Community Engagement



The **Community Engagement Appendix** details the collaborative process behind the Sidney Safe Streets for All (SS4A) Safety Action Plan, highlighting contributions from city leadership, the task force, stakeholders, and residents. A comprehensive, multi-channel approach ensured widespread participation while fulfilling SS4A standards for equity, outreach, and data-driven decision-making.

Community input was gathered through task force meetings, public forums, digital platforms, and pop-up events, including Oktoberfest and local school athletic contests. Outreach expanded through social media, mailings, banners, newspaper articles, and radio coverage, making safety planning widely accessible.

Interactive tools like voting boards, smart devices for data input, and Spanish-language materials helped prioritize safety concerns. With a strong focus on inclusivity, the plan integrates community feedback, stakeholder insights, and city planning objectives, creating a data-driven roadmap for transportation safety improvements in Sidney.

Crowdsource Map

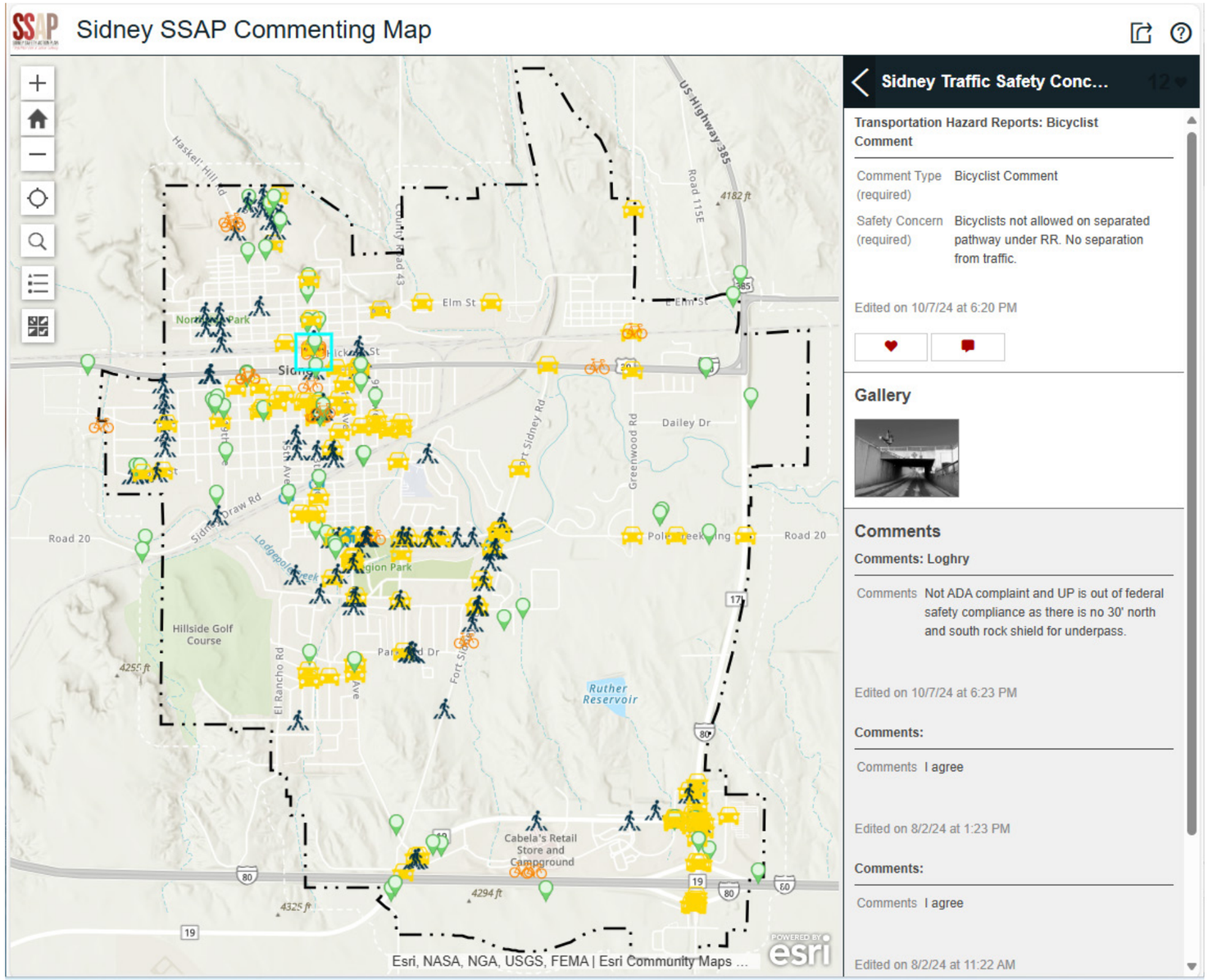
The Sidney Safe Streets for All (SS4A) Action Plan Commenting Map is a crowdsourced tool designed to gather public feedback on traffic safety concerns in the Sidney area. Users could anonymously pinpoint specific locations on the map where they've noticed safety issues and categorize their concerns under topics such as pedestrian, bicyclist, vehicle, accessibility, and general safety improvements.

The map provided users with the ability to share the site with others while also offering the option to switch the basemap from street view to aerial imagery, improving location visualization for greater clarity.

Community members could also review, comment on, and upvote observations submitted by others, fostering a collaborative approach to identifying and prioritizing safety enhancements. Additionally, users could upload photos to provide visual context for reported concerns. This interactive platform helps city officials better understand local traffic challenges and inform future improvements.

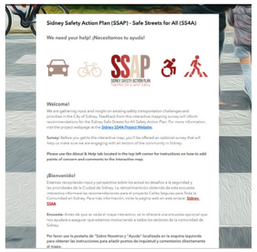
Community feedback expressed gratitude for the option to submit comments anonymously.

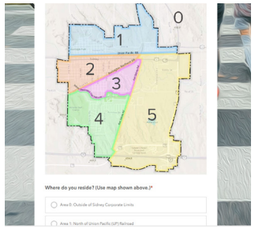
The crowdsourced mapping tool, alongside the city's SS4A website, can be continuously updated and improved to ensure the public has an ongoing platform to share feedback on traffic safety enhancements and future improvements.



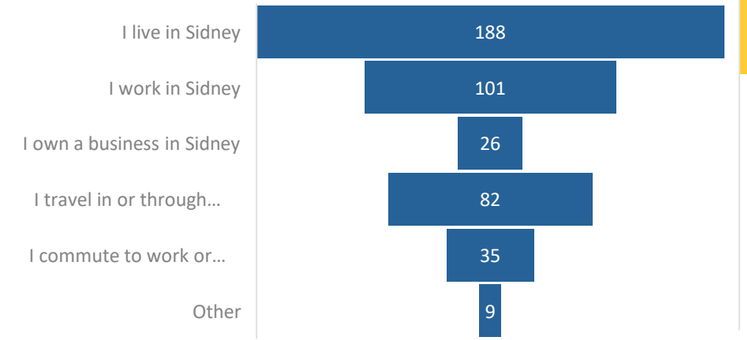
Community Surveys

As of March 2025, Sidney's Safe Streets 4 All community survey has received 238 responses.

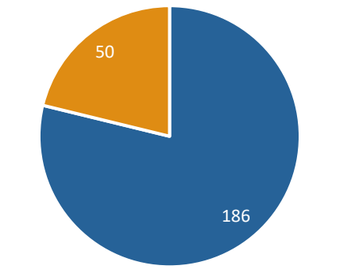




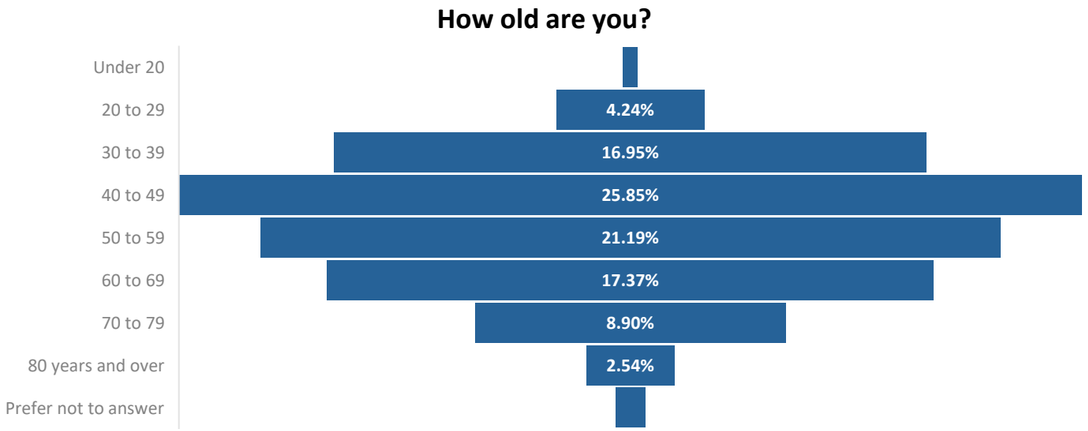
What is your relationship to Sidney?



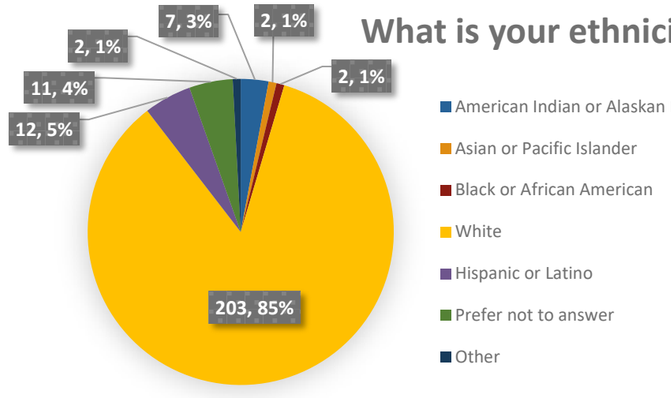
Short Survey Participants



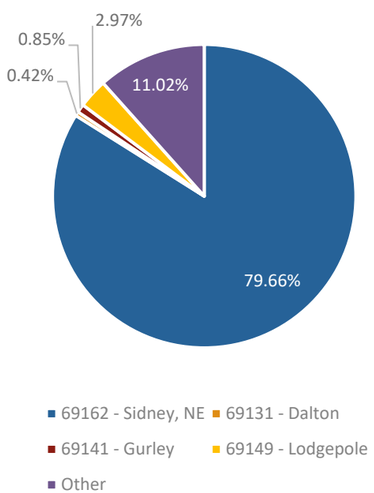
How old are you?



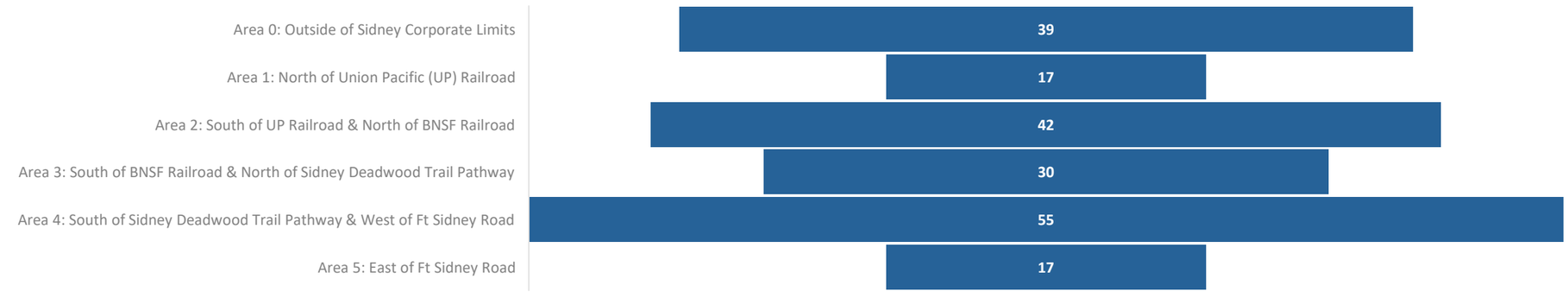
What is your ethnicity?



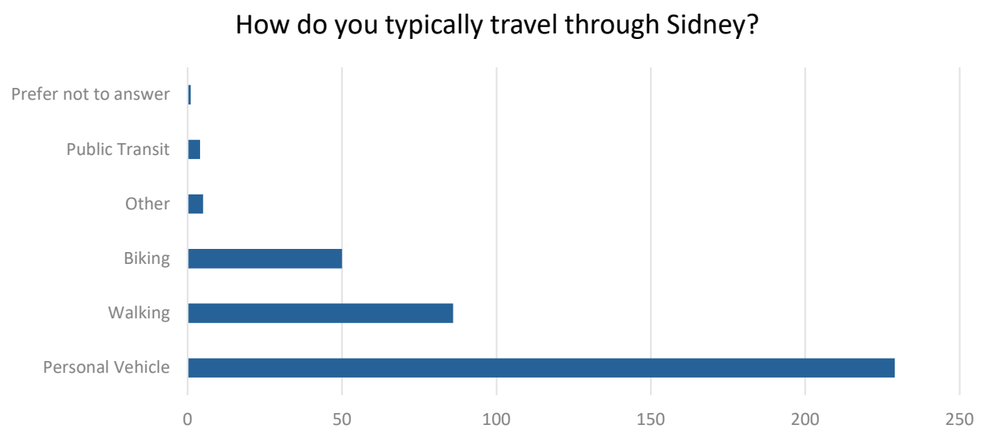
What is your zip code?

