Projects



This **Projects Appendix** provides maps, photos, and detailed insights into the project concepts outlined in the Sidney Safety Action Plan. For a comprehensive overview, refer to the action plan document and accompanying appendices, which include concept sheets summarizing project descriptions, design elements, key considerations, priority rankings, stakeholder input, plan concurrence, and cost estimates.

Project Area Overview

Focus Areas

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

13th Avenue Underpass
Resolve steep ramp and drainage issues

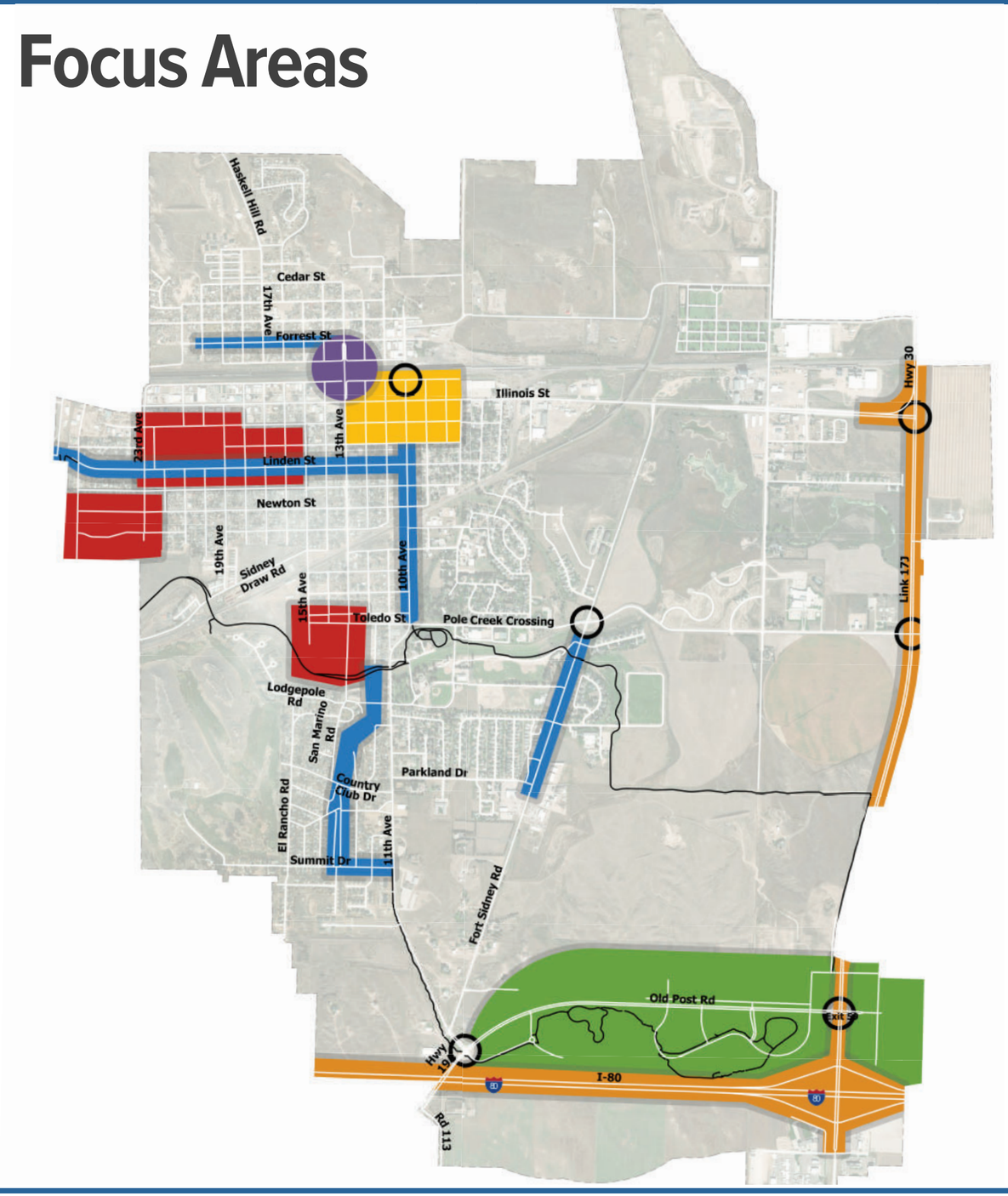
Pathway Connections
Create safe, inclusive pathways

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



Intersection Enhancements on L17J





Project Concepts

1-A
Old Post Road and Link 17J Intersection
- Intersection and Mobility Enhancements **NDOT** Study | Review

Project Description
This project is dependent upon NDOT to plan and make any necessary improvements and enhancements to the existing intersection. Proposed changes improve vehicle mobility with signal enhancements as well as improve trail access making the Link 17J crossing safer.

Priority Level — 1

Conceptual Design
To improve vehicular mobility—review possible dedicated left turn enhancements, southbound and northbound approach signals, and speed review on L17J.

Considerations
- Improvements will need to be coordinated with NDOT



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Old Post Road Corridor Improvements Plan

Cost Estimate
$ NDOT
Based on 2025 costs

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

Project Description
This project will require coordination with NDOT to improve existing pedestrian island and add high visibility crosswalks and signal enhancements to the existing intersection. This project will connect existing pathways along and across Old Post Road on both sides of L17J.

Priority Level — 1

Conceptual Design
There are no current crosswalks for pedestrians and bicyclists in this intersection. Shared use pathway will be constructed to connect east and west crossing L17J on the north side of Old Post Road. Project will install high visibility (HV) crosswalks, especially across L17J on north side of Old Post Road, with accessible pedestrian island and east-west trail connectivity.

Considerations
- Improvements will need to be coordinated with NDOT



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan
- Old Post Road Corridor Improvements Plan

Cost Estimate
$ Result of 1-A
Based on 2025 costs

13th Avenue Underpass Mobility Improvements and Replacement





Project Concepts

2-A
13th Avenue UPRR Underpass - Bicycle Signage Enhancements

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

Priority Level — Q



Conceptual Design
Sign enhancements permitting bicycles to be only walked only on pedestrian sidewalk from ground level, through the underpass and back up to ground level on the other end.

Considerations
- This temporary enhancement does not address the need for an accessible pedestrian crossing.
- There is no accessible pedestrian crossing from the north side (residential) of these railroad tracks to the rest of the community.
- Existing signs are in place to safeguard citizens.

Stakeholders Involved
- Union Pacific Railroad
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study

Cost Estimate
$2,025
Based on 2025 costs

2-B 13th Avenue Underpass Pathway
- Study Shared Use Pathway for Replacement

2-C 13th Avenue Underpass and Pathway
- Study Complete Underpass AND Pathway for Replacement

Project Description
The **2-B** project would **study** and **replace** the existing underpass approach pedestrian only sidewalk and replace it with 10’ wide accessible shared use pathway approaches with ADA compliant grades to accommodate all users. Update pathway space through underpass in addition to replacing approach pathways. The **2-C** project would update the complete underpass including new shared use pathway.

Priority Level — 2 2

Conceptual Design
The existing concrete trail is separated from vehicular traffic by a concrete wall on its west side, and has a concrete bearing wall on the east side. The trail and east side bearing walls would be removed and more area excavated to provide for the trail to serpentine with less gradient than the current straight sidewalk.

Considerations
- Area needed for replacement pathway is in Railroad right-of-way and will require coordination with BNSF Railroad.
- Drainage, lighting, landscaping, accessible pathway

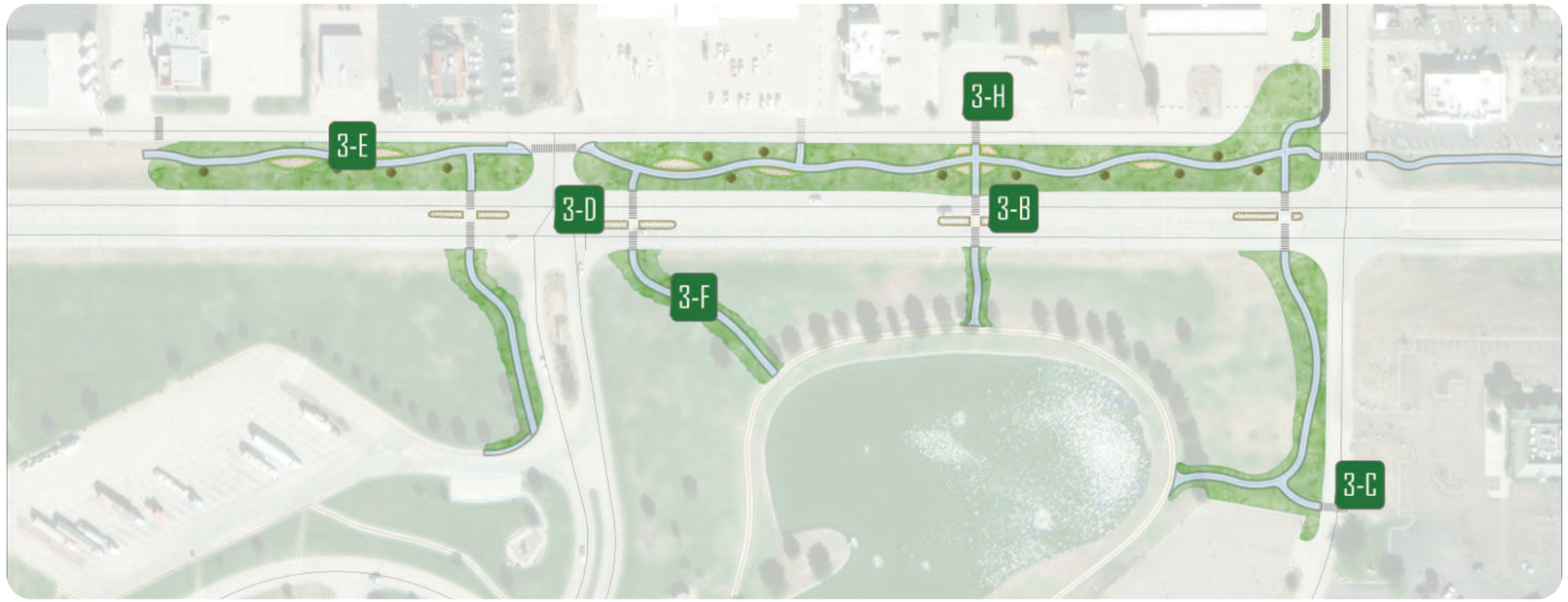


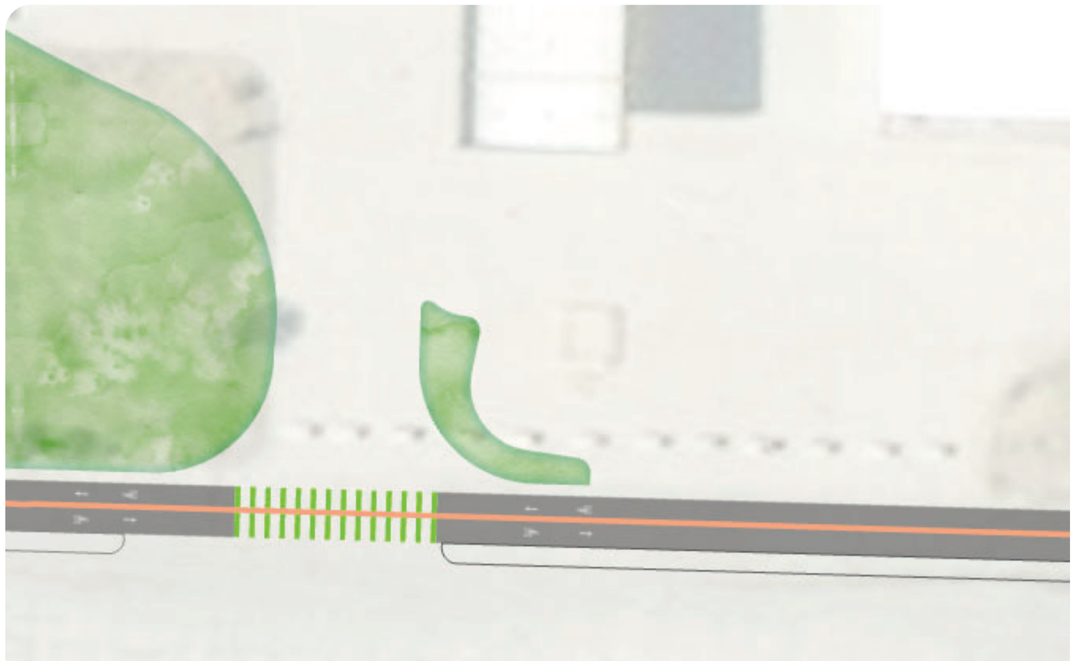
Stakeholders Involved
- Union Pacific Railroad
- City of Sidney

