that connects key points while minimizing environmental impact and cost.

28. **Build Pedestrian Bridge Over UPRR** (from Hickory Street to Forrest Street). Construct a durable, safe, and accessible pedestrian bridge that meets community needs while adhering to budget and regulatory guidelines.

29. **Create a Dedicated Safety Webpage.** Offer residents a one-stop online resource for road safety updates, tips, and reports.

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.

Best Practices for implementing each step, including multiple recommendations, are provided in the body of the Plan.

Taken together, once the implementation begins,
Sidney will be on a positive approach to safer streets!

Together for a Safer Sidney



SIDNEY SAFE STREETS PLANNING

SSAP

SIDNEY SAFETY ACTION PLAN

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