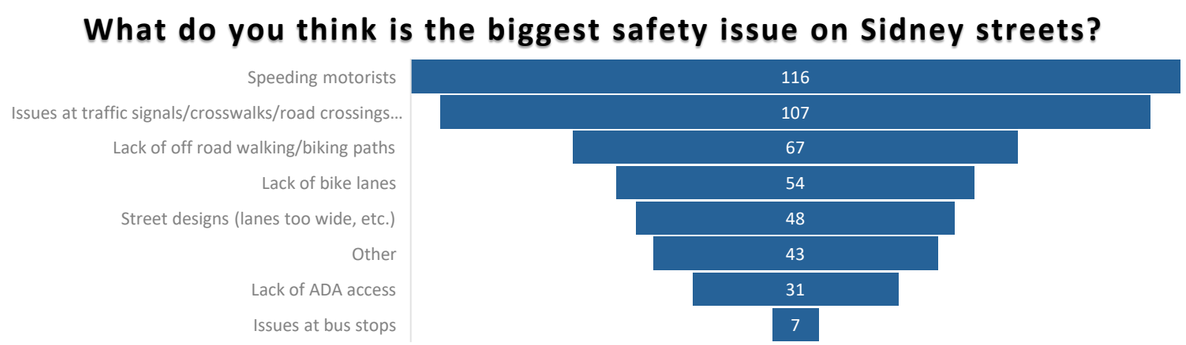


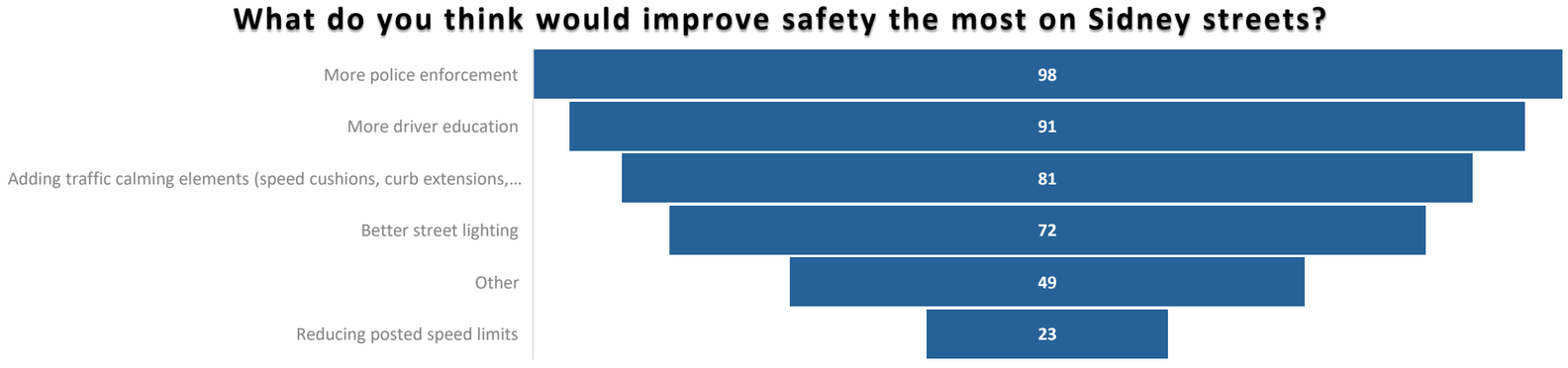
Where do you reside?



Community Surveys







The majority of survey participants (80%) reside in Sidney, with the remainder coming from surrounding Cheyenne County or commuting to the city. Respondents were predominantly White (203), with 1-5% representation from other ethnicities. Age demographics varied, with the largest groups being 40-49 (25.85%) and 50-59 (21.19%). Responses appeared to be in proportion to populations throughout the community. Most participants typically travel by personal vehicle, though some walk, bike, or use alternative transportation like scooters or e-bikes. Speeding motorists were identified as the top safety concern (116 votes), followed by issues with traffic signals and crosswalks (107 votes), lack of off-road walking/biking paths (67 votes), absence of bike lanes (54 votes), poor street design (48 votes), and lack of ADA accessibility (31 votes). To improve safety, participants suggested more police enforcement (98 votes), increased driver education (91 votes), traffic calming measures (81 votes), better street lighting (72 votes), and reduced speed limits (23 votes), with 49 votes for other improvements.

The Sidney Safe Streets for All (SS4A) Safety Action Plan Survey gathered community input on transportation safety challenges and priorities in Sidney. Available in both Online and printed formats, the survey received 238 responses, helping shape recommendations for improving local infrastructure and traffic safety.

Before accessing the interactive commenting map, respondents were encouraged to complete the optional survey, which included a requirement to identify the area in which they live in or adjacent to Sidney. This step helped the planning team ensure representative participation from all areas of town and reach a broad cross-section of the community.

Survey participants could submit feedback anonymously or register with an email to receive updates on the plan's progress. Additionally, the survey was offered in Spanish, ensuring more inclusive engagement. Instructions in the About & Help tab guided users on how to pinpoint safety concerns on the map and contribute to discussions. Responses collected are documented in this appendix, providing valuable insights for planning and policy development.

Community Surveys

The community survey responses reflect a strong focus on enhancing road conditions safety, and accessibility across Sidney.

Community members emphasized the urgent need for repairs to unsafe, potholed streets such as Hickory Street, Old Post Road, and areas on Sidney's north side, and **maintaining streets** to prevent further deterioration. Additional concerns included widening and repaving roads on Sidney's north side and resolving drainage issues such as deep valley pans.

Specific safety measures proposed include installing **speed** monitoring signs, implementing consistent speed limits, and adding speed bumps to address speeding in residential areas and near schools. Calls for **enhanced law enforcement** were frequent, with suggestions to enforce traffic laws more strictly, particularly for yielding at crosswalks, reducing distractions like texting, and preventing recurring issues such as running stop signs and speeding near schools. There are calls for additional stop signs and **improved traffic light systems** to enhance safety at high-risk locations such as the Old Post Road/Link 17J intersection.

Education also emerged as a critical theme, with recommendations to raise awareness about traffic laws, pedestrian safety, and the use of bicycles and motorized scooters, as well as the unique challenges faced by truck drivers. Public education on trail etiquette and responsible cell phone use while driving was also highlighted. Additionally, there were calls for regular public service announcements on traffic issues and anonymous reporting of violations to improve **communication**. Programs targeting children's safety on scooters and bikes, as well as broader community awareness campaigns, were emphasized.

Accessibility concerns were raised regarding underpasses and railroad crossings, particularly for cyclists, pedestrians, and wheelchair users. Suggestions included new overpasses, improved pathway connections, and enhanced signage to ensure safe and lawful passage.

Sidewalks and crosswalks received significant attention, with calls to repair existing sidewalks, extend connectivity, and ensure ADA compliance. Suggestions included adding well-marked crosswalks and flashing pedestrian signals, particularly near **schools** and high-traffic areas. Issues with **railroad underpasses and crossings** have also been highlighted, with residents noting that these areas are unsafe and inaccessible for bicycles, wheelchairs, and pedestrians. Suggestions include the construction of new underpasses, overpasses, or walking bridges.

Improving **visibility and lighting** was another priority, with residents highlighting the need to trim overgrown vegetation, limit parked cars near intersections, enhance lighting in residential neighborhoods and near public facilities, and address other blind spots at intersections. Suggestions to improve **pedestrian and cyclist safety** included adding bike lanes, securing pathways around train crossings, and creating safer infrastructure for bicycles and scooters.

Residents have raised concerns about **drunk and distracted driving**, advocating for stricter enforcement to tackle these issues effectively.

Traffic flow and circulation were also highlighted, with several dangerous or awkward intersections, such as 10th/11th Avenues, noted as needing redesign. Suggestions include improved signage and marking for smoother navigation and safer interactions between vehicles, cyclists, and pedestrians.

In summary, the feedback underscores the community's desire for targeted road maintenance, improved enforcement, and enhanced education to create safer, more accessible, and well-maintained streets for all modes of travel in Sidney. While some respondents expressed skepticism about traffic calming measures, the overall feedback strongly emphasizes safety, accessibility, and infrastructure improvements across Sidney.

The pop-up engagement events saw strong participation, with community members providing valuable insights for citywide traffic safety improvements across Sidney. All feedback collected in person was carefully input into the crowdsourced commenting map, ensuring that Online users could



engage by interacting with, commenting on, and upvoting the submissions. This integrated approach allowed both in-person and digital contributors to help shape the conversation on traffic safety enhancements and urban development.

Community Surveys

Short survey typed responses from 240 surveys, as of 03/17/2025

SHORT SURVEY TYPED RESPONSES FROM 240 SURVEYS, AS OF 03/17/2025

ROAD IMPROVEMENTS

Road Repairs to Hickory Street

- Hickory Street, road repairs.
- We need our roads repaired, they are unsafe for people walking on them, driving on them, etc. Go look at Hickory Street it's connected to our beautiful downtown center square and it is one of the worst roads in Sidney. I work downtown Sidney and drive that crappy road every single day.

Improvements for Old Post Road in vicinity of Link 17J

- Redo the entrance into Walmart from 385,
- Post Rd worst in USA

Citywide Repair Potholes | Road Damage

- The roads not being kept up, too many potholes.
- Fixing the roads and potholes in the roads
- Improve the streets themselves - potholes & uneven pavement
- Our streets have problems with either pot holes, bumpy roads from the tar melting, or are not well maintained during the winter causing more erosion.
- Improve streets to reduce pot holes, uneven roads, gravel.
- Repairing damage(d) roads and sidewalks
- Pot holes
- Fixing rough streets more often would help,
- Maintenance of roads
- Fixing the roads
- Repair roads.
- The road conditions
- Road conditions
- Condition of street
- CURBS NEED ATTENTION

Roads on Sidney's North Side

- Repave and widen roads on Sidney's north side. This has been "promised" to us forever, and nothing to show for it. The roads are old and narrow and could probably relatively easily be widened a bit. They also need to be repaved, some of them are in awful condition.

Deep Valley Pans

- Center of street is too high in the vicinity of Maple and there are flooding issues.
- Deep valley pans

Shoulder

- An extra shoulder on the road makes a big difference. (Truck driver perspective)

BULB OUTS

- Eliminate the bulb outs as vehicles are traveling too far into the intersection to see and increase the risk of collision.
- At 10th & Illinois, bulb outs hinder large truck turns at the intersection of the only truck routes in town

COUNTERMEASURES

- Bumps showing lanes

SPEED

Speed Feedback Signs

- Speed monitoring signs installation.
- We need speed monitoring signs.

Speed Limits

- Lower speed limit at the Old Post Road/ Upland parkway intersection.
- Have consistent speed limits on main roads too many 35, 45, 50 mph zones
- Posted speed limits
- There are some streets that are too narrow. People drive way too fast!

Speed Bumps

- Capt. Walter Reed Avenue is often used as a shortcut from both directions. Speed cushions would effectively slow the speeders.
- Speed bumps
- "Add speed bumps on Lodgepole Rd just west of park. Widen street and add sidewalks."

Police Presence

- Police presence, being seen (e.g. old-style cars) slows speeding traffic while speed traps don't slow traffic and do not help with public/police relations (not accusing the PD of doing this, it just seems to have become the norm).

Old Hospital

- Speedsters go thru the (Old Hospital) corner w/o paying attention and several elderly have nearly been hit by speeding vehicles!!!

Schools

- Speeding in vicinity of Elementary schools
- Speed enforcement in school zones!

Sidney Draw Road, 15th Avenue, Newton Street

- I live near Sidney draw road /15th/Newton and speed is a major issue.

13th Avenue, south of Illinois to Country Club Drive

- There is not a posted speed limit sign on 13th Avenue south of Illinois to Country Club Dr. and vehicles know that and drive very fast. I wish they'd put the dips back

SCHOOLS

Circulation

- Improve traffic around school.
- Different set up for school pick up at South so all cars are going the same direction and people aren't walking out in between cars.

Signage | Signals | Speed

- Adding better signage for school zones. An example would be flashing signs during school time with the posted speed limit.
- Speeding in vicinity of Elementary schools
- Speed enforcement in school zones!

Education: Crosswalks | Bus Unloading & Loading

- More crosswalk education and bus unloading loading education for all.
- Lots of people park in the crosswalks at school pickups.

ENFORCEMENT | PATROL

Obstructions

- Obstructions at intersections (shrubbery, vehicles, other obstructions)
- Enforce no parking on sidewalks and partially blocking streets,

Cell Phones

- Get serious about drivers who are texting and driving
- Stop cell phone use while driving

Running Red Traffic Signal | Running Stop Sign

- Up on the hill is horrible with people running the light by Walmart or semi-trucks pulling out in front of motorists. More tickets need written for traffic violations.
- Red light cameras
- Too many motorists that run the main lights throughout the Sidney without consequences from law enforcements.
- Trucks do not stop when exiting I80. Traffic light intersection at Old Post Road and L17J needs more enforcement and traffic calming.
- Fixing rough streets more often would help, but the main problem is that people do not make complete stops at stop signs, they think it means keep on going specially on turning corners if there is no-one looking. Maybe citizens could turn peoples license plate number in to police and they could give them a warning to be better drivers.?
- ALSO: Most drivers roll stop signs. There is a four way stop sign near where I worked and I had the opportunity and time to observe traffic there. Not scientific, but I would estimate that nine out of ten drives failed to come to a complete stop there unless there was cross traffic also stopped there. That includes city, county and state vehicles EVEN law enforcement that failed to come to complete stops there.

Yield to Pedestrians at Crosswalks

- There is no law enforcement that is enforcing vehicles yielding to pedestrians in crosswalks. I have stood in the crosswalk that goes across the walking path on 11th Avenue for up to 10 cars who ignore that I am even there. On a few occasions, police cars have driven through without letting me cross.

Speeding | Traffic Cameras

- Better signage of speed limits or stop light notifications up by Walmart. Out of town people fly through the stop light on upland parkway.
- Write more speeding tickets
- Perhaps a few of these traffic cameras that record license plates when speeding (only at high traffic/high offense areas)

License Plate

- It's our personal opinion that 1 out of 10 vehicles are operating without a License Plate. If in the event of a traffic accident critical information will be missing.

Drugs & Alcohol

- I personally believe that more Law Enforcement could be utilized for patrol for traffic violations and other non-motorist dangers. Sidney has a large drug presence which is also impacting driver safety.

Litter

- Also, these same drivers (Speedsters around Hospital Corner) toss out their cigarette butts---fire hazards and trashy!!