Plan Concurrence
- Comprehensive Plan
- Downtown Plan

Cost Estimate
2-B: $40,500 **2-C**: $67,500
Based on 2025 costs

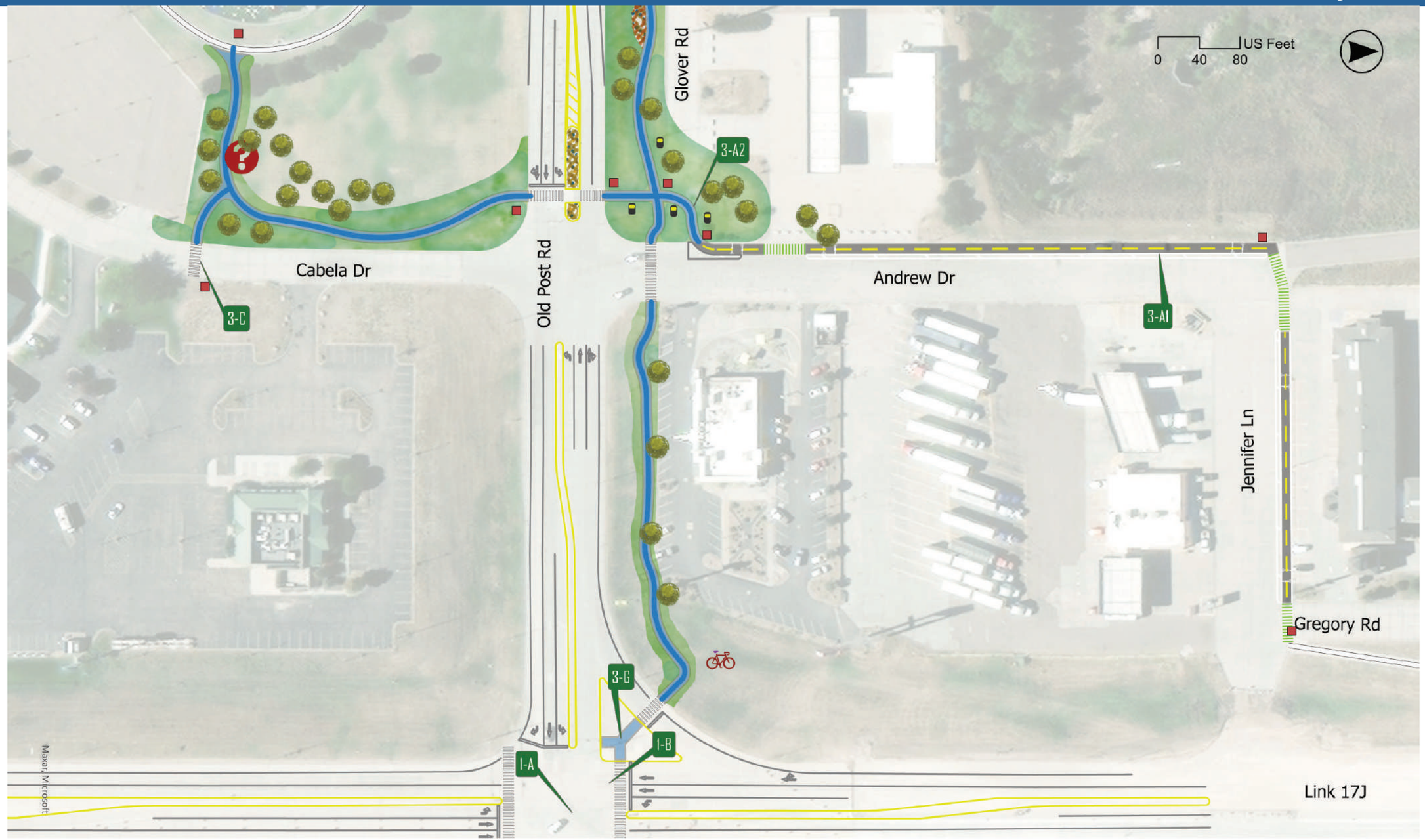
Overview of Pedestrian Improvement Subsections
(see Projects Appendix for Details)



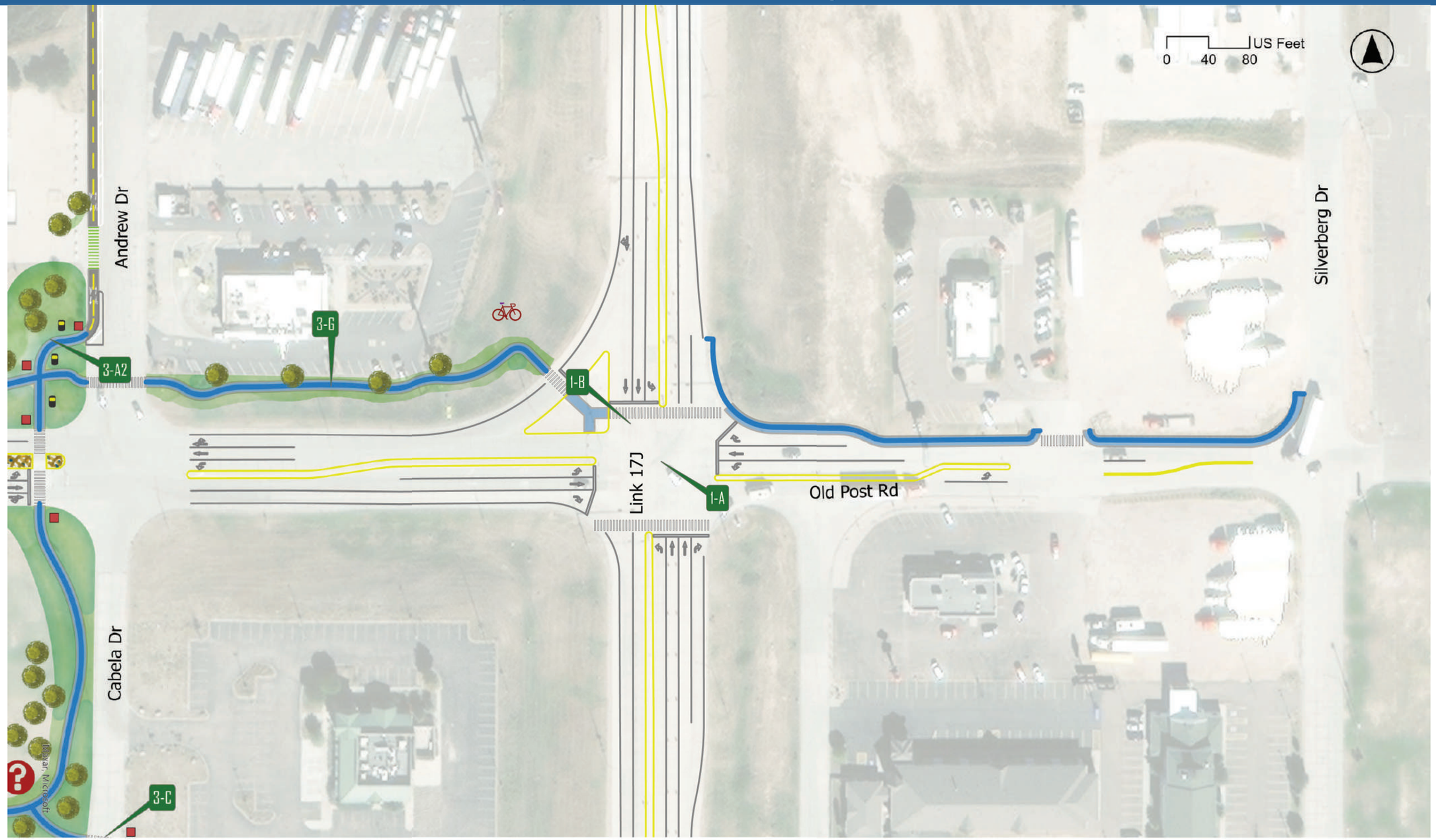




Pedestrian Improvements by L17J and the Pathway Loop



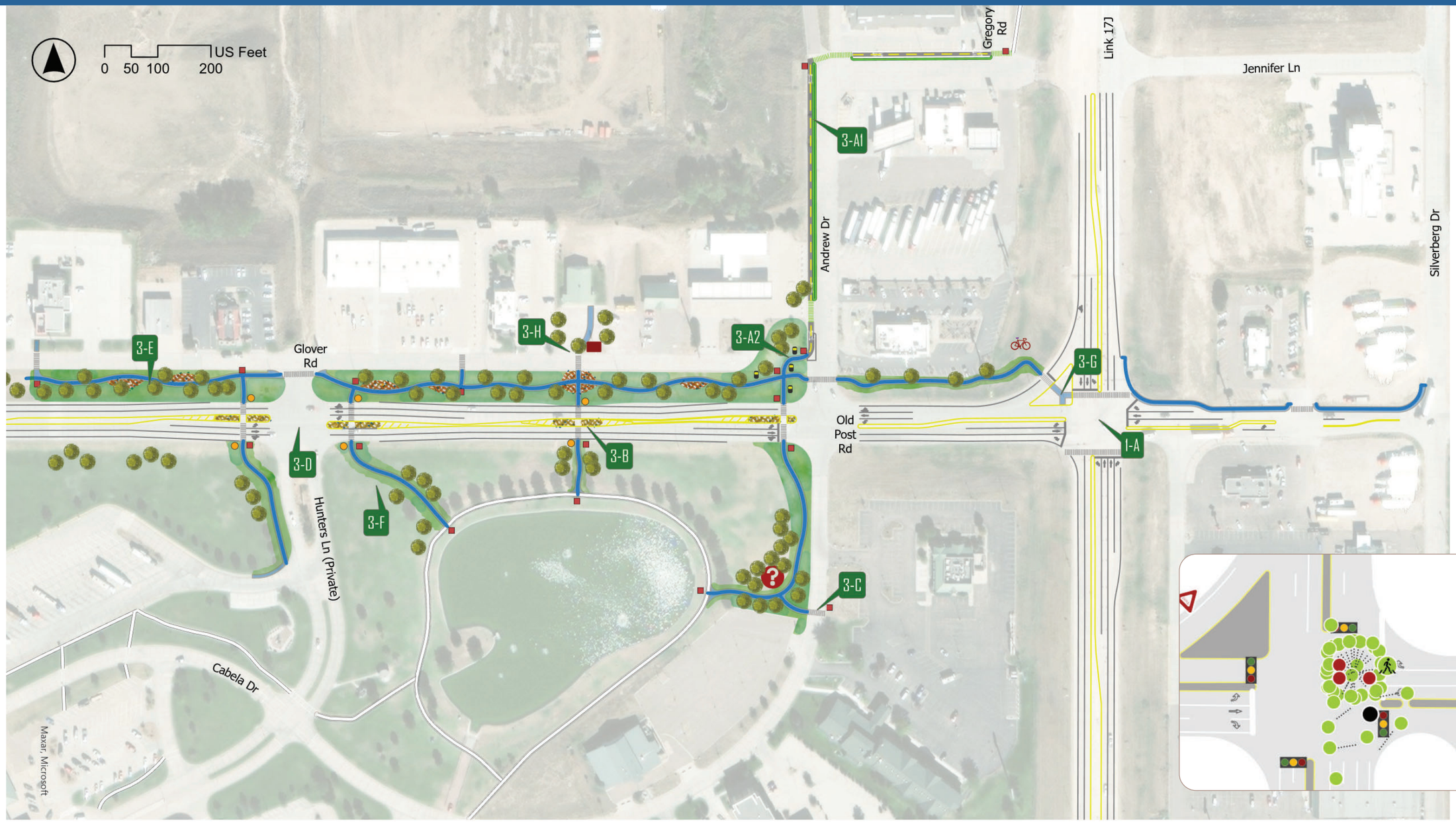
Old Post Road Corridor Pedestrian and Bicycling Enhancements and Improvements - Project 3G



Old Post Road Corridor Pedestrian and Bicycling Enhancements and Improvements - Project 3A2, 3B, 3C, 3D, 3E, 3F, 3H



Overview of Old Post Road Enhancements & Improvements (3-A to 3-H)





Project Concepts

3-A1
Old Post Road - Andrew Drive and Jennifer Lane
- Safety and Multi-mobility Enhancements

Project Description
Project will add on-street bike path, shared use pathway with landscaping, HV pedestrian crossings, and painted protected cycle track from end of existing shared use trail at Jennifer Lane, along the north side of Jennifer Lane, then south on the west side of Andrew Drive to trail connection at Old Post Road.

