Plan Concurrence



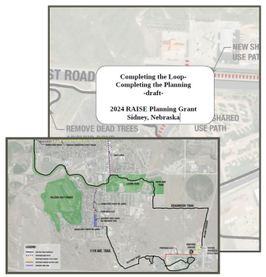
Sidney has a proven track record of effective planning, which will serve as a strong foundation for the SS4A Action Plan. The **Plan Concurrence Appendix** is a concise overview of past planning initiatives relevant to this effort.

Plan Concurrence Summaries

The Action Plan further defines locations and configuration of the 1) Old Post Road Plan's schematic path layout and crosswalks, and 2) 11th Avenue pathway connection from existing location through low speed/volume neighborhood to connect with existing Deadwood Trail pathway.

COMPLETING THE LOOP – COMPLETING THE PLAN

2024 RAISE Planning Grant Sidney, Nebraska



The Old Post Road Corridor/Completing the Loop Planning Update helps Sidney advance a key project, addressing safety, economic, and tourism needs while preparing for the Ground Based Strategic Deterrent (GBSD) Project. Supported by a RAISE Planning Grant, the project refines designs, updates cost analyses, gathers public input, and improves project readiness for future funding.

Focusing on the area near Interstate 80's exit 59, the project aims to enhance connectivity and improve roadway safety and active transportation with features like new HAWK pedestrian crossings, updated crosswalks, barrier-separated medians, bike lanes, and landscaped recreation paths and multi-modal trails. By addressing incomplete and unsafe infrastructure, particularly on the west side at the junctions of Old Post Road and L17J, the plan promotes pedestrian safety and aims to reduce pedestrian-vehicle interactions, enhance infrastructure usability, and connectivity to hotels, businesses, and neighborhoods..

The initiative also includes spur trails to expand the recreation network and supports a city-wide multi-modal transportation system. With GBSD-driven population and traffic growth on the horizon, the project ensures Sidney is prepared for future demands while creating a safer, more connected community. All work will take place within the city limits, targeting key locations such as Old Post Road, Verde Lane, and Pole Creek Crossing.

The City of Sidney's Completing the Loop project is anticipated to utilize multiple funding sources, including a self-imposed Occupation Tax and the general fund, to cover costs and contingencies. The project spans Sidney's two rural census tracts and does not include areas designated as 'Areas of Persistent Poverty' or 'Historically Disadvantaged Communities.' Approximately 60% of the design is complete, with additional engineering and cost analysis needed.

Environmental sustainability is prioritized by reducing traffic emissions, minimizing new construction, and incorporating native, drought-resistant landscaping. By expanding active transportation options and improving community links, the project supports a safer, greener, and more accessible transportation network while fostering economic and tourism growth.

The Completing the Loop Planning Project aims to enhance Sidney's quality of life and prioritize environmental sustainability by improving connectivity, reducing traffic emissions by reducing vehicle dependence, and promoting active transportation. It addresses gaps in infrastructure with accessible, multi-modal trails and modern safety features while fostering economic growth by linking neighborhoods, businesses, and key destinations. The project prioritizes sustainability by minimizing new construction and utilizing existing infrastructure, incorporating native drought-resistant landscaping, and reducing environmental impact.

With a strong history of managing infrastructure projects, Sidney is prepared to execute the plan efficiently, leveraging partnerships, public input, and innovative design to create a safer, more connected, and vibrant community.

This Completing the Loop plan focuses on advancing Sidney's connectivity, safety, and active transportation infrastructure through sustainable design and multi-modal enhancements.

*Looking through the lens of the **Safe System Approach** the plan prioritizes safety and accessibility while preparing for future population and traffic growth.*

Engineering

- ***HAWK Pedestrian Crossings and Updated Crosswalks***—Enhance pedestrian safety by reducing interactions with vehicles at high-traffic junctions.
- ***Barrier-Separated Medians and Bike Lanes***—Improve infrastructure usability while promoting safe and active transportation.
- ***Landscaped Multi-Modal Trails and Spur Trails***—Create accessible, shared-use paths that connect key locations like hotels, businesses, and neighborhoods.
- ***Connectivity Improvements at Old Post Road and L17J***—Address gaps in unsafe infrastructure, particularly on the west side of the project area.
- ***Sustainable Design Elements***—Incorporate native, drought-resistant landscaping and minimize new construction to reduce environmental impact.

Education

- ***Awareness Campaigns on HAWK Crossings and Bike Lanes***—Educate the community on how to use the new safety features effectively.
- ***Driver Awareness of Multi-Modal Transportation***—Promote safe coexistence of vehicles, cyclists, and pedestrians through public outreach.
- ***Active Transportation Benefits***—Encourage walking and cycling by emphasizing the environmental and health advantages of the new infrastructure.