Scooters | Bicycles | Dirt Bikes | EBikes

- Put restrictions on scooters for kids. Enforce the speed limits. Nobody stops anymore for people to cross.
- Motor-scooters laws
- Rules and enforcement for motorized bikes and scooters, licensing these and age limits on who can operate
- 2. dirt bikes, scooters have no laws of age, helmets, or traffic laws - No laws on streets, we have to dodge them, the city going ha ha. No adult supervision, go play kids.
- People with electric scooter and bikes not looking and going through stop signs.
- 3. ATV's rolling around town ignore traffic rules. ATVs should not be on the roads period, too many cars and too dangerous as ATVS do not observe traffic rules (at least the ones on my area)

Law Enforcement | Patrol | Presence | Response

- A greater and more immediate law enforcement presence and response.
- More police patrols
- There are areas of Sidney that rarely see law enforcement presence and motorists know this!
- Enforce existing law
- Lack of enforcement
- People don't use their turn signals.
- 5. Favoritism, police favor relatives. NO tickets for cousins etc.
- 6. 1970's LE mentality on roads and thinking
- Nothing you list is a concern. First off we have about 7 police officers right now for 7/365. I will personally make sure and vote against any type of traffic calming elements.... we are not California. Are you guys trying to help or trying to DEI here?
- Generally speaking, we (Sidney's north side) could use more police presence as well just to keep people in line and aware that the police are out and about.
- More patrolling in school zones and just watching the stop signs in general....I know it can't be done, but maybe police watching the 4-way stop on 10th and Toledo. People blow through that stop sign quite a bit. People don't slow down at any of the stop signs recently. They pull right out.

Parking

- enforce semi-truck no parking,
- enforce no parking

EDUCATION

- Education
- Better education
- General public education on driver's Right of Way! At all intersections that have no Stop or Yield signs the driver on the right has the Right of Way. There are too many drivers in Sidney that either do not understand this or just don't care. It seems that some drivers think the longer blocks (generally the East/West streets - named streets vs numbered) have priority for Right of Way.
- People don't use their turn signals.
- Everyone should take a week, even two days, and ride with a truck driver, see what we do, and see our visual.
- People don't use their turn signals.

Crosswalks

- Most people do not stop for pedestrians in crosswalks. Education on the laws involving pedestrians would be helpful.

Teach Children Traffic Safety

- I wish there was a program (possibly through the schools) to teach children safety on the roads so they understand that they still need to follow traffic laws on things like bikes or electric scooters.
- 4. NO focus on children safety. none! Parental or school
- Education for kids
- Kids don't follow safety riding bikes and scooters etc on sidewalks and streets with out regard to law or others, e bikes are the same risks by all ages
- Looks like motorized scooters & Bikes. Are going to be a problem. Should not be allowed on town town sidewalks.
- People with electric scooter and bikes not looking and going through stop signs.

3-Feet Law

- Educate motorists and add signs indicating the 3 feet to pass cyclist law in the State of Nebraska.

Community Surveys

Short survey typed responses from 240 surveys, as of 03/17/2025

EDUCATION continued

Hike/Bike Trail Etiquette & Guidelines

- Pedestrians and bicyclists following the laws and typical trail etiquette.

Cell Phone Use

- Stop cell phone use while driving

Trucks

- Everyone should take a week, even two days, and ride with a truck driver, see what we do, and see our visual.

UPKEEP | CLEARING | STORMS

- Cleaning sweeping streets
- Paint streets
- When stuff falls off vehicles it's left in the road too long
- Clear and treat streets after a snow storm or preparing before a storm, to include side streets.
- Is he watering that, it's looking dry

COMMUNICATION

- Do a weekly public service announcement address speeding and other traffic issues without just writing speeding tickets
- Ability to report anonymously

RR UNDERPASS

Complete Streets | Accessibility | Bicycles

- Improve underpass to provide complete streets service for drivers, cyclists, pedestrians, accessibility.
- My biggest concern is the 13th street underpass. Bikes are not allowed on the walkway (although this is routinely ignored). The only legal way between north and south side is to ride in the street. This is a death-defying endeavor. As I don't want to break the law, I ride my bike in the roadway. This is very narrow with cars speeding by. I routinely get honked at, hollered at, swore at. Luckily, I have I have not been hit yet. If Sidney wants to be bike friendly and save our children from risking death by following the law, something needs to be done to facilitate safe, legal bike access between north and south side.
- No way for wheelchairs or bicycles to go under UP train tracks.
- Train crossings are close to impassable on foot, bike and wheelchair.

Railing Improvements

- BNSF and UP tracks and crossings are out of compliance. Children have jumped from overhead tracks to fall into roadway for suicide and no fences or guards on any of the elevated areas.

New Underpass | Overpass | Walking Bridge over RR

- Overpass walkways over the railroad tracks by 19th street and 10th street
- Only one underpass

RR AT GRADE CROSSING

- Train crossings are close to impassable on foot, bike and wheelchair.
- The only lawful bike crossing to north side is Greenwood Road and it's dangerous often closed and very remote and heavy truck traffic.

TRAFFIC CONTROLS – STOP | SIGNALS

Trucks | Speed Limits

- Slow down semi-truck traffic
- "Many people don't pay attention to traffic signals, crosswalks. Sometimes it is narrow going through downtown Sidney. I drive an 80,000-pound truck. I travel on Illinois 3-4 times per day in the winter in my truck.
- Posted speed limits

Add More Control | Signals | Stop Signs

- Having consistent stop/yield traffic flow plan. There are several unmarked intersections without stop /yield signs.
- Flashing lights for pedestrians at major intersections and walkways. Like the one at 10th by the park.
- More control measures at intersections, stop signs or lights.
- Adding stop signs at critical corner near old hospital!!
- A lot of intersections do not have yield signs or stop signs and people do not follow the right of way rules.
- Stop signs at all intersections with Deaver would also be good.
- More stop signs on blind intersections
- Add stop signs to all intersection that currently don't have stop signs
- All intersections need some sort of control and signage.
- But the main problem is that people do not make complete stops at stop signs, they think it means keep on going specially on turning corners if there is no-one looking. Maybe citizens could turn peoples license plate number in to police and they could give them a warning to be better drivers.?
- Several intersections without any STOP signs.
- Signals people don't pay attention to the signal lights
- Many intersections no stopping
- More stop signs
- More stop signs
- More stop signs
- More stop signs.
- More signs
- More stop signs
- More stop signs.
- Stop signs
- Stop sign
- Stop signs lack of
- More stop/yield sign
- Adding stop signs
- Stop signs
- no slow/ stop signs
- Traffic lights
- Additional traffic lights
- noncontrolled interstate
- SOME NEIGHBORHOOD ROADS ON THE SOUTH SIDE DON'T HAVE STOP SIGNS AT THE INTERSECTIONS WHERE TRAFFIC MEETS, THIS IS DANGEROUS.
- more stop signs in residential areas. Stop lights at [Pole] creek crossing and fort Sidney road badly needed.
- The stoplight at 11th and Old Post Road needs to be a normal stoplight . The cameras don't work properly to allow flow of traffic. It caters to the 11th Avenue traffic and will switch before the 3rd car going east or west can go through.
- Stop signs
- Adding stop signs

Fort Sidney Road / Illinois Street

- A stoplight would be very helpful at the intersection of Fort Sidney Road and Illinois St.

Link 17J / Old Post Road

- The I 80 interchange is outrageous. So dangerous!! More signs for truckers & to everyone. The speed limits go from 55 to STOP. Better stop lights at both intersections by the (Old) Post (Rd) & Walmart light.
- And hate crossing on that road going to hospital. Not sure how to fix that!!
- Better labeling of Stops and also of speed limits. Out by the interstate something needs to be done about commercial and private vehicles ignoring the stop sign on the exits. I have witnessed and have been involved in several near miss accidents of motorists failing to follow traffic rules.
- Sidewalks and crosswalks up near Walmart and Cabela's would be very helpful, along with something to catch the attention of drivers when the light is changing.
- 5. Old post road is bad because of all the turn outs, must use peripheral vision. Have driven all over USA, old post road is very dangerous. too many near accidents and accidents. Too many tuckers blow the lights
- Trucks do not stop when exiting I80. Traffic light intersection at Old Post Road and L17J needs more enforcement and traffic calming.
- (Signal) Light by Walmart
- I have witnessed several near misses at the light out by Walmart. People traveling Northbound from under the interstate do not have enough warning too stop. Also 385 should not be 50mph going through the light. It's too fast.
- Light by Walmart

Pole Creek Crossing/Fort Sidney Road Intersection

- Adding a stop light at intersection of Pole Creek Crossing and Sidney Draw Rd?? (Street running South to North by Swimming pool).
- The corner at Fort Sidney and Pole Creek
- All-way stop at pole creek and ft Sidney Rd.
- The intersection of pole creek crossing/ toledo street and Fort Sidney Road needs a stop light.
- A traffic light would also be great for the Fort Sidney / Toledo intersection given the blind spots, speed limit, vehicle types, and traffic congestion - especially at peak hours. Thank you!
- Ensuring angles of stops are appropriate to allow appropriate visibility and objects that obstruct view.
- (MAKE A 4-WAY) ST(O)P FT SID(NEY RD/) TOLEDO (ROAD)

Old Post Road/Upland Parkway & Silverberg Drive

- The eastbound traffic at Old Post Rd, & Upland Pkwy, needs better signs to prevent right lane traffic from passing straight through the intersection, thus preventing traffic trying to enter Silverberg Dr from making right turn safely.

Signal Improvements | Sign Improvements

- Add flashing stoplights at key intersections, including those outside of town (Road 111 and Road 32) where there have been multiple accidents and fatalities. Improve light sensors at 11th and Old Post Road to reduce number of people running or ignoring red lights
- The 13th (Avenue) & Illinois (Street) left turn (traffic) signal only works for east bound traffic not westbound,
- Turn lane signage

Crosswalk HAWK Beacon

- Many people don't pay attention to traffic signals, crosswalks.

Lighting | Obstructions

- Street signs visible
- Lighting is good in the north neighborhood.

Speed Bumps

- Speed bumps
- speed bumps

Other

- Nothing you list is a concern. First off, we have about 7 police officers right now for 7/365. I will personally make sure and vote against any type of traffic calming elements.... we are not California. Are you guys trying to help or trying to DEI here?

EMERGENCY

- Installation of emergency access phones that immediately contact the police placed throughout the community

CIRCULATION

- WHEN HEADED EAST ON ILLINOIS TOWARDS HWY 30,, THE ON RAMP TO HWY 30 SOUTH AT ILLINOIS MAKES NO SENSE. TO STOP WHEN YOU ARE MAKING A RIGHT-HAND TURN INTO A DEDICATED SOUTH-BOUND TRAVEL LANE. ADDITIONALLY, THERE ARE NO ROAD PAINTINGS TO INDICATE WHERE AN INDIVIDUAL SHOULD STOP AT THAT PARTICULAR INTERSECTION.
- Better marked intersections with use of traffic lights; V.S. 4-way stops & roundabouts. Separate bike lanes.
- Sometimes it is narrow going through downtown Sidney. I drive an 80,000-pound truck. I travel on Illinois 3-4 times per day in the winter in my truck.
- Some (streets) are too narrow
- There are some streets that are too narrow. People drive way too fast!

10th & 11th Ave/Toledo St

- A roundabout near Sonny's would be helpful but space may be an issue.
- Over by my house on 11th Street, where it curves and either continues on 11th or turns onto 10th, there's a dangerous intersection. It would be safer if that section of 11th Street were blocked off and turned into a one-way. The current setup is problematic and poses a significant risk for a serious accident.
- Some of the street connections are awkward (i.e. 10th moving to 11th Ave and the curve area)

DRUNK DRIVING | DISTRACTED DRIVING

- Drunk drivers promoted by and at city and county events. Chock full of drunk drivers. People show up at where I work barely able to walk, I watch them get into a car to again- drive drunk- It is almost a given, who gives a shit?
- The culture of alcohol in this town and the amount of drunk driving needs to stop, we see the drunk ones taking off from the bowling alley, downtown sounds, Oktoberfest, fair traffic, bars, etc. and we know lots of them are supposed "influential citizens." It's a disgrace and they should be ticketed and fined with a mandatory AA program before someone gets hurt. Time to sober up so this town can heal.
- Impaired/distracted driving from phones or substances is always a concern.
- Drunk drivers 24/7
- Cell phone use
- UNSAFE PEOPLE

Community Surveys

Short survey typed responses from 240 surveys, as of 03/17/2025

ADA ACCESSIBILITY | CROSSWALKS | SIDEWALKS

- Sidewalks!
- Sidewalks
- There are blinking lights to get across 11th to the park, I think the are to high people don't see them some just ignore. Maybe if an officer could spend some time watching that crossing. I know you are busy and short on people.

Street Design | ADA Accessibility

- Improve designs to streets for ADA accessible sidewalks.
- All residential areas need to be ADA accessible.

Crosswalks | Signage | Signals

- Roads adding signage and crosswalks for individuals.
- I think that more crosswalks on the west side by Safeway would increase safety. The speed limit is 35 on Main Street in this area and cars do not stop for pedestrians.
- Clear crosswalks
- I stop pedestrians in crosswalks when it's safe, but not always if I am being tailgated and the vehicle behind me is close and could rear-end me pushing my vehicle into anyone in the crosswalk.
- Crosswalks
- Make signs bigger for the crosswalks that aren't covered well.
- Crosswalks for pedestrians
- Flashing lights for pedestrians at major intersections and walkways. Like the one at 10th by the park
- Many people don't pay attention to traffic signals, crosswalks.
- Sidewalks and crosswalks from truck stops to businesses
- Sidewalks crosswalks

Sidewalk Improvements | Repair

- The sidewalk between 11th Toledo and 12th Toledo needs repaved and should have bike accessible curbs put in. The kids coming to and from South Elementary will veer into the street because the sidewalk is so broken.
- Fix the sidewalks we have.
- Improve sidewalk.
- Better sidewalks
- Sidney is so small and everything so nearby that I feel having biking and walking paths would be very beneficial to reducing cars on the road. On my daily commute on Illinois St, I'm forced into traffic a few times while biking, especially since the sidewalks aren't rideable or even very walkable.

Disconnected Sidewalks

- Sidewalks and crosswalks up near Walmart and Cabela's would be very helpful,
- The lack of sidewalks on 11th due to cars using it as parking spots. It's so unsafe for individuals on bikes or wheelchairs.
- Adding/completing sidewalks where they dead end in the middle of a block or where there are no sidewalks in the main town (IE not just on the hill)
- Adding Sidewalks
- Lack of sidewalks
- Addition of sideways on streets with none.
- Sidney has desperately needed uniform, consistent, navigable sidewalks for the 15 years I've been here and likely much longer. It's unsafe for anyone to walk or ride bikes on streets, especially as you get to the east side of town where sidewalk coverage is minimal (like Fort Sidney Road). I don't want to take my family or kids out without a safe sidewalk to transit upon.