Priority Level — 2

Conceptual Design
On street 2-way cycletrack painted lines bike path, HV green and white crosswalks, concrete curb improvements, wayfinding and signage. .

Considerations
- Storm water, electrical, and water utilities; irrigation
- Existing pipe fencing along Jennifer Lane
- Right-of-way at south end of Andrew Drive



Stakeholders Involved
- City of Sidney
- Cabela's

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$154,305
Based on 2025 costs

3-A2
Old Post Road - Andrew Drive Corner Connection
- Safety and Mobility Improvements and Enhancements

Project Description
This project will connect the Sidney Deadwood Trail that follows the on-street bike path in Project 3A1, to the shared use path along the north side of Old Post Road in Project **3E**.

Priority Level — 1

Conceptual Design
Off street 10-foot wide paved trail to connect shared use pathways with on-street bike path (see 3A1) on north side of Old Post Rd—grading, pedestrian lighting, and wayfinding, landscape, trees, sod enhancements

Considerations
- Old Post Road has no curbs in this vicinity.
- Old Post Road is currently concrete, with 4 driving lanes with a turning lane.



Stakeholders Involved
- City of Sidney
- Cabela's

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$605,880
Based on 2025 costs



Project Concepts

3-B
Old Post Road and Glover Road - Mid-block Crossings
- Safety and Mobility Enhancements and Improvements

Project Description
This project will connect Sidney's Visitors Center on the north side of Glover Road to the existing shared use pathway on the south side of Old Post Road using HV crossing at Glover Road and a pedestrian median improvement and high visibility crossing enhancements across Old Post Road.

Priority Level — 2



Conceptual Design
Mid-block crossing of Old Post Rd includes concrete curbs and pedestrian median improvements; and crosswalks, sidewalk, paint, and *HAWK* pedestrian signal enhancements. Visitor Center parking lot will require concrete sidewalk, curb and paving improvements; and landscape, trees, and bicycle share station enhancements.

Considerations
- Old Post Road has no curbs in this vicinity.
- Old Post Road is currently concrete, with 4 driving lanes with a turning lane.

Stakeholders Involved
- City of Sidney
- Cabela's

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$260,280
Based on 2025 costs

3-C
Old Post Road Cabela Drive Hotels Connection
- Multi-mobility Enhancements and Improvements

Project Description
Project will connect existing sidewalk near hotels to existing shared use pathways and includes pedestrian median and HV crosswalk at Old Post Road and Andrew Drive intersection to complete loop to existing trail on north side of Old Post Road.

Priority Level — 1



Conceptual Design
The existing sidewalk near the hotels along the south side of Cabela Drive will be connected to the shared use path around the pond using added concrete sidewalk and curb improvements and an added crosswalk enhancement and 10' concrete trail. The added 10' trail will extend to the north side of the Andrew Drive and Old Post Road intersection using a pedestrian median, *HAWK* signals and HV crosswalk.

Considerations
- Project includes wayfinding kiosk, seeding, crosswalks, curb ramps, sidewalks, concrete median, concrete curbs.

Stakeholders Involved
- Cabela's
- City of Sidney

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$172,665
Based on 2025 costs



Project Concepts

3-D
Old Post Road Cabela Entry - Multi-mobility Enhancements
Pedestrian Crossing Enhancements | Sidewalk Improvements

Project Description
This project will make pedestrian crossing enhancements for crossings at the Old Post Road and Cabela's entry intersection. Sidewalk improvements will connect existing sidewalks and shared use pathways to complete the pathway loop on north and south sides of Old Post Road.

Priority Level — 2

Conceptual Design
Pedestrian crossing of Old Post Rd includes concrete sidewalk, curbs and pedestrian median improvements; and crosswalks, roadway paint, and *HAWK* pedestrian signal enhancements.

Considerations
- Existing Old Post Road has some existing curbs in this vicinity.



Stakeholders Involved
- Cabela's
- City of Sidney

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$ 309,960
Based on 2025 costs

3-E
Old Post Road and Glover Road Remainder of Shared Use Path - Multi-mobility Enhancements

Project Description
Project will connect existing sidewalk near hotels to existing shared use pathways and includes pedestrian median and HV crosswalk at Old Post Road and Andrew Drive intersection to complete loop to existing trail on north side of Old Post Road.

Priority Level — 2

Conceptual Design
The existing sidewalk near the hotels along the south side of Cabela Drive will be connected to the shared use path around the pond using added concrete sidewalk and curb improvements and an added crosswalk enhancement and 10' concrete trail. The added 10' trail will extend to the north side of the Andrew Drive and Old Post Road intersection using a pedestrian median, *HAWK* signals and HV crosswalk.

Considerations
- Project includes wayfinding kiosk, seeding, crosswalks, curb ramps, sidewalks, concrete median, concrete curbs.



Stakeholders Involved
- Cabela's
- City of Sidney

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$ 1,125,900
Based on 2025 costs



Project Concepts

3-F
Old Post Road | Anglers Lane and Cabelas Drive Sidewalk Connections - Multi-mobility Enhancements

Project Description
This project will make pedestrian sidewalk and shared use pathway improvements to connect gaps in the existing shared use trail.

Priority Level — 2

Conceptual Design
The 10’ wide concrete trail improvements will require grading, sodding, trees, and wayfinding signage enhancements.

Considerations
- The 10’ wide shared use trail will connect to the Cabela’s full service campground to provide trail connectivity to this location.



Stakeholders Involved
- Cabela’s
- City of Sidney

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$575,100
Based on 2025 costs

3-G
Old Post Road Sidewalk Connection to Wal-Mart - Multi-mobility Improvements and Enhancements

Project Description
Project will connect shared use trail to Wal-Mart across L17J—adds sidewalk shared use pathway improvements along the north side of Old Post Road, from Andrew Drive to Wal-Mart parking lot, including adding pedestrian crosswalk and signal enhancements for crossing at Link 17J on the north side of the Old Post Road and Link 17J intersection.

Priority Level — 1

Conceptual Design
The project adds a 10-ft wide shared use trail and grading, irrigation, trees, and sodding on the north side of Old Post Road from Andrew Drive to Wal-Mart parking lot. Project also adds crosswalk and pedestrian signal enhancements at L17J on north side of intersection with Old Post Road.

Considerations
- Will not allow for free right turn of L17J southbound during pedestrian/multi-use control phase.



Stakeholders Involved
- NDOT
- Cabela’s
- City of Sidney

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$224,235
Based on 2025 costs



Project Concepts

3-H
Old Post Road Visitor Center Trail | Parking Lot Update
- Multi-mobility Improvements and Enhancements

Project Description
This project will add Bicycle Enhancements and Improvements at the existing Visitor Center parking lot.

Priority Level — 2

Photo Source: sdotblog.seattle.gov bicycle share



Conceptual Design
The project adds concrete sidewalk improvements, concrete curb improvements, concrete improvements in parking lot, landscaping, trees, and bike share station enhancements.

Considerations
- Accessibility—Ensure stations are easy to locate and use, with clear signage and intuitive docking systems.
- Safety—Provide adequate lighting, security cameras, and protective barriers for riders and parked bikes.
- Integration—Connect stations with existing bike lanes, transit hubs, and pedestrian pathways for seamless mobility.
- Sustainability—Incorporate solar-powered charging stations and eco-friendly materials.
- Capacity—Design for peak usage with sufficient docking spaces and overflow solutions.
- Bike Parking—Include secure racks and designated areas for personal and shared bikes.
- Traffic Flow—Optimize vehicle and bike movement to minimize conflicts and improve efficiency.
- Pedestrian Safety—Implement clear crosswalks, signage, and barriers to protect walkers.
- Drainage & Maintenance—Use durable, weather-resistant materials and ensure proper water runoff management.
- Smart Technology—Integrate digital kiosks, app-based rentals, and real-time availability tracking.

Stakeholders Involved
- Cabela's
- City of Sidney

Plan Concurrence
- Old Post Road Corridor Improvements Plan

Cost Estimate
$519,750
Based on 2025 costs

3-I
Forrest Street from 13th Avenue to 21st Avenue
- Bicycle Enhancements: M545(172)

Project Description
This project will create a shared roadway by placing Share the Road signs in both directions.

Priority Level — Q

Conceptual Design
Project adds Share the Road signage.

Considerations
- Forrest Street concrete, pavement, curb and gutter and sidewalk improvements from 17th Avenue to 21st Avenue were recently completed.
- Parallel parking is currently permitted on both sides of the street.
- Street width is between 44' to 45' in this project area.