Enforcement

- ***Traffic Safety Enforcement at Junctions and Crosswalks***—Ensure compliance with pedestrian and bike safety laws at newly upgraded intersections.
- ***Speed Monitoring Near High-Use Areas***—Focus enforcement in areas with high pedestrian and cyclist activity, such as Old Post Road.
- ***Enforce Proper Use of Bike Lanes***—Ensure vehicles respect the new cycling infrastructure

Evaluation

- ***Monitor Safety Improvements at Crosswalks***—Track reductions in pedestrian-vehicle interactions at upgraded crossings.
- ***Evaluate Usage of Multi-Modal Trails and Bike Lanes***—Assess how well the new infrastructure meets connectivity and active transportation goals.
- ***Measure Emissions Reductions***—Evaluate the impact of reduced vehicle dependence on traffic emissions in the corridor.

Encouragement

- ***Community Events to Promote Active Transportation***—Host bike rides and walking tours to highlight the benefits of the new trails and bike lanes.
- ***Promote the Economic and Tourism Benefits***—Showcase how the project links businesses, neighborhoods, and destinations to foster growth.
- ***Highlight Sustainable Features***—Share how native landscaping and emissions reductions contribute to a greener community.

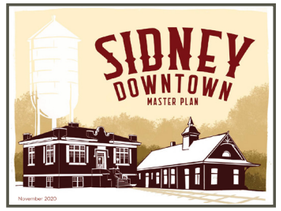
The SS4A Safety Action Plan provides a project update for Completing the Loop - Completing the Plan—it refines designs, updates cost analyses, gathers public input, and improves the project scope for enhancements and improvements.

Plan Concurrence Summaries

The Sidney Safety Action Plan supports the Downtown Master Plan, including the Hickory Street pedestrian mall, improvements to Jackson Street and key intersections, and a road diet with motor vehicle restrictions on the north end of 10th Avenue to enhance mobility and safety.

SIDNEY DOWNTOWN

MASTER PLAN
November 2020



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

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

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

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

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

The plan focuses on incremental revitalization through early public investments that generate private market responses and momentum. Quick, achievable actions like Hickory Square enhancements are prioritized as catalysts for broader improvements. A five-year plan and annual evaluations ensure progress by assessing projects based on community impact, private market response, feasibility, and potential to attract support and funding.

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

Centered on revitalizing downtown Sidney, this plan emphasizes pedestrian-friendly infrastructure, trail connections, and efficient transportation flow.

*By applying the **Safe System Approach**, the plan ensures that engineering, education, and enforcement strategies create a vibrant and accessible downtown experience.*

Engineering

- ***Enhanced Pedestrian Crossings and Bump-Outs***—Improve safety and walkability in downtown areas, especially near intersections with branded elements and accessible crossings.
- ***Sidney-Deadwood Trail Connections***—Create east-west connections from Linden Street and north-south links at 10th Avenue to increase accessibility for cyclists and pedestrians.
- ***Utilize Alleys as Secondary Pedestrian Networks***—Design alleys for dual purposes to expand walkable options in the downtown grid system.
- ***Develop Green Streets***—Integrate rain gardens to manage storm water and enhance aesthetics along downtown streets.
- ***Improve Trailhead Visibility and Amenities***—Add better signage, lighting, and bike-share stations to boost connectivity and use of the trail system.

Education

- ***Campaigns to Promote Safe Use of Trails and Alleys—***Educate the public on new connections and pedestrian-friendly alley designs.
- ***Active Transportation Awareness—***Highlight the benefits of walking and biking downtown, including environmental and health advantages.
- ***Cyclist and Driver Awareness Programs—***Promote shared road responsibilities and safe behaviors near intersections and trails.

Enforcement

- ***Speed Enforcement on Low-Traffic Streets—***Ensure drivers respect speed limits in areas where pedestrians and cyclists are active.
- ***Regulate Parking to Ensure Accessibility—***Monitor and enforce rules for on-street and lot parking to maintain an efficient downtown flow.
- ***Trail Safety Patrols—Regularly monitor*** Deadwood Trail and new connections for misuse or unsafe behaviors.

Evaluation

- ***Track Trail and Alley Connectivity Usage—***Monitor how well these new connections improve downtown accessibility for pedestrians and cyclists.
- ***Evaluate the Impact of Enhanced Crossings—***Measure how branded elements and safety upgrades affect pedestrian comfort and interaction.
- ***Assess the Effectiveness of Green Streets—***Track storm water management improvements and community feedback on downtown aesthetics.