Blocked Sidewalk | Blocked Crosswalk

- People park their vehicles up on the sidewalk or put their trash cans out on the sidewalk and you are forced to walk or ride your bike in the street.
- Sidewalks blocked
- Lots of people park in the crosswalks at school pickups.

Pavement Striping

- Look at intersections without markings safer for bicycles and pedestrians.
- There needs to be designated crosswalks with lights on Fort Sidney Road from College Drive to the swimming complex and from Virginia Lane to the Lodgepole Creek Trail.

Pathway | Connections

- There also needs to be a sidewalk back to the trail on the south end of bridge to the West.
- People, mostly kids on skateboards, scooters, and bicycles, often don't use the trail because they can't or don't want to traverse the gravel road into Lodgepole Creek Camp to connect to the trail. It isn't marked, nor convenient to those modes of transportation and they ride or travel up and down Fort Sidney Road to and from the pool complex and ballfields. I have a bird's eye view of this from my back deck and watch kids make unwise and unsafe choices to travel on the 40MPH road every day, even during peak traffic hours. It was nice to get the extra sidewalks in place to the pool, but you need this extra section of sidewalk and some signage and enforcement to use the new walkways for safety of the kids and drivers. Thanks.
- Adding sidewalks or paths along Fort Sidney Road. The city is building east so providing public walkways or paths is an obvious requirement to ensure safety and encourage outdoor recreation, commuting participation rates.
- Complete the pathway loop around the community.
- More trail connectivity throughout the city.
- Complete the pathway
- I longboard

Railroad Crossings

- Train crossings are close to impassable on foot, bike and wheelchair.

VISIBILITY & OBSTRUCTIONS

- Blind corners in residential areas.... like the corner of Charles Drive and Dorwart Drive.
- Visible signs
- Ensuring angles of stops are appropriate to allow appropriate visibility and objects that obstruct view.
- View obstructions at intersections (shrubberies, vehicles too close to the corner, etc.)
- there needs to be Tree trimming back at some of the intersections!

LIGHTING

- I think more lighting would really help. East of 10th Avenue, on Linden Street is very dark.
- Visible lights
- Lighting could be an issue in places.
- Increased lighting (throughout the community)
- There needs to be better street lighting definitely!

Residential Neighborhoods

- More lighting in neighborhoods
- More street lights in ALL residential areas.

Newly Developed Areas

- Need additional spotlights at newly developed areas.

Hospital

- Have to use a flashlight right by the hospital. Would like more light.

North Neighborhood

- Lighting is good in the north neighborhood.

Dailey Drive

- Lighting on Dailey
- Better lighting on Dailey Drive

BICYCLES | SCOOTERS | E-BIKES

Bicycle Ways

- Bike routes
- Add more bike lanes.
- Addition of bike lanes.
- Bicycle Lanes
- Put in more bike paths
- The whole city needs improved pedestrian and bicycle infrastructure.
- Bike routes and designated bike lanes with signage to alert motorists. Designated lanes can be as simple as a strip of paint. NE law says 3 feet between moving cars and cyclists. if the lanes were/are marked at 3 feet off parked cars, a cyclist could still have a door open in front of them resulting in a collision. There are pinch points where there is no other route for cyclists/pedestrians and cars where the road must be shared. Better access to the North side would be welcome one cycle /pedestrian over pass or underpass at the west end connecting with the Sidney Deadwood Trail system would be an enhancement to the city. Another, around the post office, would also be nice. and maybe a bike path along Greenwood Road & across the tracks.
- Bikes and scooters need to stay on sidewalks or add bike lanes.
- Kids scooters
- Motorized scooters
- Kids don't follow safety riding bikes and scooters etc. on sidewalks and streets without regard to law or others, e bikes are the same risks by all ages
- Looks like motorized scooters & Bikes. Are going to be a problem. Should not be allowed on town sidewalks.
- Motorized bikes and scooters
- Kids on scooters zipping around traffic

Bicycle Racks

- Addition of ways to secure bikes once you have arrived at a business area or public venue.

TRUCK TRAFFIC

- Sometimes it is narrow going through downtown Sidney. I drive an 80,000-pound truck. I travel on Illinois 3-4 times per day in the winter in my truck.
- Everyone should take a week, even two days, and ride with a truck driver, see what we do, and see our visual.
- An extra shoulder on the road makes a big difference.

SOMETHING ELSE

- I like driving in Sidney
- 10TH AVENUE, A RESIDENTIAL/BUSINESS AREA, OVER THE PAST FEW YEARS HAS BECOME VERY BUSY AND IS A MAIN THOROUGHFARE. IS THERE ANY WAY TO ADDRESS THE NOISE POLLUTION? PARTICULARLY: EMERGENCY VEHICLE SIRENS AND LOUD MUSIC AND NOISE FROM PASSING AUTOMOBILES.
- We don't need more bus stops this is a town of 5000, we don't need more paths. How about you help the people who pay taxes instead of catering to those who don't contribute but just take? I can already tell by this survey that you aren't here to actually solve problems but spend money for DEI reasons. A town of 5000 people does not need bus stops nor a bus line, especially when most of the people using it are not from this town, not from this country.
- None of the above

Task Force and Stakeholder Sessions

Comprehensive Community Engagement & Voting Process for Sidney Safe Streets for All

Stakeholders and task force members played a vital role in identifying project priorities and shaping the Sidney Safe Streets for All (SS4A) Action Plan, which was developed through extensive community engagement, using voting boards at all events, including public pop-ups, stakeholder sessions, and initial task force meeting. These interactive boards allowed participants to review key transportation safety data, prioritize concerns, and provide feedback on proposed improvements.

The first stakeholder session, conducted at Boss City Brewing Company in downtown Sidney on August 28, 2024. It focused on school safety. Invited attendees included administrators and support staff, including parents, from all elementary, middle, and high schools, as well as Task Force members, City Administration, City Street Department, City Parks Department, and Council representatives. Immediately following the session, a public forum was held as an initial pop-up event, allowing broader community participation. This public forum as advertised in the local newspaper and on City social media.

The second and third stakeholder sessions, held on November 18, 2024, took place at Sidney Regional Medical Center. These sessions included representatives from various medical center departments, including EMS, alongside Task Force members and City leadership, fostering discussions on transportation safety from a healthcare and emergency response perspective.

Stakeholder & Task Force Sessions: Data Review & Prioritization

The Task Force Kickoff meeting was held on August 2, 2024 at Sidney City Hall council conference room.

During initial task force meeting and subsequent stakeholder sessions, representatives from schools, hospital, EMS, police, street department, city administration, county tourism, public transportation, city council, and community leadership were introduced to Safe Streets for All (SS4A) and Vision Zero initiatives.

To ensure broad representation, participants identified the areas in which they live in or adjacent to Sidney, ensuring that feedback reflected concerns from across the community.

Participants analyzed crash data from 2014–2023, which included:

- KSI (Killed or Seriously Injured) crashes and overall crash density across Sidney.

A ten-year crash overview detailing trends by weather, year, month, day of the week, time of day, alcohol involvement, severity, driver age, and multi-vehicle crash types were also presented to engage discussion.

- Identification of high-risk locations, helped inform safety priorities.

Attendees were asked to determine which focus topics should be prioritized, including:

- Impaired and inattentive driving
- Intersection crashes and speed-related incidents
- Large truck and motorcycle involvement
- Non-motorist safety (pedestrians, cyclists, and mobility device users)
- Run-off road crashes and roadway safety for older and younger drivers

Community Feedback & Voting Boards

Participants viewed transportation safety presentation on SS4A and Vision Zero initiatives and concepts and then engaged in discussions with questions designed towards their areas of expertise.

For the in-person comments map, feedback collected in person was uploaded to the crowdsourced commenting map, allowing Online users to interact, comment, and upvote submissions from these in-person sessions.

Participants placed stickers on location-specific safety concerns and elaborated from the viewpoint of the traffic safety issue—pedestrian, bicyclist, vehicle, accessibility, or general safety improvements.

Progressively, comments and votes on observations submitted collectively highlighted community priorities.

Participants received postcards to share the Online survey and crowdsource map sites with a QR code to encourage broader participation.

Citywide Survey: Gathering Transportation Insights

Printed surveys were completed by task force and stakeholder participants and input into the collective Online system to keep track of all responses efficiently.

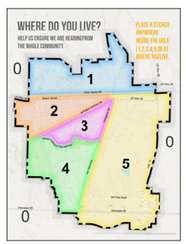
Survey participants:

- Identified the area where they live in or adjacent to Sidney to ensure representation across all sectors of the city and hear from those who work and travel in Sidney on a regular basis but may live outside city limits.
- Submitted responses anonymously or registered with an email for updates on plan progress.
- Had access to a Spanish-language version for broader engagement.

Voting Boards: Safety Priorities, Policies & Infrastructure

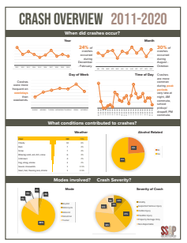
At all events, attendees were asked to vote on key safety priorities, sharing insights on:

Transportation comfort levels, rating their experiences traveling by vehicle, bicycle, pedestrian, mobile assistive device, or motorcycle.





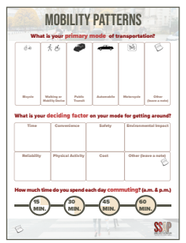














Task Force and Stakeholder Sessions

Effective safety strategies, such as:

- Crash survivor support
- Education on safe walking, biking, and rolling
- Community-wide planning for safer streets and public spaces
- Street design improvements for all road users
- Safe speed enforcement to reduce injury severity

Throughout task force sessions, stakeholder meetings community members and local experts engaged in meaningful conversations to provide insights on traffic safety priorities in Sidney.

Participants were asked to determine **priority focus areas** for the safety action plan, considering concerns such as:

- Impaired and distracted driving
- Intersection safety and speed-related crashes
- Large truck and motorcycle involvement
- Non-motorist safety (pedestrians, cyclists, mobility device users)
- Run-off-road crashes and roadway safety for younger and older drivers

Participants also voted on **policy and infrastructure improvements**, selecting strategies such as:

- Lower speed limits
- Stricter traffic law enforcement
- Mandatory safety equipment
- Public awareness campaigns
- Zero-tolerance policies
- Protected bicycle lanes
- Improved pedestrian crossings
- Traffic calming measures
- Better signage and road markings
- Smart traffic signs
- Complete streets
- Safe school zones

Mobility Patterns & Safety Concerns—To better understand transportation behavior, attendees shared their primary mode of travel and key factors influencing their transportation choices.

Main safety concerns when traveling in Sidney, including:

- Speeding & aggressive driving
- Limited pedestrian crossings & sidewalk conditions
- Roadway infrastructure gaps & lack of bicycle lanes
- Distracted & impaired driving
- Running red lights & illegal passing

Participants used sticker voting to highlight their greatest concerns, ensuring that community feedback directly influenced the planning process.

A Collaborative Approach to Safer Streets

By integrating public voting boards, stakeholder expertise, crash data analysis, and interactive mapping, the Sidney Safe Streets for All (SS4A) Action Plan ensures that broad community participation shapes traffic safety improvements. Through digital and in-person engagement, community members and local leaders contributed to a data-driven, community-focused strategy to enhance transportation safety across Sidney.

Stakeholder Prioritization & Project Review

Stakeholders—representing schools, hospitals, EMS, police, streets, city administration, tourism, public transportation, city council, and community leadership—focused on priority areas aligned with their expertise and concerns. Their feedback, alongside a review of existing policies and plans (Downtown Master Plan, Comprehensive Plan, Old Post Road Corridor, Complete the Loop Plans, and the Signage Wayfinding Plan), was incorporated into the planning process.

Task Force Sessions & Data Analysis

The second task force session was held on December 11, 2024. This focused on analyzing community feedback and key safety data. It provided an overview of public comments received, presented insights into crash type trends, hotspot locations, and systemic crash data analysis, and reviewed the high injury network and emerging project areas. The session aimed to guide prioritization efforts, ensuring the task force could make informed decisions on the most critical safety improvements.

The systemic analysis of crash data from 2014–2023 key insights included:

- Crash distribution by type, including angle crashes, roadway departures, alcohol-involvement, and ped and bike collisions.
- Hotspot analysis, identifying high-crash locations based on month, day of the week, hour of the day, and weather conditions.
- KSI (Killed or Seriously Injured) crash locations, offering a detailed spatial overview of where serious crashes occur.
- Crash trends pattern map, visualizing new, consecutive, persistent, diminishing, and sporadic hotspots, helping pinpoint dangerous roadways and peak crash periods.
- High Injury Network Map, highlighting intersections and road segments with the highest crash frequencies over the last decade.
- Countermeasure strategies for recurring crash types, including speed-related crashes, red-light running, sideswipes, rear-end/front-end collisions, and single-vehicle crashes.

Prioritization & Voting Process

Following data review, task force members were presented with ten emerging concerns related to potential projects. Voting took place using weighted stickers to prioritize project categories, including:

- Intersections
- Railroad underpass
- Pathway connections
- Downtown improvements & complete streets projects
- School-related safety
- Railroad at-grade crossings
- Speed reduction measures

Each potential project location was reviewed with crash frequency and severity data, allowing members to ask questions and seek clarification. The voting process assigned 3 points to the most critical category, 2 points to the second most important, and 1 point to the third priority. Votes were then tallied to rank the top four priority categories, shaping a numbered list (1–13) for project development.

From Planning to Action—Next Steps for Sidney Safe Streets for All

The third task force session was held on April 9, 2025. The task force reviewed the draft SS4A Action Plan, voting on specific projects within each category before the plan was presented to the community for additional feedback. Task force members received printed copies of the draft plan to review and provide comment for any needed refinement of the final plan in preparation for council adoption. The task force also discussed the next steps for transitioning into the implementation phase of the Safety Action Plan.