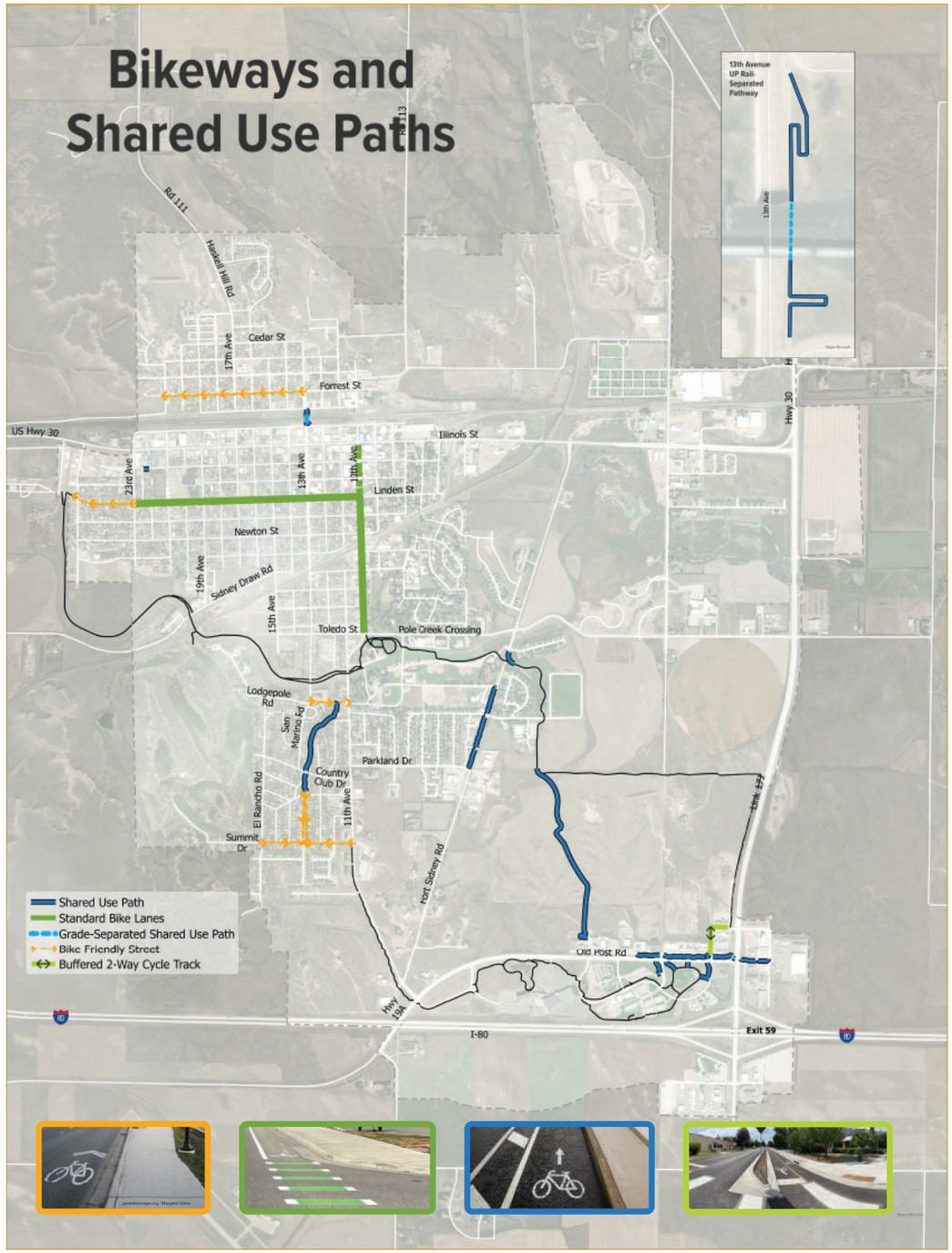


Stakeholders Involved
- City of Sidney

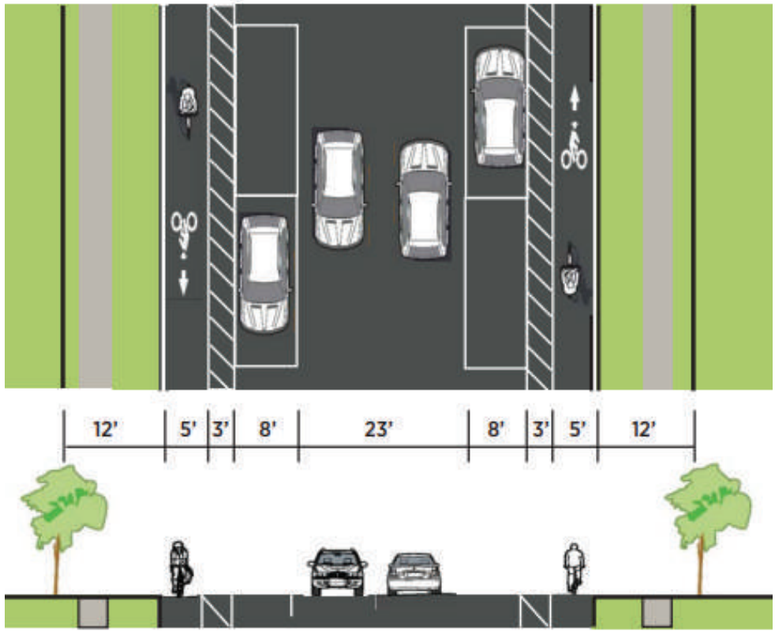
Plan Concurrence
- Sidney SS4A Safety Action Plan

Cost Estimate
$2,025
Based on 2025 costs

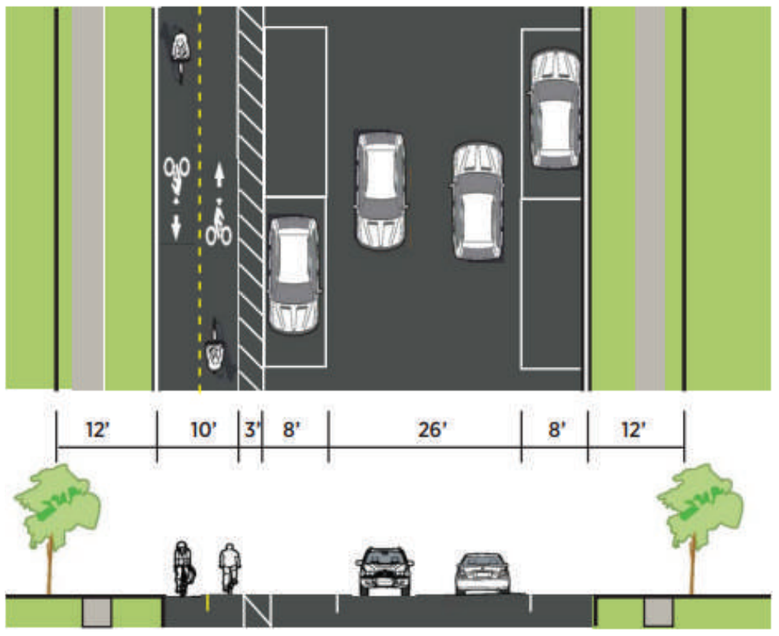
Bicycle Lanes/Road Diets



Protected Bike Lanes Option



Cycle Track Option



Source: RDG, 2020 Sidney Downtown Master Plan

Overview Forrest Street Bicycle Enhancements (3-I)



Overview of Linden Street Bicycle Enhancements (3-J)





- 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



Overview of 10th Avenue Bicycle Enhancements (3-K)





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



Project Concepts

3-J
Linden Street from 10th Ave to Sidney Deadwood Trailhead beyond 24th Ave - Roadway Diet and Bicycle Enhancements

Project Description
This project will create a roadway diet by painting roadway lines and adding single protected bicycle lanes on both sides of the street for added lanes in both directions. Bike lanes for 0.85 mile, both sides.

Priority Level — 2

Conceptual Design
Add standard protected bicycle lanes to both sides of Linden St, next to the curb, from 10th Avenue to 23rd Avenue, and Bicycle Lane signs. Add shared roadway using Share the Road sign enhancements from 23rd Avenue to existing trailhead near 25th Avenue.

Considerations
- Sidney Volunteer Fire Department is located on Linden between 12th and 13th Avenues
- Diagonal and ADA parking south side between 13th and 14th Avenues
- Diagonal parking along Junior High School and football field between 19th and 22nd Avenues







- Bicycle Lane and Share the Road signage enhancements and wayfinding

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney SS4A Safety Action Plan
- Share the Road signs: $50-$150 each
- Bike Lane signs: $50-$200 each

Cost Estimate
$72,630
Based on 2025 costs

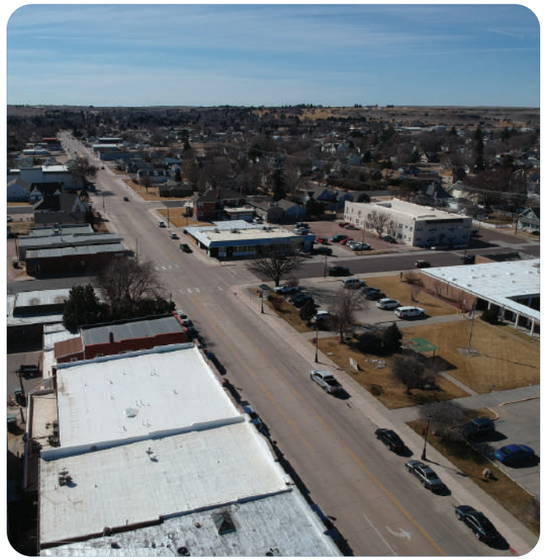
3-K
10th Avenue from Linden Street to US 30 Illinois Street - Roadway Diet and Bicycle Enhancements

Project Description
This project will create a roadway diet by painting roadway lines and adding single bicycle lanes on both sides of the street for bike lanes in both directions.

Priority Level — 2

Conceptual Design
For three city blocks (0.21 mi), standard bike lanes with no buffer will be added between parking and driving lanes. Center turning lane will be removed.

Considerations
- Roadway currently has a turning center lane between north and southbound lanes and parking on east and west sides of the street.
- Green and white painted crosswalks across intersection with King Street.
- Bike lanes for 0.21 mi, both sides $2,100-$6,300
- Green and white crosswalks per intersection: $2,000-$5,000
- Bike Lane signs: $50-$300 per sign



Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$20,385
Based on 2025 costs

Overview of Verde Lane Bicycle Enhancements and Improvements (3-M-N-O-P)





Project Concepts

3-L
10th Avenue from Toledo Street to Linden Street
- Roadway Diet and Bicycle Enhancements

Project Description
This project will create a roadway diet by painting roadway lines and adding single bicycle lanes on both sides of the street for bike lanes in both directions.

Priority Level — 1

Conceptual Design
For 8 city blocks, standard bike lanes with no buffer will be added between parking and driving lanes. Center turning lane will be removed.

Considerations
- Roadway currently has a turning center lane between north and southbound lanes and parking on east and west sides of the street.
- Converting divided 2-lane road with center turn lane to complete street with standard bike lanes on both sides $5K to $15K per block
- Bike lanes (2) through intersection (white and green crosswalk paint) $2K to $5K per intersection
- Bike Lane signage, $50-$200 per sign plus install



Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$35,910
Based on 2025 costs

3-M
Old Post Road Complete the Loop

Summit Drive (11th Avenue to Verde Lane)
- Shared Roadway and Bicycle Enhancements

Project Description
This project will create a shared roadway by adding Share The Road signage and wayfinding in both directions.

Priority Level — Q

Conceptual Design
The existing pathway along 11th Avenue ends at the southwest intersection of 11th Avenue and Summit Drive intersection. A shared roadway will link this trail to the Verde Lane, where it will connect with bicycle lanes added in project 3N.

Considerations
- Width of Summit Drive in this vicinity is between 27’ and 28’.
- Photo shows where existing pathway on the west side of 11th Avenue terminates at Summit Drive.
- Share The Road signs, $50-$150 per sign, plus install
- Wayfinding signage, $200-$500 per sign



- Bike lane across intersection (white and green paint) $1,000 to $2,500.

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan
- Old Post Road Complete the Loop

Cost Estimate
$2,430
Based on 2025 costs



Project Concepts

3-N

Old Post Road Complete the Loop

Verde Lane (Summit Drive to Pasadena Place)
- Bicycle Lane and Signage Enhancements

Project Description
This project will create a shared roadway for cyclists and motorists on both sides of the boulevard. The east side would be northbound and the west side would be southbound. *Option 2— one-way lanes, and a roadway diet by adding single bicycle lanes on each side next to the boulevard with One-Way and Do Not Enter signage enhancements.*

Conceptual Design

Priority Level — 3

The 2-way lanes will be converted to 1-way lanes. The west will be a one-way southbound, and the east will be a one-way northbound. In so doing, bicycle traffic will travel in the same direction as roadway traffic.

Considerations
- Photo at right: Verde Lane looking south from Pasadena Place towards Summit Drive.
- Verde Lane is a divided street that currently allows two-way traffic on both sides of the boulevard, and parking along sidewalks.
- Share The Road signs: $360 each



- *Option 2—One-Way & Do Not Enter signs: $50-$100 per sign; Painted standard bike lane: $950-$9,500 per 1,000 feet.*

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan
- Old Post Road Complete the Loop

Cost Estimate
$6,480
Based on 2025 costs

3-O

Old Post Road Complete the Loop

Verde Lane (Country Club Drive to Pasadena Place)
- Shared Use Pathway and Bicycle Enhancements

Project Description
This project will add 200’ of shared use pathway improvements in the boulevard between Verde Lane and Laredo Lane, between Pasadena Place and Country Club Drive. ADA ramps and curb improvements and crosswalks and wayfinding enhancements will be added at both ends of the pathway through this boulevard.