Encouragement

- ***Host Community Bike Rides and Walks on Deadwood Trail—***Promote new connections and amenities to encourage active use.
- ***Engage Businesses to Support Bike-Friendly Feature—***Encourage the addition of bike racks, signage, and promotions to attract cyclists downtown.
- ***Highlight Incremental Revitalization Projects—***Share updates on Hickory Square enhancements and other early investments to build excitement and momentum.

Plan Concurrence Summaries

The Sidney Safety Action Plan aligns with the City's overall goals, including priorities for downtown development, walkability, and mobility improvements. Additionally, it reinforces and supports the mobility recommendations outlined in the Sidney Comprehensive Plan, ensuring a coordinated approach to transportation and pedestrian safety.

SIDNEY COMPREHENSIVE PLAN
July 17, 2023



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

The transportation-related actions provided include—
City Goals and Actions:
Goal 1: Connecting neighborhoods and destinations with sidewalks and sidepaths enhances pedestrian accessibility and supports active transportation.
Goal 2: Incorporating signage, natural vegetation, and wayfinding standards improves navigability and beautifies city entryways, key to transportation corridors.
Goal 3: Ensuring proper lighting in parking lots supports safety and accessibility for transportation users.

Downtown Goals:
Goal 1: Creating gathering spaces that are accessible year-round supports walkable downtown areas and promotes connectivity.
Goal 2: Revitalizing streetscapes and signage enhances pedestrian-friendly infrastructure, improving overall transportation flow and aesthetics.
Goal 3: A cohesive streetscape plan with updated sidewalks and enhanced accessibility improves pedestrian and wheelchair traffic, fostering active transportation and a welcoming environment.

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

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

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

Mobility Recommendations:
Ongoing—safe, convenient, interconnected modes for all; prioritize annual funding for street/trail repair/maintenance; walkability connecting jobs to housing with sidewalks/trails.
<3 Years—Enhance bike circulation & parking regulations; further safe pedestrian crossings and entry points on Illinois and major pedestrian traffic streets; expand and connect existing trails (Old Post Corridor Improvements).
3-5 Years—Survey residents for functionality improvements; enhance 13th Ave underpass through improved lighting, paving surface, railing; expand trails; expand and connect existing trails (Old Post Corridor Improvements).
Beyond 5 Years— Investigate feasibility of pedestrian bridge access to Hickory Street Square from the north side of the railroad tracks.

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

Engineering
- ***Expand and Connect Existing Trails***—Prioritize completing links like the Old Post Road Corridor to the Deadwood Trail and other key pathways to improve neighborhood connectivity.
- ***Enhance Pedestrian Crossings and Entry Points***—Focus on high-traffic streets, such as Illinois Street, for better pedestrian access and safety.
- ***Update 13th Avenue Underpass***—Improve lighting, paving, and railing to increase safety and usability for all users.
- ***Explore the Feasibility of a Pedestrian Bridge***—Investigate creating a connection to Hickory Street Square over the railroad tracks for safer access.
- ***Incorporate Streetscape Enhancements***—Revitalize sidewalks, signage, and streetscapes to promote active transportation and improve aesthetics.

Education
- ***Public Outreach on Trail Expansion Benefits***—Raise awareness about the improved connectivity and active transportation options.
- ***Educational Campaigns for Pedestrian and Bike Safety***—Teach safe crossing practices and proper trail use to enhance user behavior.
- ***Wayfinding Standards Awareness***—Educate residents and visitors on how signage and natural markers improve navigation.

Enforcement
- ***Ensure Safety at Expanded Crossings and Trails***—Increase patrols or safety monitoring to enforce pedestrian right-of-way.
- ***Regulate Bike Parking and Circulation***—Enforce updated regulations in newly enhanced areas to maintain order and safety.
- ***Monitor 13th Avenue Underpass Usage***—Patrol improvements to ensure they are used safely and appropriately.

Evaluation
- ***Track Annual Funding Impact***—Measure how maintenance and expansion efforts improve overall accessibility and transportation safety.
- ***Survey Residents on Trail Functionality***—Use feedback to prioritize further updates and ensure investments align with community needs.
- ***Assess Connectivity Achievements***—Analyze how expansions link jobs, housing, and recreational facilities, based on user feedback and proximity metrics.

Encouragement
- ***Host Events on Trail Openings and Streetscape Improvements***—Highlight new features with community engagement activities.
- ***Promote Regional Trail Use and Bike-Share Initiatives***—Encourage active participation in the growing transportation network.
- ***Showcase Walkable Access to Parks and Recreation***—Use storytelling or data to demonstrate how infrastructure benefits community health and engagement.
- ***Highlight Sustainable Features***—Share how native landscaping and emissions reductions contribute to a greener community.