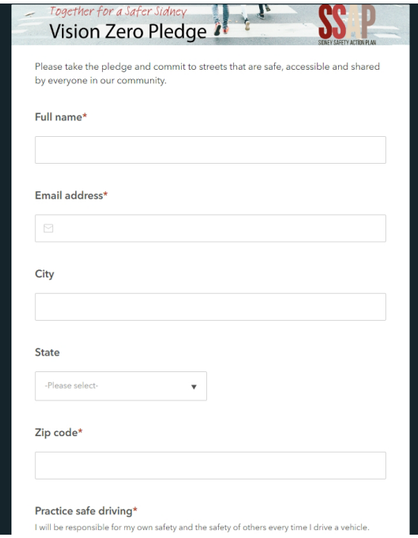
Following adoption of the action plan, the next task force session will focus on implementation, including plan execution, ongoing monitoring, maintenance strategies, and reporting requirements to support long-term effectiveness. The session will outline key next steps to ensure continued progress on traffic safety improvements throughout the community.

Online Tools

VISION ZERO PLEDGE

Vision Zero

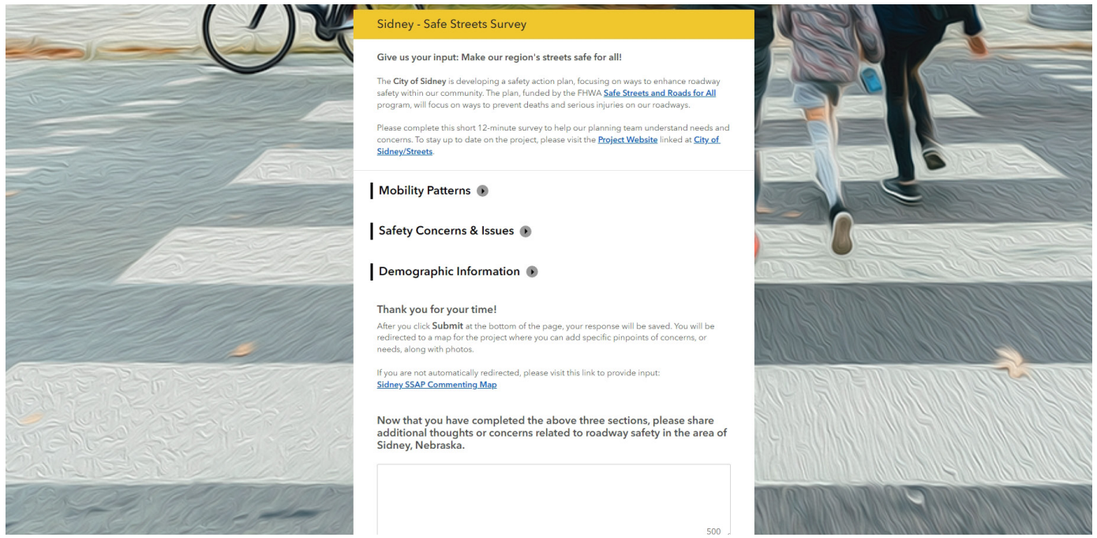
1. Reframes traffic deaths as preventable.
2. Integrates human failing into the approach.
3. Focuses on preventing fatal and severe crashes rather than eliminating all crashes.



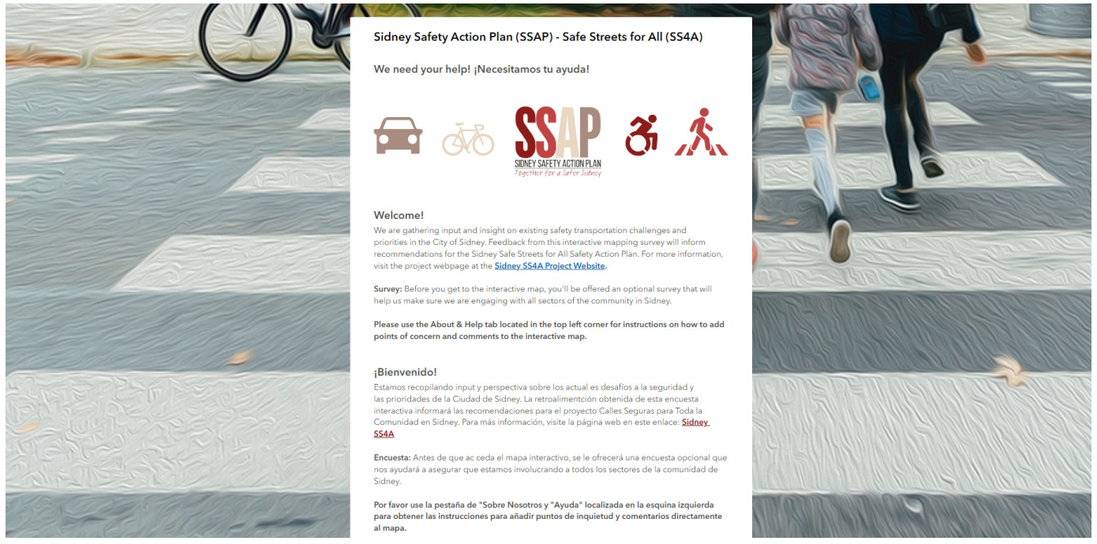
Vision Zero

4. Aims to establish safe systems rather than relying on individual responsibility.
5. Applies data driven decision making.
6. Establishes road safety as a social equity issue.

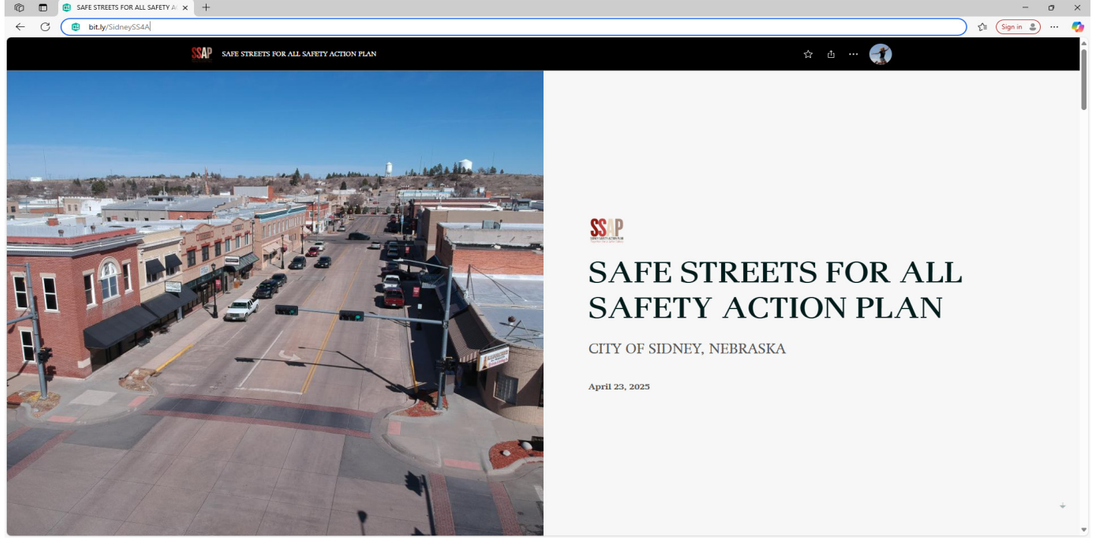
LONG SURVEY



SHORT SURVEY



STORYMAP



Public Draft Plan Review

Public Outreach Events for Action Plan Draft Review

Spring Expo 2025

A long-standing spring tradition, the Sidney Spring Expo brings together businesses, organizations and non-profits from Nebraska, Colorado and Wyoming, allowing them to connect with potential customers through booth displays, product sales and face-to-face interactions with additional promotions on radio, TV and digital.

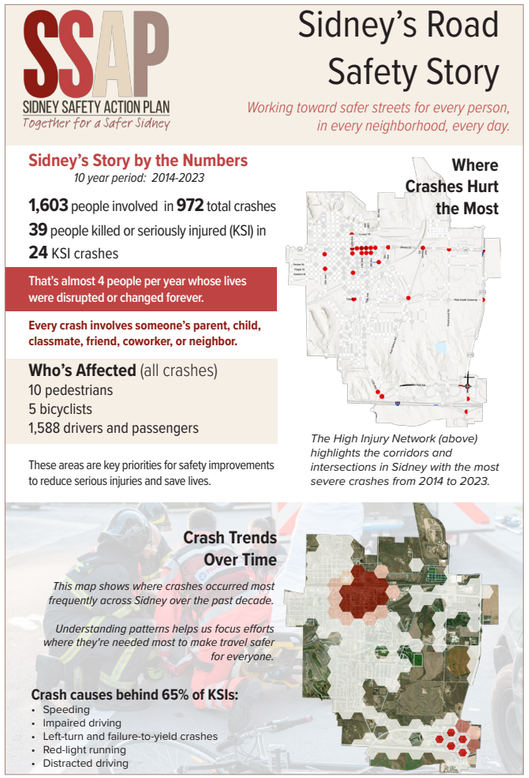
City of Sidney Economic Development staff took the lead providing a booth for public to review the Sidney SS4A Safety Action Plan Draft document and appendices at the 34th Annual Spring Expo on Saturday and Sunday, **April 12-13, 2025**, at Cheyenne County Fairgrounds in Sidney.

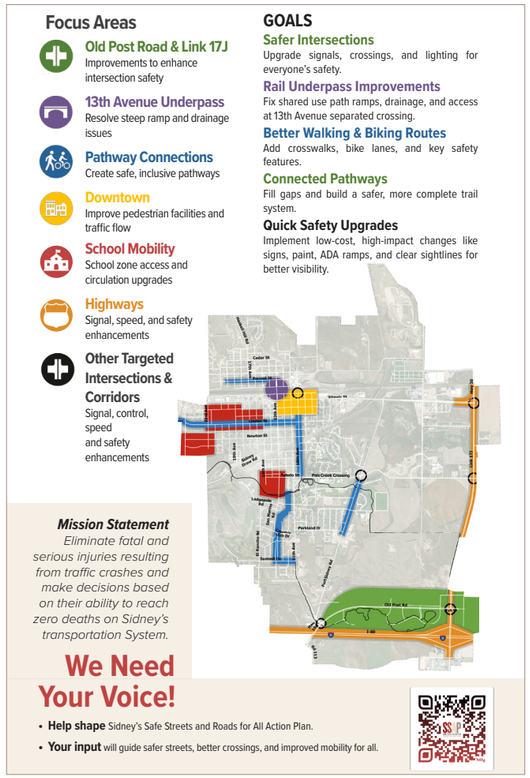
The City's booth featured the plan document as well as several flyers. The main double-sided flyer, shown below, was handed out to all who stopped by the booth. The map, below-right, was displayed via posterboard in the booth along with 7 large jars with colored decals, and tokens were provided to community members to vote for their project priorities. Additionally, community members were encouraged to provide anonymous comments that are documented in this section.

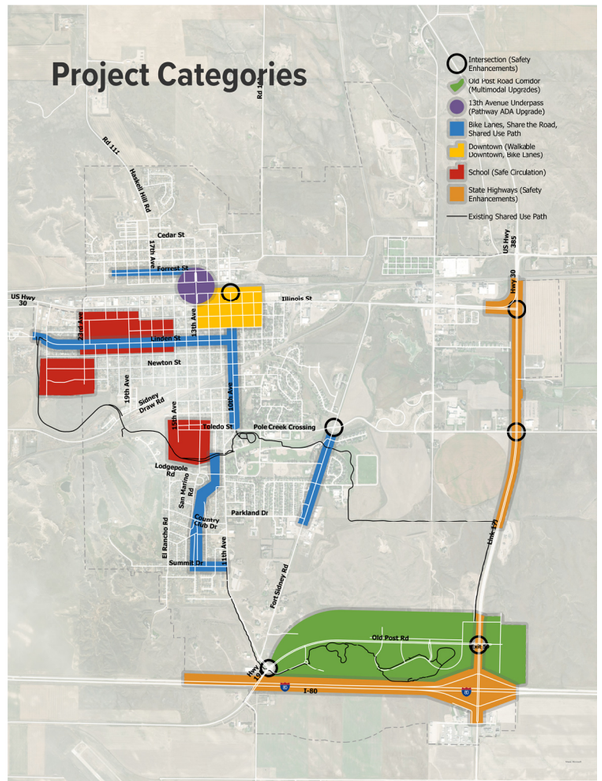
90 people attended the Expo booth and interacted by voting on priorities and/or providing comments. Each received 3 puzzle pieces to vote on the projects of their highest priority, resulting in 270 votes.

City Hall Open House

Following the Expo, the City displayed the projects posterboard, voting jars, flyers, and project area maps at City Hall, allowing public to review the Safety Action Plan documents and vote on their project priorities. This public map display was made available beginning on April 14, 2025, and continued until May 16, 2025.













Public Draft Plan Review & Council Adoption

Leadership Cheyenne County Stakeholder Session

A final stakeholder session was held with members of the Leadership Cheyenne County program to present key elements of the Safety Action Plan and gather input to help prioritize projects. Attendees received an overview of the SS4A program, the Vision Zero framework, Sidney's crash trends, and the High Incidence Network (HIN), which highlights locations with the highest concentrations of serious crashes. The planning team also provided a summary of each of the seven proposed project categories.

Participants shared personal experiences with traffic safety concerns and crashes in the community. To support the prioritization process, stakeholders engaged in the same interactive voting activity using puzzle pieces and completed the public survey. Their input, combined with responses from the final Open House, was compiled and incorporated into the project prioritization matrix to inform final recommendations.

Burgers, Conversation, and Community Priorities

The final Open House for the Safety Action Plan was held at Sidney Elk's Lodge No. 1894 during the well-attended Wednesday night burger and pulled pork sandwich feed from 5:30 to 7:30 p.m. on Wednesday, May 14, 2025. Attendees received a two-page informational flyer outlining the SS4A initiative, summarizing 2014-2023 crash data, proposed safety projects, and overall goals of the planning process. Planning staff were on hand to answer questions and engage in one-on-one discussions.

To gather feedback and prioritize projects, participants were invited to complete a survey and take part in a voting activity using jars and puzzle pieces. Each attendee was given three puzzle pieces and asked to vote across seven proposed project categories. The interactive format prompted strong community engagement, with many individuals completing surveys, voting, and sharing valuable input with the planning team.