Priority Level — 3

Conceptual Design
The pathway will be a 10’ wide concrete sidewalk, with curb and ADA ramp improvements, grading and seeding. Crosswalk enhancements will be added to cross both Pasadena Place and Country Club Drive.

Considerations
- Photo at right looks south on boulevard with Country Club Drive in the foreground.
- This project connect the trail leading from Project **3N** to **3P**.
- Grading and preparation: $5K-$120K per 1,000’



- Pathway construction: $50K-$100K per 1,000’
- Two ADA ramps at curb: 1K-3K per ramp
- Wayfinding signage: $200-$500 per sign

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan
- Old Post Road Complete the Loop

Cost Estimate
$49,815
Based on 2025 costs



Project Concepts

3-P1

Old Post Road Complete the Loop

East of San Marino Rd (Country Club Dr and Lodgepole Rd)
- Shared Use Pathway and Bicycle Enhancements

Project Description
This project involves developing shared-use pathway improvements, along with grading and seeding within the public right-of-way east of San Marino Road, spanning from Country Club Drive to Lodgepole Road. Additionally, crosswalk upgrades and wayfinding features will be installed at both ends of the pathway.

Priority Level — 3

Conceptual Design
The shared use pathway will be a 10’ wide concrete sidewalk with grading and seeding, and at both street connections will add ADA ramps and trail signage. Crosswalk enhancements will be added at the Country Club Road connection.

Considerations
- Country Club Road is shown in the foreground in the photo at right, looking north on grassy public right-of-way where shared use trail will be added.
- Crosswalk at Country Club Road will not be needed if included as part of Project 3O.



- Grading and preparation: $5K-$120K per 1,000’
- Pathway construction: $50K-$100K per 1,000’
- Two ADA ramps at curb: 1K-3K per ramp
- Wayfinding signage: $200-$500 per sign

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan
- Old

Cost Estimate
$240,975
Based on 2025 costs

3-P2

Old Post Road Complete the Loop

Lodgepole Road Connection to Sidney-Deadwood Trail
- Study for Shared Use Path and Wayfinding Enhancements

Project Description
The project proposes a comprehensive evaluation and design to implement a shared use path to connect from Lodgepole Road to the existing Sidney-Deadwood Trail, with crosswalk and pedestrian signage enhancements across Lodgepole Road between 11th and 13th Avenues, making storm water improvements, adding ADA ramp and sidewalk and curb improvements on the north side of Lodgepole Road from Lodgepole road to existing Sidney-Deadwood Trail.

Priority Level — 3

Conceptual Design
The project evaluates the feasibility of incorporating a shared-use trail on the church property in the utility right-of-way vicinity to enhance community connectivity and accessibility.

Considerations
- Possible placement of trail in utility right-of-way



Stakeholders Involved
- City of Sidney
- Holy Trinity Lutheran Church

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$87,750
Based on 2025 costs

Overview of Fort Sidney Road SUP Improvements and Enhancements (3-Q to 3T)





Project Concepts

3-Q
Legion Park Trails | Fort Sidney Road to Sidney Water Park
- Shared Use Pathway and Wayfinding Enhancements

Project Description
Project will add shared use pathway improvements, crosswalk enhancements and wayfinding signage enhancements from Parkland Drive to Deaver Drive.

Priority Level — 1

Conceptual Design
The project includes an 8’ wide trail and grading, seeding, and wayfinding signage along the west side of Fort Sidney Road between Deaver Drive and Parkland Drive.

Considerations
- Sidewalk has been completed from Water Park to Deaver Drive.
- Approximately 1,100 feet of 8’ wide concrete trail
- Sidewalk construction for 8,800 sq ft
- Two continental crosswalks at Deaver Drive and Tina Place
- Grading and preparation: $5K-$120K per 1,000’
- Pathway construction: $50K-$100K per 1,000’
- Two ADA ramps at curb: 1K-3K per ramp



- Wayfinding signage: $200-$500 per sign

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Legion Park Trails Plan
- Sidney Downtown Master Plan

Cost Estimate
$2,700
Based on 2025 costs

3-R
Legion Park Trails | Fort Sidney Road
- Targeted Shared Use Path Wayfinding Enhancements

Project Description
This project adds enhancing wayfinding elements along existing Fort Sidney Road Legion Park shared-use trail to improve navigation, accessibility, and user experience for pedestrians and cyclists.

Priority Level — 1

Conceptual Design
The improvements will include clear signage, trail markings, and route indicators to ensure users can easily identify key destinations, entry and exit points, and connectivity to surrounding infrastructure.

Considerations
- Signage Clarity—Use highly visible, weather-resistant materials with easy-to-read fonts and symbols.
- User Inclusivity—Ensure wayfinding elements are accessible for all users, including those with mobility or visual impairments.
- Directional Markings—Incorporate ground markers, arrows, and color-coded paths for seamless navigation.



- Integration with Surroundings—Blend signage with natural and urban landscapes while maintaining visibility.
- Safety & Maintenance—Position markers strategically to avoid obstructions and ensure durability against weather conditions.

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Legion Park Trails Plan
- Sidney Downtown Master Plan

Cost Estimate
$10,800
Based on 2025 costs



Project Concepts

3-S
Fort Sidney Road and Virginia Lane to Deadwood Trail
- Shared Use Pathway and Wayfinding Enhancements

Project Description
Project will add shared use pathway improvements and wayfinding signage enhancements. Photo at right looks south along Ft. Sidney Rd and shows a dirt/gravel path in the vicinity of the proposed connection.

Priority Level — 3



Conceptual Design
The project includes an 8' wide trail and grading, seeding, and wayfinding signage along the east side of Fort Sidney Road connecting the sidewalk terminated at the southeast corner of Virginia Lane and Fort Sidney Road intersection, just south of Lodgepole Creek Bridge. This connection provides a seamless connection from Virginia Lane to the Deadwood Trail without the need to cross Fort Sidney Road. Add wayfinding signage at both ends.

Considerations
- Approximately 320 feet of 8' wide concrete trail
- Grading and preparation
- Maximum recommended grade slope of 5% for trail
- Wayfinding signage at each end: $200-$500 per sign

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Legion Park Trails Plan
- Sidney Downtown Master Plan

Cost Estimate
$31,995
Based on 2025 costs

3-T
Legion Park Trails | Community Center to Fort Sidney Road
- Crosswalk Enhancements at Keller Drive

Project Description
This project will complete add a high visibility crosswalk and pedestrian crossing signs to the intersection of Pole Creek Crossing and Keller Drive.

Priority Level — Q



Conceptual Design
The project will add a high visibility crosswalk at Keller Drive, with pedestrian crossing signs.

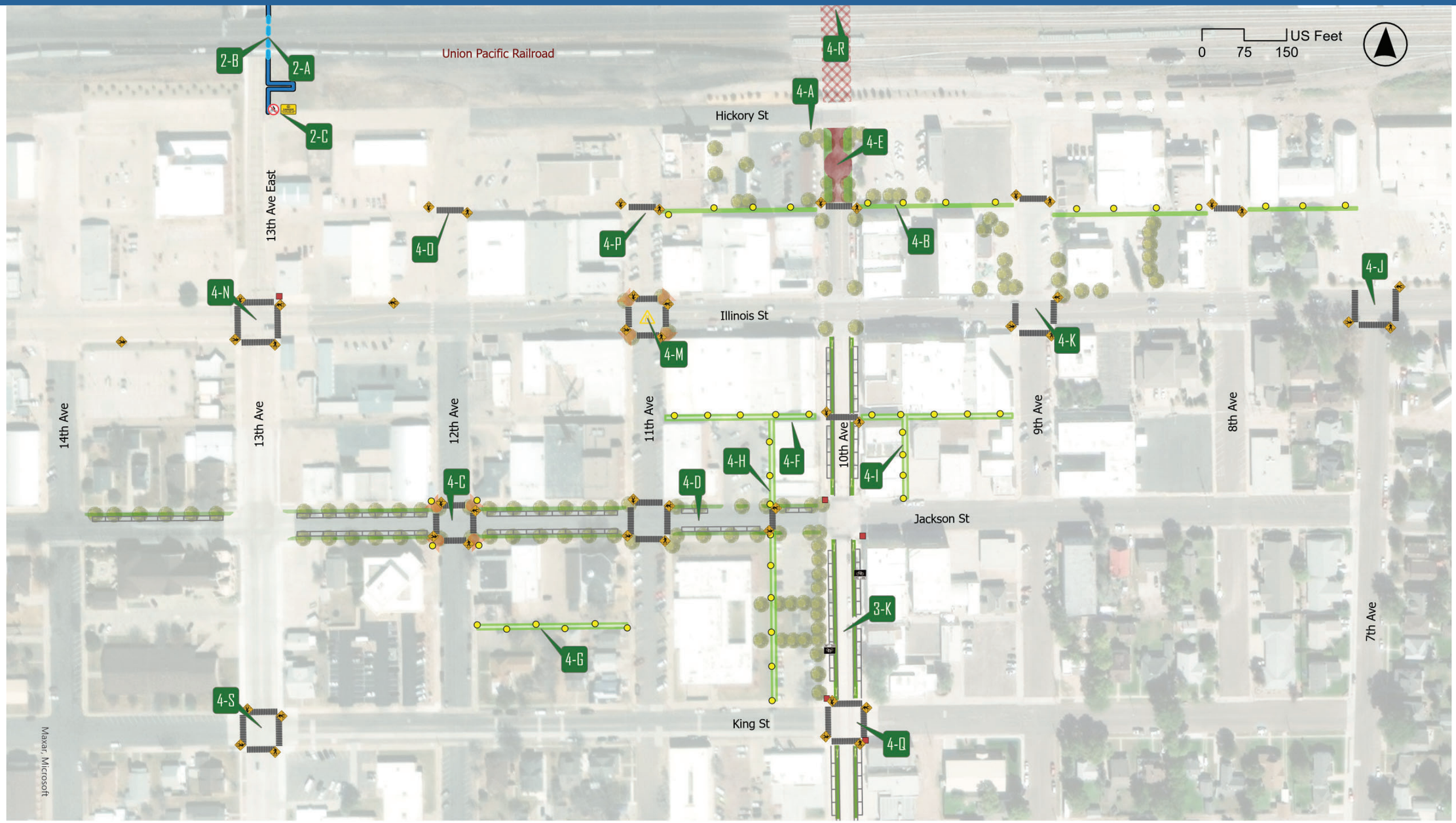
Considerations
- At this intersection, Keller Drive does not currently have sidewalks on either side of the street. Adding sidewalk along Keller would connect the added crosswalk to the neighborhood to the north. However, the neighborhood to the north does not have sidewalks.
- Two ADA ramps at curb: 1K-3K per ramp

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Legion Park Trails Plan
- Sidney Downtown Master Plan

Cost Estimate
$4,725
Based on 2025 costs

Overview of Downtown Projects



- Shared Use Path (EXISTING)
- Shared Use Path
- Standard Bike Lanes
- Grade-Separated Shared Use Path
- Bike Friendly Street
- 2-Way Cycle Track
- Alley Walkway
- No Bicycle Riding Sign
- Walk Bikes From Here Sign
- Share the Road Sign
- Bike Lane Sign
- Pedestrian Crossing Sign
- Advance Pedestrian Sign
- Wayfinding Sign
- RRFB
- Pedestrian Lighting
- Street Tree
- High Visibility Crosswalk
- Road Diet
- Landscaping
- Bulb Out
- Auto Free
- Road Diet
- Study Future Bridge



Project Concepts

4-A
Hickory Street from 8th Avenue to 12th Avenue - M545(177)
- Downtown Mobility - Sidewalk Improvements

Project Description
This project will improve corridor for better service access to businesses without using US Highway 30. Project adds sidewalk improvements along Hickory Street from 8th Avenue to 12th Avenue.