Policy Concurrence Summary

The Sidney Safety Action Plan aligns with City Municipal Code, supporting path maintenance, snow removal, speed limits on pathways, leashed dogs, pedestrian-only sidewalks, and railroad-provided street lighting at at-grade crossings for safety and accessibility.

CITY OF SIDNEY MUNICIPAL CODE 2024-2025


CITY OF SIDNEY, NEBRASKA
CODIFIED ORDINANCES

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

- **Roadways**: Guidelines for maintaining local, collector, and arterial roads, ensuring safe and efficient traffic flow.
- **Parking**: Regulations for on-street and public parking areas, including lighting and accessibility standards to reduce hazards and improve safety.
- **Pedestrian and Bicycle Infrastructure**: Provisions for sidewalks, crosswalks, and bike paths to promote walkability and active transportation, and enhance safety and connectivity.
- **Traffic Management**: Rules for traffic signals, signage, and speed limits to enhance safety and mobility, to ensure smooth movement and prevent crashes.
- **Trail Connections**: Support for expanding and maintaining trails like the Deadwood Trail to improve connectivity to provide safe routes for pedestrians and cyclists.

The City's **roadway** ordinances prioritize transportation safety by regulating traffic flow, maintaining road infrastructure, and ensuring safe conditions for all users, including pedestrians and cyclists. Key measures include traffic signal management, proper signage, speed limits, and guidelines for road maintenance. These ordinances aim to reduce crashes, enhance accessibility, and support a safe and efficient transportation network throughout the city.

- **Traffic Flow and Safety**: Emphasizes maintaining safe and efficient traffic flow. Includes standard rules for speed limits, stop signs, and yielding at intersections, which are consistent across Nebraska.
- **Parking Regulations**: Straightforward, focusing on preventing obstructions and ensuring accessibility. Alliance and Chadron have comparable parking ordinances.
- **Road Maintenance**: Requires property owners to maintain sidewalks adjacent to their properties, a common practice in smaller Nebraska communities. However, larger cities may have municipal programs to assist with sidewalk repairs.
- **Snow Removal**: Mandates timely snow removal from sidewalks, similar to other towns its size, ensuring pedestrian safety during winter months.
- **Zoning and Road Use**: Regulate road use in residential, commercial, and industrial areas. Typical of towns its size, though larger cities may have more detailed zoning codes.

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

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

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

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

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

- **Trail Connectivity**: Ordinances do not explicitly address trail connections between neighborhoods, parks, or schools. Similar sized cities often include provisions to enhance connectivity for recreational and transportation purposes.
- **Multi-Use Trails**: Sidney allows multi-use trails for pedestrians, cyclists, and scooters, common in smaller Nebraska towns. However, some communities more detailed guidelines to manage shared trail use and minimize conflicts.
- **ADA Compliance**: Like most towns, Sidney ensures that trails meet basic accessibility standards. Some communities go further by incorporating inclusive design features beyond minimum ADA requirements.

The City's **scooter** ordinances align with broader state laws and include traffic rules, equipment standards, sidewalk restrictions, bike lane use, helmet requirements, and licensing—all aimed to balance safety and accessibility.

- **Traffic Rules**: Scooters must follow the same traffic laws as other vehicles, including obeying signals and road markings.
- **Equipment Standards:** Scooters need functional brakes, lights, and a horn. They must also have a headlamp, tail lamp, and brake light for visibility.
- **Sidewalk Restrictions**: Riding on sidewalks is prohibited to ensure pedestrian safety, as with most smaller cities.
- **Bike Lane Use**: Scooters can use bike lanes if they don't pose risks to cyclists or pedestrians. This is a standard practice.
- **Helmet Requirements**: Riders under 18 must wear helmets, while it's encouraged but not mandatory for those over 18. This aligns with state norms.
- **Licensing**: Operators need a valid Class O operator's license (a common requirement across Nebraska), but no separate motorcycle endorsement is required.

Smaller cities may not specify **speed limits** for scooters, similar to Sidney. Larger cities impose limits.

The City's **bicycle and pedestrian** ordinances share similarities with other Nebraska cities but also have unique aspects.