Survey responses and voting results were compiled and directly incorporated into the project prioritization matrix, helping shape the final list of recommended improvements.







Draft Plan Presentation to Sidney City Council

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



Task Force Sessions

Task Force Sessions

Task Force Meeting #1 Kickoff—Initial Data Analysis and Community Needs

The project team hosted an introductory session to orient the Task Force to the Safe Streets and Roads for All (SS4A) program, the Scope of Services, and the Task Force's role in developing Sidney's Safety Action Plan.

Discussion Overview

After introductions, Task Force members shared personal experiences with serious and fatal crashes, emphasizing the real-world impacts of transportation safety issues. The group reviewed Sidney's Vision Zero goal—eliminating all roadway fatalities and serious injuries—and affirmed their commitment to that mission.

Key terms and concepts were introduced to support a shared understanding, including crash severity levels, the High Injury Network (HIN), and the Killed or Seriously Injured (KSI) metric. The team also explained the Safe System Approach, which emphasizes designing a transportation system that anticipates human error and minimizes harm.

A brief discussion explored the relationship between vehicle speed and pedestrian survivability, underscoring the importance of speed management in safety planning.

The Task Force reviewed the project's scope, which includes community engagement, data collection, crash and safety analysis, review of best practices, evaluation of policy gaps, and development of targeted countermeasures. The process will also involve prioritizing projects, setting measurable goals and actions, and assembling a comprehensive Safety Action Plan to guide implementation.

Crash data from 2011–2020 was presented, including severity levels and modes involved (motorist, pedestrian, bicyclist, motorcycle, truck). The Nebraska Department of Transportation (NDOT) crash portal was cited as the data source. Following the meeting, NDOT provided direct contacts for more comprehensive crash data (2014–2023).

Task Force Voting Summary

During the meeting, Task Force members participated in an interactive sticker voting exercise to help prioritize key safety concerns and mobility needs in Sidney. Voting results are provided on this and the following page.

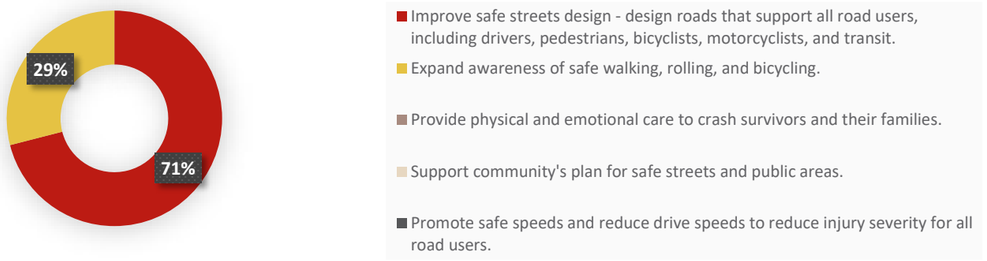
The majority (71%) selected improved street design for all users—including drivers, pedestrians, cyclists, and transit riders—as the most important action to increase safety. Raising public awareness around safe walking and biking received 29% of the votes.

Comfort levels while traveling varied significantly by mode. Members reported feeling very comfortable driving and using public transit. However, most felt neutral or uncomfortable walking or biking in Sidney, with sidewalk conditions and lack of bike infrastructure noted as major barriers.

Top safety concerns on local streets included sidewalk conditions, distracted driving, and speeding. On major thoroughfares, concerns were more limited but still included speeding and red-light running. Members also highlighted issues like disconnected sidewalks and a lack of safe pedestrian crossings.

In terms of mobility patterns, most respondents primarily get around by automobile (71%) or walking (43%). Time and convenience were the leading factors influencing transportation choices, while safety, environmental concerns, and physical activity played a smaller role.

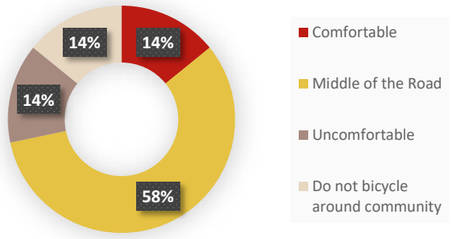
Statement You Find Most Important to Increase Transportation Safety in Sidney



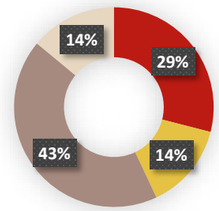
Comfort Traveling by Vehicle in Sidney



Comfort Traveling by Bicycle in Sidney



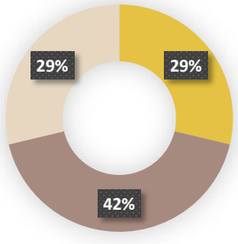
Comfort Traveling by Walking/Using Mobility Assistive Device in Sidney



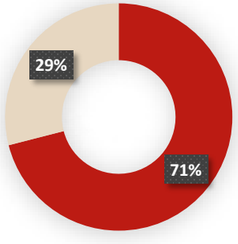
Comfort Traveling by Public Transportation in Sidney



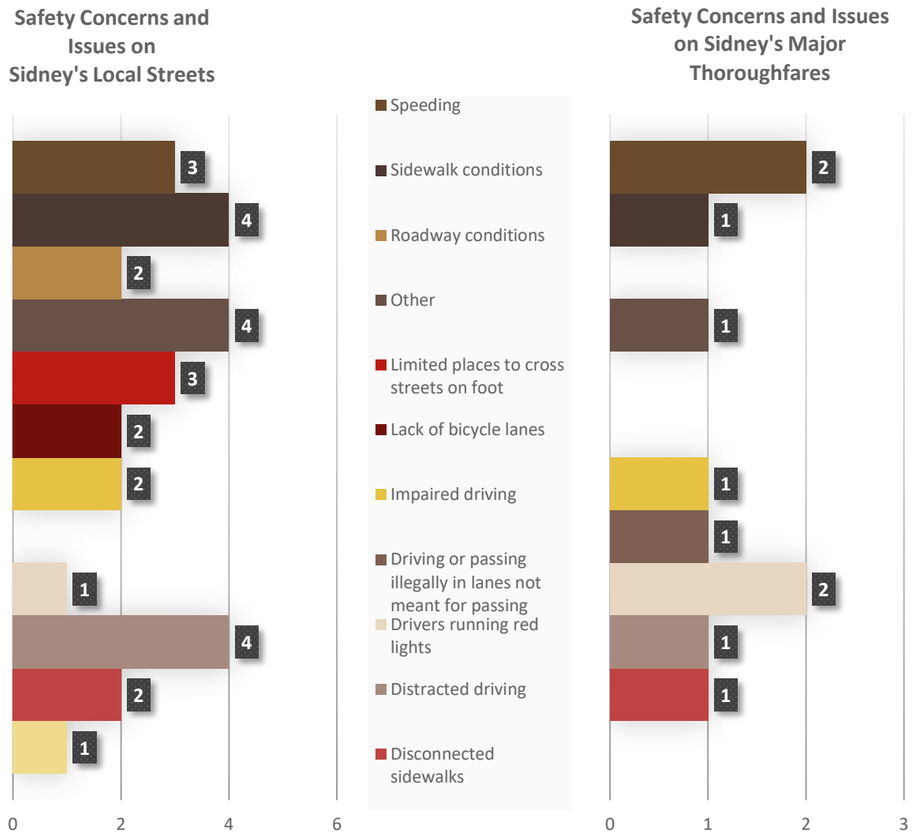
Comfort Traveling by Motorcycle in Sidney

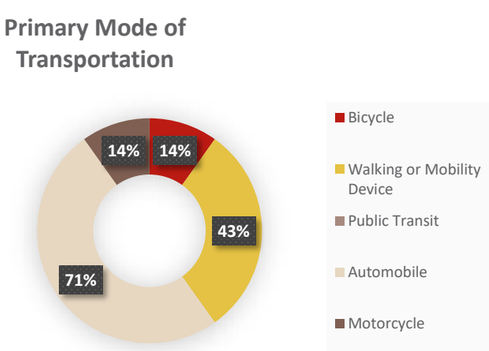


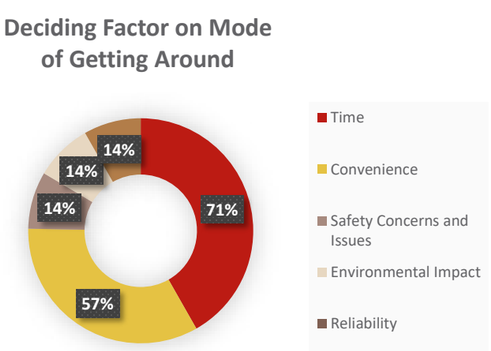
Comfort Traveling by Ride-share (e.g. Lyft, Uber) in Sidney



Task Force and Stakeholder Sessions







Next Steps

The consulting team outlined key upcoming tasks, including mapping the road network and crash data, identifying high-crash intersections, analyzing common crash types resulting in death or serious injury (KSI), and developing Sidney's High Injury Network (HIN). These steps will help inform targeted safety strategies for the Action Plan.

Community Engagement Plans

Oktoberfest was identified as a valuable opportunity for public outreach, serving as a potential pop-up event for community input. Broader engagement efforts will include updates via the project and City websites, targeted mailings, media outreach, and coordination with local stakeholders. The consulting team also introduced a digital engagement platform featuring an online survey, crowdsourced comment map, interactive story map, and public pledge. A QR code linking to the project site will be included on promotional materials.

Final Reflections

The session closed with a discussion about the Task Force's role as advocates for the Safety Action Plan. Members shared insights on core community values, challenges to implementation, and the issues that most stood out to them during the meeting. The conversation highlighted a shared commitment to making Sidney's transportation system safer, more connected, and more equitable for everyone.



Task Force Meeting #2 Data Collection Analysis, Crash Analysis, Crash Trend Overview, Crash Types, Pedestrians, Hot Spots and HIN, Projects-Processes-Policies

The consulting team began the meeting by thanking Task Force members for their continued involvement and collaboration. The session provided an overview of historical crash data and public input, introduced key focus areas, reviewed potential improvement projects, and invited Task Force members to share their feedback and prioritize projects.

Improving transportation safety requires a coordinated, community-wide effort. The strategies proposed for Sidney rely on collaboration among engineers, law enforcement, educators, emergency responders, and the public. Timely emergency response is vital in reducing the severity of injuries, while equity remains a guiding principle to ensure improvements benefit all road users, especially those facing transportation disadvantages.

Task Force Sessions

Data and Community Input Review

The team presented results from 236 short and long surveys, 314 online map comments, and feedback from public open house events and stakeholder meetings. Key themes emerged from this input, which, when combined with historical crash data, informed the development of potential safety projects.

Various layers of existing conditions were reviewed, including speed limits, road widths, signage, ADA ramps, access points, points of interest, traffic volumes, and land use data from the 2023 Sidney Comprehensive Plan.

Crash Data and Hotspot Analysis

Historical crash data (2014–2023) was analyzed using space-time cube and hot spot analysis tools to identify trends and high-risk locations. The "Emerging Hot Spot" tool categorized areas as new, persistent, sporadic, or diminishing hot spots, with particular focus near Old Post Road, I-80 ramps, the 13th Avenue Underpass, and downtown Sidney. Most crash areas fell under "No Pattern Detected," but some areas showed statistically significant patterns warranting targeted improvements.

Crash types were also broken down by category—left turn, angle, rear-end, sideswipe, single-vehicle, and more—each accompanied by maps, frequency, severity, causes, and potential countermeasures.

High Injury Network (HIN)

The team introduced the High Injury Network, developed using crash data from the Nebraska Department of Transportation (NDOT) and police reports. This network highlights corridors with the highest rates of fatal and serious injury crashes. It provides a data-driven foundation for prioritizing investments and guiding safety decisions in engineering, education, and enforcement.

Methodologies from the U.S. Road Assessment Program (USRAP) and FHWA were used to ensure a rigorous, evidence-based approach.

Project Focus Areas and Voting Exercise
Using the crash analysis, HIN, and public input, the consulting team identified 12 potential project locations. These were evaluated across several categories:

- Intersection Improvements
- Safe Routes to School
- Pedestrian Safety Enhancements
- Network Risk Reduction
- Speed Management
- Bike Network Development
- Complete Streets
- Education Initiatives
- Low-Cost Safety Treatments
- Safety Technologies & Strategies
- Roadway Departure Reduction

Each focus area included data on total crashes, number of KSI (Killed or Seriously Injured) crashes, and crash severity metrics.

Task Force members participated in a prioritization activity using a weighted voting system:

- 3 red dots (worth 3 points each)
- 3 green dots (2 points each)
- 3 yellow dots (1 point each)

Votes were cast on project boards, and the results established the relative priorities for moving forward with deeper analysis and project development.

1. Link 17J / Old Post Road Intersection **[18]**
2. 13th Avenue UPRR Separated-Grade Pedestrian Underpass **[15]**
3. Pathway Connections (Complete the Loop) **[14]**
4. Downtown **[13]**
5. Schools—Traffic Flow, Speed, Crosswalks, Safe Routes **[12]**
6. Pole Creek Crossing / Fort Sidney Road Intersection **[10]**
7. US30 / Link 17J Intersection **[9]**
8. Link 17J / Pole Creek Crossing Intersection **[8]**
9. Toledo Street / 10th Avenue Intersection and Corridor **[7]**
10. Lower Speeds **[2]**
11. At-grade railroad crossings **[2]**

This priority ranking was then guided the consulting team for numbering the projects listed in the plan.

Task Force Meeting #3
Refined Projects, Draft Plan Review

The consulting team met with the Task Force on April 9, 2025, to present the draft Safety Action Plan, guide the prioritization of sub-projects, refine action items, and conduct a voting exercise to identify the highest-priority initiatives within the plan's categories.

The meeting began with a reminder of the overarching goal of the Safe Streets for All (SS4A) program—to eliminate transportation-related fatalities and serious injuries through a data-driven and community-informed approach. The team outlined the plan's focus on improving safety for vulnerable road users—especially pedestrians and cyclists—using crash data, community feedback, prior studies, stakeholder input, and feasibility assessments.