Priority Level — 3



Conceptual Design
Project adds 8’ wide concrete sidewalk and ADA ramps for improved pedestrian service and access.

Considerations
- Project Reference: M545(177) Hickory Street (8th-12th Ave) Sidewalk Improvements
- Sidewalk on 4 city blocks, for a total of 1,200 lineal feet and 8 corners to receive ADA accessible ramp treatments

Stakeholders Involved
- City of Sidney
- Cheyenne County Chamber of Commerce
- Downtown Business Association
- Sidney/Cheyenne County Tourism
- Historic Preservation Board

Plan Concurrence
- Sidney Downtown Master Plan
- Sidney 1 & 6 Year Plan

Cost Estimate
$103,680
Based on 2025 costs

4-B
Hickory and Illinois Alley (7th Avenue to 11th Avenue)
- Downtown Mobility - Pedestrian Improvements

Project Description
This project introduces pedestrian-friendly improvements across four blocks of alley, spanning from Hickory Street to Illinois Street and stretching between 8th Avenue and 11th Avenue.

Priority Level — 3



Conceptual Design and Considerations
The project expands the alley width from 16 to 20 feet, includes the addition of a continuous pedestrian concrete sidewalk improvements, introduces pedestrian crossings on the north side, incorporates pedestrian-scale lighting enhancements, and installs pedestrian warning signs.
- Sidewalk 4’ wide, for a total of 1,200 lineal feet
- Lighting enhancements
- Pedestrian warning signs (8)

Stakeholders Involved
- City of Sidney
- Cheyenne County Chamber of Commerce
- Downtown Business Association
- Sidney/Cheyenne County Tourism
- Historic Preservation Board

Plan Concurrence
- Sidney Downtown Master Plan
- Sidney 1 & 6 Year Plan

Cost Estimate
$247,725
Based on 2025 costs



Project Concepts

4-C
Courthouse Square (12th Avenue and Jackson Street) - Downtown Mobility - Intersection Improvements

Project Description
Intersection enhancements at Courthouse Square, located at the junction of 12th Avenue and Jackson Street, include bum pouts, pedestrian-scale lighting, and streetscape upgrades.

Priority Level — 2

Conceptual Design
Adds bump outs improvements, pedestrian lighting enhancements, streetscape improvements on the four corners at the intersection.

Considerations
- Parallel parking on both sides of Jackson Street to the east and 12th Avenue to the south. Also parallel parking on the south side of Jackson Street to the west.
- Angled parking on 12th Avenue to the north and the north side of Jackson Street to the west.
- Road width is 53’ on Jackson St and 12th Ave south of Jackson, and 54’ on 12th Ave north of Jackson St.



Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$171,720
Based on 2025 costs

4-D
Jackson Street from 10th to 14th Avenue - Roadway Diet and Pedestrian Enhancements - Downtown Mobility

Project Description
The project involves narrowing Jackson Street by removing a 7-foot-wide strip of pavement from both its north and south sides, reducing the total roadway width by 14 feet. Parking will be preserved on this two-way street, while the reclaimed street space will be transformed with rain gardens, bioswales, and native plantings to enhance sustainability and storm water management.

Priority Level — 3

Conceptual Design
Converts pavement to greenspace—removes 7-ft wide strip of pavement. Retains parking on 2-way street, replaces with rain garden, bioswale, native plants. Project includes grading, seeding, adding concrete curb and ADA ramp improvements.

Considerations
- Diet will be both sides of the road between 10th and 13th Avenue, and north side only from 13th to 14th Avenue.



Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$660,150
Based on 2025 costs



Project Concepts

4-E
10th Street from Hickory Street to 1/2 Block South
- Downtown Mobility - Auto Free Space Improvements, Pedestrian Enhancements

Project Description
The project reduces the width of 10th Street from 55 feet to 22 feet, creating the potential for an auto-free public space. It includes using or repaving the roadway and focuses on the section of 10th Street from Hickory Street to half a block south, adjacent to the south side of Hickory Street. Eliminate curb to create a continuous space. Adds pedestrian enhancements and creates auto-free roadway repaving improvements.

Priority Level — 3

Below: The community implements temporary closures of 10th Street at this location to accommodate special celebrations and events.



Conceptual Design & Considerations
Improves circulation by expanding and reconfiguring adjacent parking from parallel to 90 degree. Add pedestrian and streetscape enhancements—trees, landscaping, and seating. Add built-in mechanism to close street at the alley and at Hickory Street.

Stakeholders Involved
- City of Sidney
- Cheyenne County Chamber of Commerce
- Downtown Business Association
- Sidney/Cheyenne County Tourism
- Historic Preservation Board

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$1,012,500
Based on 2025 costs

4-F
Illinois Street and Jackson Street Alley (E of 10th to 11th Ave)
- Downtown Mobility - Pedestrian Enhancements

Project Description
The Project adds 8' wide pedestrian pavement to the alley extending from the east side of 10th Avenue, adding a high visibility crosswalk across 10th Avenue, and continues westward to the west end of the alley at 11th Avenue.

Priority Level — 3



Conceptual Design & Considerations
Pedestrian-scale lighting and paving upgrades are planned for the Illinois/Jackson Alley between 10th and 11th Avenues, spanning from east of 10th Avenue to 11th Avenue, as part of pedestrian-focused enhancements.

Stakeholders Involved
- City of Sidney
- Cheyenne County Chamber of Commerce
- Downtown Business Association
- Sidney/Cheyenne County Tourism
- Historic Preservation Board

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$439,560
Based on 2025 costs



Project Concepts

4-G
Jackson Street and King Street Alley from 11th to 12th Ave
- Downtown Mobility - Pedestrian Enhancements

Project Description
Pedestrian-scale lighting and paving upgrades are planned for the Jackson/King Alley, spanning from east of 10th Avenue to 11th Avenue, as part of pedestrian-focused enhancements.

Priority Level — 3

Conceptual Design & Considerations
Project adds 8’ wide pedestrian pavement to the Jackson and King Street Alley



Stakeholders Involved
- City of Sidney
- Cheyenne County Chamber of Commerce
- Downtown Business Association
- Sidney/Cheyenne County Tourism
- Historic Preservation Board

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$291,600

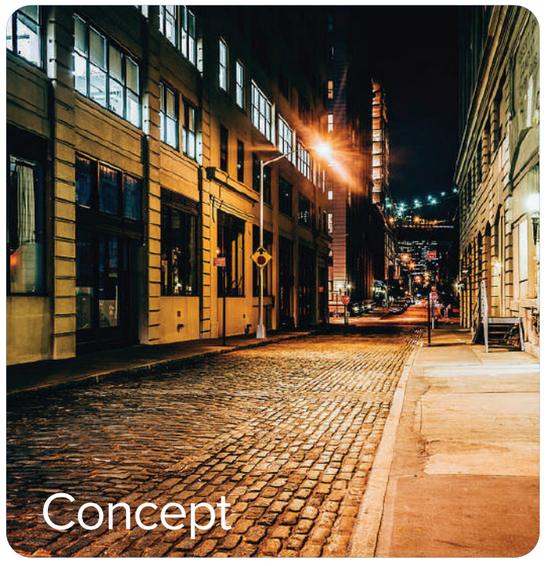
Based on 2025 costs

4-H
Alley North of Jackson Street between 10th and 11th Avenue
- Downtown Mobility - Pedestrian Enhancements

Project Description
Pedestrian-scale lighting and paving enhancements are planned for the alley north of Jackson Street, spanning between 10th Avenue and 11th Avenue, as part of pedestrian-focused improvements.

Priority Level — 3

Conceptual Design & Considerations
- Improvements will need to be coordinated with NDOT



Stakeholders Involved
- City of Sidney
- Cheyenne County Chamber of Commerce
- Downtown Business Association
- Sidney/Cheyenne County Tourism
- Historic Preservation Board

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$293,760

Based on 2025 costs



Project Concepts

4-I
Alley North of Jackson Street between 9th and 10th Avenue
- Downtown Mobility - Pedestrian Enhancements

Project Description
Pedestrian-scale lighting and paving enhancements are planned for the alley north of Jackson Street, spanning between 9th Avenue and 10th Avenue, as part of pedestrian-focused improvements.

Priority Level — 3



Conceptual Design & Considerations
Enhancements will include pedestrian-scale lighting for visibility and safety, upgraded paving for accessibility and aesthetics, and design elements that support comfortable, low-speed pedestrian movement through the alley corridor.

Stakeholders Involved
- City of Sidney
- Cheyenne County Chamber of Commerce
- Downtown Business Association
- Sidney/Cheyenne County Tourism
- Historic Preservation Board

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$291,600
Based on 2025 costs

4-J
7th Avenue and Illinois Street Intersection
- Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
Pedestrian crossing enhancements are planned for 7th Avenue and Illinois Street (US30) intersection, including high-visibility crosswalks, pedestrian warning signage, and pedestrian-activated flashing beacons such as Rectangular Rapid Flashing Beacons (RRFB) to improve safety and visibility.

Priority Level — 1



Conceptual Design
Pedestrian lighting enhancement should be added to this intersection.

Considerations
- Improvements will need to be coordinated with NDOT
- The intersection of Illinois Street and 7th Avenue is to become an east entrance point to the downtown district.
- High-visibility crosswalk
- Pedestrian warning signage
- Pedestrian activated RRFB

Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$18,630
Based on 2025 costs



Project Concepts

4-K
9th Avenue and Illinois Street (US30) Intersection
- Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
Pedestrian crossing enhancements are planned for 9th Avenue and Illinois Street (US30) intersection, featuring high-visibility crosswalks, pedestrian warning signage, and pedestrian-activated flashing beacons such as Rectangular Rapid Flashing Beacons (RRFB) to improve safety and visibility.

Priority Level — 1

Conceptual Design and Considerations
- Improvements will need to be coordinated with NDOT
- High-visibility crosswalk
- Pedestrian warning signage
- Pedestrian activated RRFB



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$23,895
Based on 2025 costs

4-L
10th Avenue and Linden Street Intersection
- Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
Pedestrian crossing enhancements are planned for 10th Avenue and Linden Street intersection, featuring high-visibility crosswalks, pedestrian warning signage, and pedestrian-activated flashing beacons such as Rectangular Rapid Flashing Beacons (RRFB) to improve safety and visibility.

Priority Level — 1

Conceptual Design and Considerations
- High-visibility crosswalk
- Pedestrian warning signage
- Pedestrian activated RRFB
- Pedestrian lighting enhancements



Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$71,415
Based on 2025 costs



Project Concepts

4-M
11th Avenue and Illinois Street (US30) Intersection
- Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
Pedestrian crossing enhancements are planned for 11th Avenue and Illinois Street (US30) intersection, featuring high-visibility crosswalks, pedestrian warning signage, and pedestrian-activated flashing beacons such as Rectangular Rapid Flashing Beacons (RRFB) to improve safety and visibility.

Priority Level — 2

Conceptual Design
Enhancements include high-visibility crosswalks, warning signage, and pedestrian initiated flashing beacons like rectangular rapid flashing beacons (RRFB).

Considerations
- Crossing is currently marked by continental crosswalks.
- High-visibility crosswalk
- Pedestrian warning signage
- Pedestrian activated RRFB



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$23,895
Based on 2025 costs

4-N
13th Avenue and Illinois Street (US30) Street Intersection
- Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
Pedestrian crossing enhancements are planned for 13th Avenue and Illinois Street intersection, featuring bulb outs and ADA ramp improvements as well as high visibility crosswalk enhancements to improve safety and visibility.