An overview of the draft plan walked the Task Force through the Vision Zero framework, the Safe System Approach (emphasizing safe users, speeds, and roads), and key data highlights. This included demographic trends, crash contributing factors (such as alcohol, speeding, and distraction), time and location patterns, and Sidney's High Injury Network (HIN). The team also reviewed crash types and the countermeasures proposed to address them.

The draft is structured around five major themes:

- Strengthening Collaboration
- Designing and Building Safer Streets
- Promoting Safe Speeds and Responsible Driving
- Fostering a Culture of Safety
- Improving Data and Measuring Progress

The action plan was then discussed in three timeframes: Years 1–2, Years 3–5, and Beyond Year 5. The team introduced the project prioritization matrix and summarized top-ranked projects based on safety need and feasibility. An overview of the appendices was also provided, which include:

- Solutions Toolbox Appendix with roadway, crossing, and bike/pedestrian facility treatments
- Project Appendix outlining 12 project categories, sub-projects, cost estimates, and concept maps
- Plan Concurrence Appendix summarizing alignment with existing Sidney plans
- Community Engagement Appendix with survey results and comment maps
- Maps and Baseline Data Appendix with reference maps not in the main plan
- Crash Maps and Crash Trees Appendices to visualize crash patterns and contributing factors

Task Force Sessions

The team then focused on four high-priority project categories identified in earlier meetings:

- Old Post Road Intersection – Pedestrian safety improvements
- Underpass – Bicycle safety enhancements
- Pathway Connections (e.g., Old Post Road/Complete the Loop) – Shared-use path and bike infrastructure
- Downtown – Traffic calming and pedestrian amenities

A fifth category, Quick Builds, was also discussed, including ADA ramps, improved signage, and low-cost safety upgrades.

Task Force members were asked to consider each sub-project's potential risk reduction, feasibility, community benefit, and alignment with SS4A funding. Sub-project examples included:

- Pathways Connections: Bike lanes on 10th and Linden, shared road/pathway at Verde Lane, and a pathway on Fort Sidney Road
- Downtown Enhancements: Road diets, bulb-outs, improved lighting, crosswalks, alleyway improvements, wayfinding, and green space

Project boards were displayed, and members used weighted stickers to vote for their top priorities. Following the vote, the team reviewed results with the group and encouraged feedback or suggestions to strengthen or expand the proposed projects as needed.

The highest-priority projects identified through task force voting included: Safety improvements at the Old Post Road/Link 17J intersection; Bicycle signage enhancements at the 13th Avenue UPRR underpass; Pathway connections along Old Post Road from Jennifer Lane, crossing Old Post Road, and linking to the existing trail near the Maverick gas station; and Downtown mobility upgrades in the vicinity of Hickory Street and 10th Avenue corridors.









Sidney Task Force Voting on Project Priorities During TF Meeting #3

1	**L17J / Old Post Road Intersection**		**Votes**
1-A	Old Post Road and Link 17J Intersection - Intersection and Mobility Enhancements **NDOT Study | Review**	▲	21
1-B	Old Post Road and Link 17J Intersection—Pedestrian and Bicycle Enhancements and Improvements	▲	21
2	**13th Avenue Pedestrian Over/Underpass**		**Discussion**
2-A	13th Avenue UPRR Underpass - Bicycle Signage Enhancements	▲	High
2-B	13th Avenue Underpass Pathway - **Study** Shared Use Pathway for Replacement	●	Medium
2-C	13th Avenue Underpass and Pathway - **Study** Complete Underpass AND Pathway for Replacement	▼	Low
3	**Pathway Connections - Old Post Road Safety and Multi-mobility Enhancements and Improvements**		**Votes**
3-A1	Old Post Road - Andrew Drive and Jennifer Lane - Safety and Multi-mobility Enhancements: On- Street Bike Path and Shared Use Path with Landscape	▲	21
3-A2	Old Post Road - Andrew Drive Corner Connection	▲	21
3-B	Old Post Road and Glover Road - Mid-block Crossings	▲	21
3-C	Old Post Road Cabela Drive Hotels Sidewalk Connection —includes connection to Old Post Road and Crosswalk	▲	21
3-D	Old Post Road Cabela Entry - Multi-mobility Enhancements Pedestrian Crossing Enhancements | Sidewalk Improvements	▲	21
3-E	Old Post Road and Glover Road Remainder of Shared Use Path	▲	21
3-F	Old Post Road | Anglers Drive Remainder of Sidewalk Connections - Along Anglers Lane and Cabela Drive (10-ft SUP)	▲	21
3-G	Old Post Road Sidewalk Connection to Wal-Mart (10-ft SUP)	▲	21
3-H	Old Post Road Visitor Center Trail | Parking Lot Update	▲	21
3-I	Forrest Street from 13th Avenue to 21st Avenue - Bicycle Enhancements: **M545(172)**	●	1
3-J	Linden Street from 10th Ave to Sidney Deadwood Trailhead beyond 24th Ave - Roadway Diet and Bicycle Enhancements	▲	12
3-K	10th Avenue from Linden Street to US 30 Illinois Street - Roadway Diet and Bicycle Enhancements	▲	12
3-L	10th Avenue from Toledo Street to Linden Street - Roadway Diet and Bicycle Enhancements	▲	12
3-M	**Complete The Loop:** Summit Drive (11th Avenue to Verde Lane) - Shared Roadway and Bicycle Enhancements	●	6
3-N	**Complete The Loop:** Verde Lane (Summit Drive to Pasadena Place) - Bicycle Lane and Signage Enhancements	●	6
3-O	**Complete The Loop:** Verde Lane (Country Club Drive to Pasadena Place) - Shared Use Pathway and Bicycle Enhancements	●	6
3-P1	**Complete The Loop:** East of San Marino Rd (Country Club Dr and Lodgepole Rd) - Shared Use Pathway and Bicycle Enhancements	●	6
3-P2	**Complete The Loop:** Lodgepole Road Connection to Sidney-Deadwood Trail - **Study** for Shared Use Path and Wayfinding Enhancements	●	6
3-Q	Legion Park Trails | Fort Sidney Road to Sidney Water Park - Shared Use Pathway and Wayfinding Enhancements	●	4
3-R	Legion Park Trails | Fort Sidney Road - Targeted Shared Use Path Wayfinding Enhancements	●	4
3-S	Fort Sidney Road to Deadwood Trail - Shared Use Pathway and Wayfinding Enhancements	●	4
3-T	Legion Park Trails | Community Center to Fort Sidney Road - Crosswalk Enhancements at Keller Drive	●	4
4	**Downtown Mobility Enhancements**		**Votes**
4-A	Hickory Street from 8th Avenue to 12th Avenue - **M545(177)** Downtown Mobility - Sidewalk Improvements	▲	18
4-B	Hickory and Illinois Alley (7th Avenue to 11th Avenue) Downtown Mobility - Pedestrian Improvements	▲	6
4-C	Courthouse Square (12th Avenue and Jackson Street) Downtown Mobility - Intersection Improvements *(Bumpouts, Pedestrian Lighting)*	●	0
4-D	Jackson Street from 10th to 14th Avenue - Roadway Diet and Pedestrian Enhancements - Downtown Mobility	▲	2
4-E	10th Street from Hickory Street to 1/2 Block South Downtown Mobility - Auto Free Space Improvements, Pedestrian Enhancements	▲	18
4-F	Illinois Street and Jackson Street Alley (E of 10th to 11th Ave) Downtown Mobility - Pedestrian Enhancements	▲	5
4-G	Jackson Street and King Street Alley from 10th to 11th Ave Downtown Mobility - Pedestrian Enhancements	●	1
4-H	Alley North of Jackson Street between 10th and 11th Avenue Downtown Mobility - Pedestrian Enhancements	▲	5
4-I	Alley North of Jackson Street between 9th and 10th Avenue Downtown Mobility - Pedestrian Enhancements	●	0
4-J	7th Avenue and Illinois Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	●	0
4-K	9th Avenue and Illinois Street (US30) Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	●	0
4-L	10th Avenue and Linden Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	▲	12
4-M	11th Avenue and Illinois Street (US30) Intersection Downtown Mobility - Pedestrian Crossing Enhancements	●	0
4-N	13th Avenue and Illinois Street (US30) Street Intersection Downtown Mobility - Pedestrian Crossing Enhancements	●	0
4-O	12th Avenue from Hickory Street to Illinois Street - **M545(175)** - Downtown Mobility - Pedestrian Crossing Enhancements	●	0
4-P	11th Avenue from Hickory Street to Illinois Street - **M545(176)** -Downtown Mobility - Pedestrian Crossing Enhancements	●	0
4-Q	King Street from 10th Avenue to 11th Avenue - **M545(178)** - Downtown Mobility - Pedestrian Crossing Enhancements	●	0
4-R	Hickory Street Bridge over BNSF railroad at 10th Avenue - Downtown Mobility - Pedestrian Crossing Enhancements	▲	7
4-S	13th Avenue and King Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	●	0

Stakeholder Sessions

Stakeholder Sessions

Stakeholder Meeting #1 Public Schools

The closure of North Elementary School has led to a significant increase in student populations at South and West Elementary Schools, creating substantial traffic and safety challenges, especially during drop-off and pick-up times. South Elementary, situated on a small, two-way street, has been particularly overwhelmed. The area was already congested before the student shift, and the addition of more students has made pick-up especially difficult—some parents now park as far as three blocks away due to traffic congestion. Winter weather is expected to exacerbate these problems. A parent suggested converting a nearby empty lot into a parking area as a potential solution. West Elementary, which has one-way traffic circulation, has also absorbed additional students but appears to be less affected than South.

For students living north of the railroad tracks, safety remains a concern. While a bus service is available through a pay-to-ride system, not all families use it, and some children still walk to school. These students must cross a highway, presenting additional risks during their commute.

Stakeholders emphasized the need for improved ADA accessibility, particularly along collector and arterial streets. Visibility at intersections is often hindered by parked vehicles, and diagonal parking was proposed as a possible solution in downtown areas. Several uncontrolled intersections have experienced crashes and near misses, highlighting a widespread lack of understanding around yielding the right-of-way. Education efforts may be needed to improve compliance and reduce collisions.

Each school has staff present to help direct students during arrival and dismissal, and high school students receive weekly safety talks addressing the dangers of distracted and unsafe driving. However, one of the most pressing concerns raised was drivers illegally passing school buses while children are loading or unloading. This is particularly dangerous for younger children who may suddenly cross the street to reach a waiting parent.

High school students often gather at businesses near the interstate, such as Dairy Queen and Runza, following school events. This area is heavily trafficked by semis, raising concerns about safety, especially for young drivers. Some teens try to avoid the main four-way intersection near Walmart by detouring through nearby properties, underscoring their discomfort with local traffic conditions. The intersection of Link 17J and Old Post Road was repeatedly identified as a dangerous hotspot due to high truck volumes, new traffic generated by a gas station, short turning distances, and numerous driveways. Drivers report frequent near misses and unsafe lane changes in this area.

Other areas of concern include the intersection of Toledo/Pole Creek Crossing and Fort Sidney Road, which lacks clear sightlines due to its odd angle and bridge guardrails. On South Fort Sidney Road, heavy machinery and large farm equipment travel narrow lanes with no shoulders and steep ditches, forcing vehicles to pass one at a time. Drivers also tend to speed down the hill, and a speed feedback sign was recommended to help raise awareness.

In the downtown area, the 13th Avenue railroad crossing was noted for its rough condition, and poor visibility when turning is a recurring issue, especially at intersections like Summit and 11th Street. There is broad support for building more connected sidewalks to enhance walkability throughout the city. The 13th Street underpass also presents issues—it's too steep and narrow for ADA compliance, and bicycles are prohibited due to its design. In the event of flooding or pump failure, this underpass becomes a choke point that cuts off access between the north and south sides of town, with limited detour options.

Truck traffic throughout Sidney remains a persistent concern. During wintertime interstate closures, semi-trucks fill parking lots and line side streets, even in places not designated for truck parking. On typical days, the Walmart lot and nearby areas are already crowded with freight vehicles.

When asked to describe the ideal future for Sidney's transportation system, stakeholders used words like "walkable," "quiet," and "multi-modal." There was strong interest in expanding safe, connected pathways to schools and integrating them into the broader city trail network. While some voiced concerns about mixing bike paths with vehicle traffic, most agreed that separated, well-connected infrastructure would help improve safety and encourage active transportation.

Stakeholder Meetings #2 & #3 Sidney Regional Medical Center

The two meetings were both held at Sidney Regional Medical Center with several staff members representing diverse departments. The meetings were also attended by City of Sidney leadership and some Task Force members. Each meeting began with an introduction to the Safe Streets and Roads for All (SS4A) grant. The focus was on identifying specific areas within Sidney where transportation safety can be improved. Discussions emphasized safety for all road users—especially children biking or walking—and the risks associated with high-speed travel. Several key safety concerns were raised.

Intersections & Road Conditions:

Stakeholders flagged several intersections as particularly dangerous, including Pole Creek Crossing/Ft. Sidney Road and Newton & Maple Streets. Sidewalk conditions, especially downtown, were also discussed. Many sidewalks are uneven, poorly lit, and inaccessible for individuals using wheelchairs or scooters.

Speed & Driver Behavior:

Participants shared concerns about situational awareness and speeding. Increasing traffic volume and drivers speeding—especially on roads like Osage Street—were cited as ongoing risks.

Education & Outreach:

There was broad support for enhanced education on traffic safety. Suggestions included more outreach to children—especially home-schooled students—about bike and pedestrian safety. Ideas included working with local bike shops and offering free training.

Emergency Response Challenges:

EMS staff mentioned they do not track near-miss incidents, but certain intersections are known to be problematic for response visibility and safety. Though access is generally good, narrow road sections and fast-moving traffic were noted as concerns.

Existing Programs & Needs:

Stakeholders mentioned existing initiatives like career days and discussed potential safety partnerships with local organizations. Additional

Stakeholder Sessions | Draft Plan Review

ideas included mandatory e-bike safety training, expanding helmet programs, and increasing the number of school-based safety education sessions.

Infrastructure Improvement Needs:

Areas in need of better lighting and crosswalk safety—particularly near Walmart and underrepresented neighborhoods—were discussed. Drop-off congestion at West School and pedestrian hazards near Toledo and 10th Streets were also mentioned.

Safe System Approach:

The team introduced the Safe System Approach, which encourages proactive design, human-centered infrastructure, and built-in redundancy to prevent severe crashes. It stresses that people make mistakes, and infrastructure should minimize the consequences.

Next Steps:

The team will use stakeholder feedback to help shape the Action Plan, which will list priority projects and policies for improving safety. These priorities will guide future funding applications for implementation.

Stakeholder Meeting #4 Leadership Cheyenne County Draft Plan Review

On Wednesday, **May 14, 2025**, the consulting team presented the Sidney Safe Streets for All (SS4A) Safety Action Plan to the Leadership Cheyenne County group. The presentation provided an overview of the SS4A program and introduced the Safe System Approach as the foundation for Sidney's safety strategy. The session included a review of local crash data and trends from 2014 to 2023, highlighting key contributing factors and identifying High Injury Network (HIN) corridors and intersections.

Participants engaged in a discussion about personal experiences with crashes in the community, helping to ground the data in real-world context. The presentation also outlined the planning process, key causes of crashes, potential countermeasures, and a summary of the proposed safety projects. Following the discussion, members were invited to vote on project priorities, contributing valuable input to guide future implementation decisions.

This session was a vital part of community engagement efforts and ensured that the perspectives of emerging civic leaders were reflected in the plan's development.

See *Table 1. Prioritization Results* in **Chapter 9. Focus Areas | Project Prioritization** of the Sidney Safety Action Plan for full voting totals from this and other stakeholder sessions.

Public Online Survey Comments During Draft Plan Review

Public responses to plan review survey are provided below.

Which general improvements do you feel are most important for Sidney? (Select up to 3.)

☑ Safer Intersections (signals, crossings, lighting)	26
☑ New or improved trail and pathway connections	12
☑ Quick safety upgrades like signage and paint	12
☑ Safer walking routes near schools	12
☑ Fixing railroad underpass ramps and drainage	11
☑ Slowing speeds on busy roads	9
☑ Other	5
☑ More crosswalks and bike lanes	4
☑ ADA accessibility improvements	3

Which of these areas would you most like to see action taken in? (Select up to 3.)

☑ Old Post Road and Link 17J intersection	23
☑ Other targeted intersections or corridors	12
☑ School zones and circulation	10
☑ Pathway connections across town	9
☑ Downtown streets and crossings	8
☑ State highway corridors (speed/signal safety)	5
☑ 13th Avenue underpass	5
☑ Other	1

Other comment: *There needs to be lighting around Country Club Lane and 11th Avenue.*

How do you typically travel through Sidney?

☑ Personal vehicle	35
☑ Walk	15
☑ Bike	4
☑ Prefer not to answer	2
☑ Public Transit	0
☑ Other	0

How old are you?

☑ Under 20	0
☑ 20 to 29	4
☑ 30 to 39	4
☑ 40 to 49	5
☑ 50 to 59	9
☑ 60 to 69	4
☑ 70 to 79	7
☑ 80 years or over	2
☑ Prefer not to answer	2

What is your ethnicity?

☑ American Indian or Alaska Native	2
☑ Asian or Pacific Islander	0
☑ Black or African American	0
☑ White	31
☑ Hispanic or Latino	1
☑ Prefer not to answer	5
☑ Other (please specify below)	0

What is your relationship to Sidney?

☑ I live in Sidney	29
☑ I work in Sidney	15
☑ I own a business in Sidney	5
☑ I travel in or through Sidney to run errands, attend events, or do other non-work related...	9
☑ I commute to work or school through Sidney	4
☑ Other (please specify below)	1

Answered: 35 Skipped: 3

Zipcodes:

69162:12; 69149:1; Skipped:25

Where do you reside?

☑ Area 1: North of Union Pacific Railroad	5
☑ Area 2: South of UPRR & north of BNSFRR	6
☑ Area 3: South of BNSFRR & north of Sidney Deadwood Trail Pathway	3
☑ Area 4: South of Sidney Deadwood Trail	15
☑ Area 5: East of Ft Sidney Rd	0
☑ Outside of Sidney Corporate Limits	9

Public Input: Project Priority Rankings

Stakeholder and Public Outreach Events and Online Commenting Map		Stakeholders Outreaches & Comments Map	Sidney Expo April 12 2025	Leadership Cheyenne County May 14, 2025	Elks Wednesday Night Meal May 14, 2025	Online, April 12 to May 14, 2025
1	**L17J / Old Post Road Intersection**					
1-A	Old Post Road and Link 17J Intersection - Intersection and Mobility Enhancements **NDOT Study | Review**	33	46	13	42	16
1-B	Old Post Road and Link 17J Intersection—Pedestrian and Bicycle Enhancements and Improvements	33	46	13	42	16
2	**13th Avenue Pedestrian Over/Underpass**					
2-A	13th Avenue UPRR Underpass - Bicycle Signage Enhancements	9	37	6	13	5
2-B	13th Avenue Underpass Pathway - **Study** Shared Use Pathway for Replacement	9	37	6	13	5
2-C	13th Avenue Underpass and Pathway - **Study** Complete Underpass AND Pathway for Replacement	9	37	6	13	5
3	**Pathway Connections - Old Post Road Safety and Multi-mobility Enhancements and Improvements**					
3-A1	Old Post Road - Andrew Drive and Jennifer Lane - Safety and Multi-mobility Enhancements: On- Street Bike Path and Shared Use Path with Landscape	33	51	11	19	23
3-A2	Old Post Road - Andrew Drive Corner Connection	33	51	11	19	23
3-B	Old Post Road and Glover Road - Mid-block Crossings	33	25	11	19	23
3-C	Old Post Road Cabela Drive Hotels Sidewalk Connection —includes connection to Old Post Road and Crosswalk	33	51	11	19	23
3-D	Old Post Road Cabela Entry - Multi-mobility Enhancements Pedestrian Crossing Enhancements | Sidewalk Improvements	33	25	11	19	23
3-E	Old Post Road and Glover Road Remainder of Shared Use Path	33	25	11	19	23
3-F	Old Post Road | Anglers Drive Remainder of Sidewalk Connections - Along Anglers Lane and Cabela Drive (10-ft SUP)	33	25	11	19	23
3-G	Old Post Road Sidewalk Connection to Wal-Mart (10-ft SUP)	33	25	11	19	23
3-H	Old Post Road Visitor Center Trail | Parking Lot Update	33	25	11	19	23
3-I	Forrest Street from 13th Avenue to 21st Avenue - Bicycle Enhancements: **M545(172)**	1	51	4	8	9
3-J	Linden Street from 10th Ave to Sidney Deadwood Trailhead beyond 24th Ave - Roadway Diet and Bicycle Enhancements	1	51	4	8	9
3-K	10th Avenue from Linden Street to US 30 Illinois Street - Roadway Diet and Bicycle Enhancements	0	51	4	8	9
3-L	10th Avenue from Toledo Street to Linden Street - Roadway Diet and Bicycle Enhancements	1	51	4	8	9
3-M	**Complete The Loop:** Summit Drive (11th Avenue to Verde Lane) - Shared Roadway and Bicycle Enhancements	0	51	4	8	9
3-N	**Complete The Loop:** Verde Lane (Summit Drive to Pasadena Place) - Bicycle Lane and Signage Enhancements	0	51	4	8	9
3-O	**Complete The Loop:** Verde Lane (Country Club Drive to Pasadena Place) - Shared Use Pathway and Bicycle Enhancements	2	51	4	8	9
3-P1	**Complete The Loop:** East of San Marino Rd (Country Club Dr and Lodgepole Rd) - Shared Use Pathway and Bicycle Enhancements	1	51	4	8	9
3-P2	**Complete The Loop:** Lodgepole Road Connection to Sidney-Deadwood Trail - **Study** for Shared Use Path and Wayfinding Enhancements	2	51	4	8	9
3-Q	Legion Park Trails | Fort Sidney Road to Sidney Water Park - Shared Use Pathway and Wayfinding Enhancements	4	51	4	8	9
3-R	Legion Park Trails | Fort Sidney Road - Targeted Shared Use Path Wayfinding Enhancements	2	51	4	8	9
3-S	Fort Sidney Road to Deadwood Trail - Shared Use Pathway and Wayfinding Enhancements	1	51	4	8	9
3-T	Legion Park Trails | Community Center to Fort Sidney Road - Crosswalk Enhancements at Keller Drive	1	51	4	8	9
4	**Downtown Mobility Enhancements**					
4-A	Hickory Street from 8th Avenue to 12th Avenue - **M545(177)** Downtown Mobility - Sidewalk Improvements	1	30	4	4	8
4-B	Hickory and Illinois Alley (7th Avenue to 11th Avenue) Downtown Mobility - Pedestrian Improvements	0	30	4	4	8
4-C	Courthouse Square (12th Avenue and Jackson Street) Downtown Mobility - Intersection Improvements *(Bumpouts, Pedestrian Lighting)*	0	30	4	4	8
4-D	Jackson Street from 10th to 14th Avenue - Roadway Diet and Pedestrian Enhancements - Downtown Mobility	1	30	4	4	8
4-E	10th Street from Hickory Street to 1/2 Block South Downtown Mobility - Auto Free Space Improvements, Pedestrian Enhancements	0	30	4	4	8
4-F	Illinois Street and Jackson Street Alley (E of 10th to 11th Ave) Downtown Mobility - Pedestrian Enhancements	0	30	4	4	8
4-G	Jackson Street and King Street Alley from 10th to 11th Ave Downtown Mobility - Pedestrian Enhancements	0	30	4	4	8

Stakeholder and Public Outreach Events and Online Commenting Map		Stakeholders Outreaches & Comments Map	Sidney Expo April 12 2025	Leadership Cheyenne County May 14, 2025	Elks Wednesday Night Meal May 14, 2025	Online, April 12 to May 14, 2025
4	**Downtown Mobility Enhancements**					
4-H	Alley North of Jackson Street between 10th and 11th Avenue Downtown Mobility - Pedestrian Enhancements	0	30	4	4	8
4-I	Alley North of Jackson Street between 9th and 10th Avenue Downtown Mobility - Pedestrian Enhancements	0	30	4	4	8
4-J	7th Avenue and Illinois Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	0	30	4	4	8
4-K	9th Avenue and Illinois Street (US30) Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	0	30	4	4	8
4-L	10th Avenue and Linden Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	0	30	4	4	8
4-M	11th Avenue and Illinois Street (US30) Intersection Downtown Mobility - Pedestrian Crossing Enhancements	4	30	4	4	8
4-N	13th Avenue and Illinois Street (US30) Street Intersection Downtown Mobility - Pedestrian Crossing Enhancements	1	30	4	4	8
4-O	12th Avenue from Hickory Street to Illinois Street - **M545(175)** - Downtown Mobility - Pedestrian Crossing Enhancements	1	30	4	4	8
4-P	11th Avenue from Hickory Street to Illinois Street - **M545(176)** -Downtown Mobility - Pedestrian Crossing Enhancements	0	30	4	4	8
4-Q	King Street from 10th Avenue to 11th Avenue - **M545(178)** - Downtown Mobility - Pedestrian Crossing Enhancements	0	30	4	4	8
4-R	Hickory Street Bridge over BNSF railroad at 10th Avenue - Downtown Mobility - Pedestrian Crossing Enhancements	1	30	4	4	8
4-S	13th Avenue and King Street Intersection - Downtown Mobility - Pedestrian Crossing Enhancements	0	30	4	4	8
5	**Schools – Crosswalk Enhancements, Traffic Circulation, Safe Routes to School**					
5-A	*Safe Routes to School Study - Emphasis on Elementary: South Ward, West Ward, Central Ward*	32	54	6	6	10
5-B	ADA Compliant Ramps at Targeted School Crosswalks - Pedestrian Crossings Enhancements	32	54	6	6	10
5-C	*Elementary Schools Circulation Studies - South Ward, West Ward, Central Ward*	32	54	6	6	10
6	**Pole Creek Crossing / Ft Sidney Road**					
6-A	Pole Creek Crossing and Ft Sidney Road Intersection - Mobility and Sign Enhancements	11	46	9	31	12
6-B	Pole Creek Crossing and Fort Sidney Road Intersection - Mobility and Sign Enhancements Study	11	46	9	31	12
7	**US30 / L17J Intersection**					
7-A	US Highway 30 and Link 17J Intersection - Mobility Enhancements Study	2	46	13	42	16
7-B	US Highway 30 and Link 17J Intersection - Mobility and Sign Enhancements	2	46	13	42	16
8	**L17J / Pole Creek Crossing**					
8-A	Pole Creek Crossing and Link 17J Intersection - Mobility Enhancements Study (including Speed Reduction Study)	4	46	13	42	16
8-B	Pole Creek Crossing and Link 17J Intersection - Mobility and Sign Enhancements	4	46	13	42	16
9	**Toledo Street / 10th Avenue**					
9-A	10th Avenue and Toledo Street Intersection - Pedestrian Enhancements	17	46	9	31	12
9-B	*10th Avenue and 11th Avenue and Toledo Street - Corridor and Intersections Study*	17	46	9	31	12
10	**At Grade RR Crossings**					
10-A	*15th Avenue Railroad At-Grade Crossing - Vehicle and Pedestrian Improvements and Enhancements*	2	NA	NA	NA	NA
11	**Scooters & E-Bikes | Shared Use Pathways**					
11-A	*Bicycle | Pedestrian Safety Action Plan - Planning Study*	20	NA	NA	NA	NA
11-B	eScooter & eBike Ordinances	9	NA	NA	NA	NA
11-C	eScooter & eBike Education	9	NA	NA	NA	NA
12	**Roadway Signage & Signals**					
12-A	13th Avenue and Cedar Street - Curve Signage Enhancements	2	NA	NA	NA	NA
12-B	Targeted Street Signs - Signage Enhancements	38	NA	NA	NA	NA
12-C	Old Post Road and 11th Avenue - Signal Enhancements	5	NA	NA	NA	NA
13	**Mobility**					
13-A	High Visibility Crosswalk Quick Build	15	NA	NA	NA	NA
13-B	ADA Ramp Quick Build	1	NA	NA	NA	NA
13-C	Illinois Street and 20th Avenue (Safeway) - Pedestrian Crosswalk Enhancements	2	NA	NA	NA	NA