Priority Level — 2

Conceptual Design
Enhancements include high-visibility crosswalks, warning signage, and pedestrian initiated flashing beacons like rectangular rapid flashing beacons (RRFB).

Considerations
- Bulb-Outs with ADA Ramps
- High-visibility crosswalk



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$119,610
Based on 2025 costs

Project Concepts

4-O
12th Avenue from Hickory Street to Illinois Street - M545(175) - Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
This project includes replacing one block of north-south sidewalk access between Hickory and Illinois along 12th Avenue, with ADA ramps provided at both intersections.

Priority Level — 2

Conceptual Design
Mobility Improvements to include adding 8 foot wide sidewalk with ADA ramps.

Considerations
- M545(175) 12th Ave Mobility Improvements
- Approximately 2,400 square feet per block



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan
- Sidney 1 & 6 Year Plan

Cost Estimate
$26,460
Based on 2025 costs

4-P
11th Avenue from Hickory Street to Illinois Street - M545(176) - Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
The project adds high visibility crosswalks and pedestrian warning signage enhancements at the intersection of 11th Avenue and Illinois Street.

Priority Level — 2

Conceptual Design
Pedestrian crossing enhancements include adding high-visibility crosswalks, warning signage, and pedestrian initiated flashing beacons like rectangular rapid flashing beacons (RRFB).

Considerations
- M545(176) 11th Ave Pedestrian Crossing Enhancements
- High-visibility crosswalk
- Pedestrian warning signage



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan
- Sidney 1 & 6 Year Plan

Cost Estimate
$15,930
Based on 2025 costs

Project Concepts

4-Q
King Street from 10th Avenue to 11th Avenue - M545(178) - Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
Pedestrian crossing enhancements are planned for the King Street and 11th Avenue intersection, featuring high-visibility crosswalks, pedestrian warning signage.

Priority Level — 3



Conceptual Design
In addition to the pedestrian crossing enhancements, pedestrian lighting enhancements are also to be added to this intersection.

Considerations
- The intersection of King Street and 10th Avenue is to become a south entrance point to the downtown district.
- M545(178) King St Pedestrian Crossing Enhancements
- High-visibility crosswalk
- Pedestrian warning signage

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan
- Sidney 1 & 6 Year Plan

Cost Estimate
$111,780
Based on 2025 costs

4-R
Hickory Street Bridge over BNSF railroad at 10th Avenue - Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
Feasibility study for pedestrian bridge from Hickory Street to Forrest Street on 10th Avenue. Construction.

Priority Level — 3

Conceptual Design
Study will access factors: site analysis, design considerations, permits and regulations, cost and funding, and community impact.

Considerations
- Evaluate the location's suitability, including soil conditions, existing infrastructure, and environmental impact.
- Choose bridge types, materials, and alignment to ensure safety and accessibility.
- Ensure compliance with local, state, and federal guidelines.
- Estimate construction costs and identifying potential funding sources.
- Address benefits and affects on surrounding area.



Stakeholders Involved
- BNSF
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate—2025 costs
$432K feasibility study.
$9.9M construction.



Project Concepts

4-S
13th Avenue and King Street Intersection
- Downtown Mobility - Pedestrian Crossing Enhancements

Project Description
Pedestrian crossing enhancements are planned for 13th Avenue and King Street intersection, featuring bulb outs and ADA ramp improvements as well as high visibility crosswalk enhancements to improve safety and visibility.

Priority Level — 3

Conceptual Design & Considerations
- Consider Bulb-Outs with ADA Ramps
- Consider High-visibility Crosswalk
- Existing corners have ADA ramps



Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$ 119,745
Based on 2025 costs

5-A
Safe Routes to School Study - Emphasis on Elementary:
South Ward, West Ward, Central Ward

Project Description
Considering closure of North Ward Elementary, this project aims to evaluate and enhance safe routes to school in Sidney by identifying barriers and opportunities for improving pedestrian and cyclist accessibility.

Priority Level — 1

Conceptual Design
Through data collection, community engagement, and strategic planning, the study will provide actionable recommendations to ensure safer, more convenient travel options for students.

Considerations
- Student safety and accessibility
- Existing infrastructure and needed improvements
- Community input and stakeholder engagement
- Traffic patterns and school arrival/departure procedures
- Funding opportunities and implementation strategies



Stakeholders Involved
- City of Sidney
- Sidney Public Schools

Plan Concurrence
- Sidney Downtown Master Plan

Cost Estimate
$108,000
Based on 2025 costs



Project Concepts

5-B
ADA Compliant Ramps at Targeted School Crosswalks
- Pedestrian Crossings Enhancements

Project Description
ADA and pedestrian enhancements are planned for all schools, beginning with improvements at the intersection of 23rd Avenue and Osage Street near West Ward Elementary. These upgrades include constructing ADA-compliant sidewalk ramps at the southeast, northeast, and northwest corners, along with adding a continental crosswalk and pedestrian crossing signage on the east side of 23rd Avenue to improve safety and accessibility.

Priority Level — 1



Conceptual Design
Add accessible ramps at targeted school crosswalk locations

Considerations
- ADA-compliant Ramp
- West Ward School: 1 location
- South Ward School: TBD
- Central Ward School: TBD
- Junior-Senior High Schools: TBD

Stakeholders Involved
- City of Sidney

Plan Concurrence
- Sidney SS4A Safety Action Plan

Cost Estimate
$10,935 per intersection
Based on 2025 costs

5-C
Elementary Schools Circulation Studies
- South Ward, West Ward, Central Ward

Project Description
Sidney elementary schools, especially South Ward and West Ward, often face congestion, particularly during pickup times. This project will perform a circulation study to identify optimal strategies for managing parent pickup routes and effectively utilizing parking and nearby streets to improve traffic flow and safety. It identifies potential enhancements such as optimized drop-off zones, pedestrian pathways, and traffic flow adjustments to create a more functional and secure environment. All three elementary schools will be studied.

Priority Level — 1



Conceptual Design & Considerations
- Traffic Flow & Safety—Evaluate congestion patterns during drop-off and pick-up times to optimize vehicle movement and minimize conflicts between pedestrians and cars.
- Parent Pickup Routing—Design efficient queuing systems to prevent backups on surrounding streets while ensuring smooth entry and exit points.
- Parking Utilization—Assess parking lot layout and availability to maximize space for staff, visitors, and parent pickup areas.
- Pedestrian Access & Crossings—Ensure safe, clearly designated pathways for students walking to and from school.
- Signage & Communication—Implement clear wayfinding signs and inform parents about the best pickup procedures to maintain order and efficiency.

Stakeholders Involved
- City of Sidney
- Sidney Public Schools

Plan Concurrence
- Sidney SS4A Safety Action Plan

Cost Estimate
$60,750
Based on 2025 costs



Project Concepts

6-A
Pole Creek Crossing and Fort Sidney Road Intersection
- Mobility and Sign Enhancements

Project Description
The project will conduct a study to evaluate whether switching traffic control to stop north-south while allowing east-west traffic to flow freely is safer and more effective than converting the intersection to a four-way stop.

Priority Level — 1



Conceptual Design
Option 1: Switch traffic control from east-west to north-south traffic. Add stop ahead signage enhancements and flags to stop signs.

Option 2: Add traffic control for north-south traffic and retain east-west traffic control. Add stop ahead signage enhancements and flags to stop signs added for north-south traffic.

Considerations
- Intersection does not warrant a traffic signal.
- Motorists responding to the Action Plan study noted that eastbound sightlines are limited by obstructive bridge railings and the fact that the roads do not intersect at right angles.

Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Old Post Road - Complete the Loop

Cost Estimate
$13,770
Based on 2025 costs

6-B
Pole Creek Crossing and Fort Sidney Road Intersection
- Mobility and Sign Enhancements Study

Project Description
Based on the 6A study results, implement the recommended traffic control solution. Option 1: Switch traffic control from east-west to north-south traffic. Option 2: Add traffic control for north-south traffic and retain the east-west traffic control.

Conceptual Design

Priority Level — 1



Considerations
- Improvements will need to be coordinated with NDOT if signal is desired in future.
- Intersection does not warrant a traffic signal.
- Motorists responding to the Action Plan study noted that eastbound sightlines are limited by obstructive bridge railings and the fact that the roads do not intersect at right angles.

Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Old Post Road - Complete the Loop

Cost Estimate
$67,500
Based on 2025 costs



Project Concepts

7-A
US Highway 30 and Link 17J Intersection
- Mobility Enhancements Study

Project Description
In response to recent KSI crashes in this location, the community may request the NDOT to review the Pole Creek Crossing and Link 17J intersection to identify potential enhancements or improvements aimed at reducing future KSI crashes to zero.

Priority Level — 1

Conceptual Design & Considerations
- Study will need to be coordinated with NDOT
- Factors include data collection, analysis, recommended improvements, while advanced modeling is not anticipated.



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Crash Data (2014-2023)

Cost Estimate
NDOT ($54,000)
Based on 2025 costs

7-B
US Highway 30 and Link 17J Intersection
- Mobility and Sign Enhancements

Project Description
Possible mobility enhancements following NDOT review of Illinois Street (US 30) and Link 17J intersection.

Priority Level — 1

Conceptual Design and Considerations
To reduce future KSI crashes caused by left-turn conflicts and failure to yield, potential improvements could include enhanced signage, such as larger or flashing warning signs, to increase driver awareness. Upgraded lighting can improve visibility at the intersection, particularly during low-light conditions. Signal addition with improvements, such as the addition of a protected left-turn phase or flashing yellow arrows, can better manage left-turn movements. High-visibility pavement markings, including lane delineations and stop bars, can further guide drivers and reduce errors. Implementing these measures could address the primary causes of the crashes and improve overall intersection safety.



Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Crash Data (2014-2023)

Cost Estimate
TBD
Based on 2025 costs



Project Concepts

8-A
Pole Creek Crossing and Link 17J Intersection
- Mobility Enhancements Study (Including speed reduction study)

Project Description
In response to recent KSI crashes in this location, the community requests the NDOT to review the Pole Creek Crossing and Link 17J intersection to identify potential enhancements or improvements aimed at reducing future KSI crashes to zero, including speed reduction.

Priority Level — 1



Conceptual Design
- Study will need to be coordinated with NDOT
- Factors include data collection, analysis, recommended improvements, while advanced modeling is not anticipated.

Considerations
- Sidney Regional Medical Center is located just west of this intersection on the north side of Pole Creek Crossing.
- Emergency response vehicles access Link 17J via this intersection with Pole Creek Crossing.

Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Crash Data (2014-2023)

Cost Estimate
NDOT
Based on 2025 costs

8-B
Pole Creek Crossing and Link 17J Intersection
- Mobility and Sign Enhancements

Project Description
Possible mobility enhancements following NDOT review of Pole Creek Crossing and Link 17J intersection.

Priority Level — 2



Conceptual Design and Considerations
To reduce future KSI crashes caused by left-turn conflicts and failure to yield, potential improvements could include enhanced signage—larger or flashing warning signs, to increase driver awareness. Upgraded lighting can improve visibility at the intersection, particularly during low-light conditions. Signal addition with improvements, such as the addition of a protected left-turn phase or flashing yellow arrows, can better manage left-turn movements. High-visibility pavement markings, including lane delineations and stop bars, can further guide drivers and reduce errors. Implementing these measures could address the primary causes of crashes and improve overall intersection safety.

- Pedestrian Signage: $50–$150 per sign, with installation adding $100–$300 per sign.
- Repainting Crosswalks: $50–$75 per crosswalk, with green and white paint potentially increasing costs slightly.
- ADA-Compliant Ramp: $1,000–$3,000 depending on materials and labor.
- Total costs could range from $2,500 to $5,000, depending on the number of signs and specific project requirements.

Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Crash Data (2014-2023)

Cost Estimate
TBD
Based on 2025 costs



Project Concepts

9-A
10th Avenue and Toledo Street Intersection
- Pedestrian Enhancements

Project Description
Install pedestrian signage at crosswalk corners and advanced warning signs in all directions, repaint high-visibility crosswalks, and construct an ADA-compliant ramp on the northeast corner for accessibility.

Priority Level — 1

Conceptual Design
Use high-contrast, durable paint or thermoplastic material for crosswalks to maximize visibility and longevity in areas of high foot traffic.

Considerations
- 10th Street north of this intersection will feature bike lanes on both sides of the street, providing improved cycling infrastructure. The southeast (park) corner of this intersection will serve as the connection point for the on street bike trail.
- Green and white paint should be used for the north side and east side crosswalks to direct cycle traffic.



Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study

Cost Estimate
TBD in Project 9-B
Based on 2025 costs

9-B
10th Avenue and 11th Avenue and Toledo Street
- Corridor and Intersections Study

Project Description
Conduct a comprehensive study of the 11th Avenue - 10th Avenue - Toledo Street arterial corridor, focusing on traffic flow, pedestrian and cyclist safety, and accessibility. Address challenges posed by the busy grocery store, with consideration for park access on one side and residential connectivity on the other.

Priority Level — 2

Conceptual Design and Considerations
- Assess vehicle congestion near the grocery store and optimize for smoother movement.
- Evaluate crosswalks and pathways to ensure safe access between the park, residential areas, and the grocery store.
- Determine potential bike lane or trail connections and safety enhancements for cyclists.
- Examine parking spaces to reduce bottlenecks and improve accessibility.
- Explore layout adjustments or upgrades to address visibility and navigation challenges.



Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study

Cost Estimate
$67,500
Based on 2025 costs



Project Concepts

10-A
15th Avenue Railroad At-Grade Crossing
- Vehicle and Pedestrian Improvements and Enhancements

Project Description
Enhancing at-grade BNSF railroad crossing at 15th Avenue will significantly improve pedestrian safety and accessibility. Upgrades such as 8’ concrete sidewalks for approaches ensure durable, slip-resistant pathways, while improved lighting will enhance visibility for both pedestrians and drivers, creating a safer environment—especially during low-light conditions. *Photo displays 10th Ave crossing.*

Priority Level — 3





Photos display examples pedestrian crossing improvements and enhancements at 10th and 13th Ave crossings.

Conceptual Design & Considerations
- Pedestrian safety—Ensure clear sightlines and protective elements.
- Accessibility—Incorporate ADA-compliant sidewalks and crossings.
- Lighting—Optimize visibility for nighttime and low-light conditions.
- Traffic flow—Minimize disruptions and improve efficiency.
- Durability—Use long-lasting, low-maintenance materials.

Stakeholders Involved
- BNSF Railroad
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Crash Data (2014-2023)

Cost Estimate
TBD
Based on 2025 costs

11-A
Bicycle | Pedestrian Safety Action Plan
- Planning Study

Project Description
A proposed plan to improve bicycle and pedestrian safety in Sidney through targeted infrastructure, accessibility, and traffic calming improvements.

Priority Level — 1



Conceptual Design and Considerations
To reduce future KSI crashes caused by left-turn conflicts and failure to yield, potential improvements could include enhanced signage—larger or flashing warning signs, to increase driver awareness. Upgraded lighting can improve visibility at the intersection, particularly during low-light conditions. Signal addition with improvements, such as the addition of a protected left-turn phase or flashing yellow arrows, can better manage left-turn movements. High-visibility pavement markings, including lane delineations and stop bars, can further guide drivers and reduce errors. Implementing these measures could address the primary causes of crashes and improve overall intersection safety.
- Pedestrian Signage: $50–$150 per sign, with installation adding $100–$300 per sign.
- Repainting Crosswalks: $50–$75 per crosswalk, with green and white paint potentially increasing costs slightly.
- ADA-Compliant Ramp: $1,000–$3,000 depending on materials and labor.
- Total costs could range from $2,500 to $5,000, depending on the number of signs and specific project requirements.

Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Crash Data (2014-2023)

Cost Estimate
$67,500
Based on 2025 costs

Project Concepts

11-B
eScooter and eBike Ordinances

Project Description
This project seeks to establish clear regulations for e-scooters and e-bikes, balancing safety, accessibility, and urban mobility while ensuring responsible usage within the community. By addressing parking, speed limits, designated riding zones, and enforcement strategies, the ordinance aims to create a safe and efficient environment for all road users.

Priority Level

Conceptual Design & Considerations
- Safety—Helmet requirements, speed restrictions, and collision prevention.
- Infrastructure—Dedicated lanes, parking zones, and charging stations.
- Equity—Accessibility for all users and affordability concerns.
- Enforcement—Clear rules, penalties for violations, and community education.
- Bulk purchasing of helmets can reduce costs, with nonprofit organizations sometimes securing helmets



for as little as $7 each. Additionally, every $10 spent on a helmet can generate $570 in societal benefits, including reduced medical expenses

Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study

Cost Estimate
$5,500
Based on 2025 costs

11-C
eScooter and eBike Education

Project Description
This project aims to promote safe and responsible e-scooter and e-bike use through comprehensive education and outreach, ensuring riders understand regulations, best practices, and safety measures. By providing workshops, informational campaigns, and hands-on training, the initiative fosters a culture of awareness and accountability for all users.

Priority Level

Conceptual Design and Considerations
- Safety training: Helmet use, traffic awareness, and emergency response.
- Community engagement: Outreach events, school programs, and rider incentives.
- Regulation awareness: Local laws, riding zones, and enforcement policies.
- Infrastructure guidance: Proper parking, lane usage, and shared space etiquette.
- Costs depend on program scope, including workshops, printed materials, and instructor fees.



Some communities integrate these efforts into existing Safe Routes to School programs

Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study

Cost Estimate
$21,600
Based on 2025 costs



Project Concepts

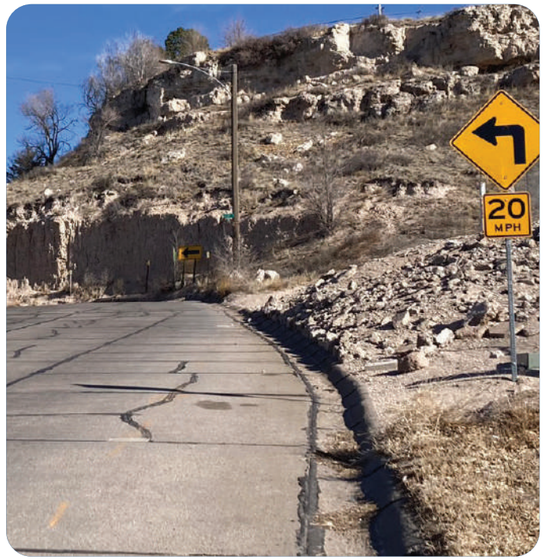
12-A
13th Avenue and Cedar Street
- Curve Signage Enhancements

Project Description
Enhance curve signage at the corner of 13th Avenue and Cedar Street by replacing the existing large warning arrow signs with new large warning arrow signage in improved locations. Remove embankment.

Priority Level — Q

Conceptual Design
Improve ROW by removing some embankment. Install new warning arrow signage enhancements on both directions of the curve which has a significant embankment along the curb, providing clear directional guidance for drivers navigating the turn.

Considerations
- Curve warning arrow signs are essential for alerting drivers to sharp turns. Placement can be improved according to MUTCD guidelines.
- Remove embankment immediately adjacent to curb to provide proper shoulder clearance and allow for proper sign placement.



Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Public Comments

Cost Estimate
$15,930
Based on 2025 costs

12-B
Targeted Street Signs
- Signage Enhancements

Project Description
Standardize location and install uniform street signage, a focused effort to address specific locations missing street signs, ensuring clear and consistent identification for residents, visitors, and emergency services.

Priority Level — Q

Conceptual Design and Considerations
- Use reflective materials and clear fonts for readability in all lighting conditions.
- Select weather-resistant materials to withstand environmental wear.
- Maintain uniform design standards across all signs for a cohesive look.
- Position signs at optimal heights and angles for easy visibility by drivers and pedestrians.
- Ensure designs meet local, state, and federal regulations for traffic signage.



Stakeholders Involved
- City of Sidney
- NDOT

Plan Concurrence
- SS4A Action Plan Study

Cost Estimate
$360/sign, $150/pole
Based on 2025 costs

Project Concepts

12-C
Old Post Road and 11th Avenue
- Signal Enhancements

Project Description
The proposed project involves reviewing signal phasing at Old Post Road and 11th Avenue intersection. This assessment aims to optimize traffic flow, enhance safety, and ensure the intersection operates efficiently for all road users. Adjustments to signal timing and sequencing should be considered based on data analysis and community needs.

Priority Level — 1



Conceptual Design
This project will need to be conducted by NDOT.

Considerations
- Signal Enhancements to be coordinated by NDOT.
- Intersection signals are all actuated with cameras.
- Public admits repeatedly and daily running red signal early in the morning due to current wait.

Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study

Cost Estimate
$67,500
Based on 2025 costs

13-A
High Visibility Crosswalk - Pedestrian Mobility Enhancements
- Quick Builds

Graphic Source: https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements

Project Description
Quick Build projects to add High-visibility crosswalk enhancements will improve pedestrian safety by increasing visibility for both drivers and pedestrians. These upgrades typically include bold crosswalk markings, enhanced lighting, and clear signage to ensure safer crossings, especially in high-traffic areas, aimed at significantly reducing pedestrian crashes.



Conceptual Design & Considerations

Priority Level — Q

- Visibility—Use bold, reflective pavement markings and signage.
- Lighting—Improve illumination for nighttime and low-light conditions.
- Traffic Calming—Incorporate speed-reducing elements like raised crossings.
- Accessibility—Ensure compliance with ADA standards for all users.
- Durability—Select long-lasting, low-maintenance materials.

Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Public Comments

Cost Estimate
$2,700
Based on 2025 costs



Project Concepts

13-B
ADA Compliant Ramps - Pedestrian Mobility Improvements
- Quick Build - Targeted Locations

Project Description
Quick Build projects to enhance accessibility and safety by implementing ADA-compliant ramps at key locations within the community. In particular, there are numerous corners adjacent to schools that should be targeted to add ADA ramps to ensure smoother, more inclusive mobility for individuals of all abilities.

Priority Level — Q

Conceptual Design and Considerations
- Slope & Accessibility—Maintain a maximum slope of 1:12 for safe wheelchair access.
- Width Requirements—Ensure a minimum clear width of 36 inches for maneuverability.
- Handrails & Edge Protection—Install handrails on both sides for stability and edge protection to prevent falls.
- Surface & Durability—Use slip-resistant materials to enhance safety and longevity.



- Landings & Transitions: Provide level landings at the top and bottom for smooth transitions

Stakeholders Involved
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study
- Public Comments

Cost Estimate
$675 typical
Based on 2025 costs

13-C
Illinois Street and 20th Avenue (Safeway)
- Pedestrian Crosswalk Enhancements

Project Description
This project reviews and adds crosswalk enhancements at various locations around the community that are indicated on a map in **Projects Appendix**. Key locations include crosswalk near Safeway on Illinois Street (US30).

Priority Level — Q



Conceptual Design
Move pedestrian crossing sign from SW corner to SE corner next to crosswalk. Add advance warning sign prior to crosswalk on eastbound. Perform a gap study to determine need for RFFB.

Considerations
- Public comments report traffic does not stop for pedestrians at this location, which is situated just a few blocks north of the Sidney Junior and Senior High Schools.

Stakeholders Involved
- NDOT
- City of Sidney

Plan Concurrence
- SS4A Action Plan Study

Cost Estimate
$3,240
Based on 2025 costs