- **Sidewalk Restrictions**: Like many Nebraska cities, Sidney prohibits bicycles and scooters on sidewalks in high-traffic areas to prioritize pedestrian safety. For example, Lincoln and Omaha have similar restrictions in their downtown zones.
- **Right-of-Way Rules**: Sidney requires cyclists and scooter riders to yield to pedestrians on sidewalks and at crossings, aligning with state-wide practices.
- **Lighting and Equipment**: Sidney mandates lights and reflectors for nighttime visibility, consistent with Nebraska's state laws and cities like Kearney and Grand Island.
- **Helmet Use**: Sidney does not require helmets for cyclists, which is common across Nebraska, as the state has no helmet law for bicycles. However, some cities, like Omaha, encourage helmet use through safety campaigns.
- **Bike Lanes and Trails**: Larger cities like Lincoln and Omaha have more extensive bike lane networks and dedicated trails compared to Sidney, which has fewer designated cycling paths.

Plan Concurrence Summaries

The Sidney Safety Action Plan supports the Wayfinding Signage Plan, recommending signage at key intersections to help locals and visitors navigate between destinations, discover new locations, and access bicycle-friendly routes.

*Based on Sidney's Municipal Codified Ordinances related to transportation, the following priority actions reflect the **Safe System Approach** across the five focus areas of engineering, education, enforcement, evaluation, and encouragement. These actions aim to enhance safety, connectivity, and accessibility for all road users, while addressing gaps and aligning with established regulations.*

Engineering

- ***Expand and Maintain Trails***—Prioritize expanding and maintaining trails like the Deadwood Trail to improve safe connectivity for pedestrians and cyclists.
- ***Upgrade Sidewalks and Crosswalks***—Ensure sidewalks meet accessibility standards, improve crosswalk visibility, and address gaps in infrastructure for enhanced walkability.
- ***Enhance Traffic Management Features***—Update signage, traffic signals, and speed limit enforcement infrastructure to prevent crashes and improve mobility.
- ***Improve Railroad Crossings***—Work with railroad companies to ensure safe and well-lit crossings for all modes of travel.
- ***Incorporate Multi-Use Trails with ADA Features***—Create inclusive, accessible trails that minimize conflicts between pedestrians, cyclists, and scooters.

Education

- ***Campaigns on Safe Pedestrian and Cyclist Practices***—Promote education on crosswalk usage, trail navigation, and nighttime visibility with proper lighting and gear.
- ***Awareness Programs for Trail and Sidewalk Maintenance Responsibilities***—Educate property owners and the public on their roles in maintaining sidewalks and trails.
- ***Promote Scooter and Bicycle Rules***—Highlight helmet use, bike lane requirements, and yielding to pedestrians as part of safety outreach.

Enforcement

- ***Traffic and Speed Limit Compliance***—Increase enforcement of speed limits, stop signs, and proper yielding at intersections to maintain safe traffic flow.
- ***Monitor Parking Standards***—Enforce parking regulations to ensure visibility and accessibility, particularly near intersections and pedestrian areas.
- ***Scooter and Bike Lane Enforcement***—Ensure compliance with equipment standards, licensing requirements, and proper use of bike lanes.

Evaluation

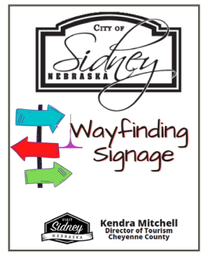
- ***Analyze Impact of Trail Expansions***—Measure how trail improvements and new connections enhance safety and connectivity.
- Monitor Maintenance and Snow Removal Efforts—Track the effectiveness of timely snow clearing and maintenance programs for sidewalks and roadways.
- ***Evaluate Railroad Safety Enhancements***—Regularly review railroad crossing conditions to assess safety measures like lighting and signaling.

Encouragement

- ***Promote Trail Connectivity***—Engage the community in using trails like the Deadwood Trail through events or campaigns that highlight their benefits.
- ***Support Helmet and Lighting Use***—Encourage helmet use and proper nighttime lighting for cyclists and scooter riders through safety programs.
- ***Highlight ADA Accessibility Improvements***—Showcase sidewalk and trail upgrades that meet inclusive design standards to foster community pride and support.

WAYFINDING SIGNAGE

VISIT SIDNEY, NEBRASKA
Cheyenne County Tourism, 2024



The plan provides a simple and straightforward graphical toolbox for wayfinding signage to be placed at various intersection locations throughout the community to assist both locals and visitors to travel between destinations as well as to discover new destinations and devices accessible by bicycle. A reflection of community values, wayfinding elements can also cultivate a sense of pride in one's community resulting in deeper connection to place. Sidney's wayfinding signage plan promotes active travel by providing a clear and attractive system that is easy to navigate. It is consistent and clear, quickly understood and recognizable, and presented in a logical form.

Signs are designed to direct motorists toward destinations of three types using separate color and design schemes.

Brown signs are used in the highway corridors to signify recreational sites and points of interest: Historic Downtown, Visitors Center, National Pony Express Monument,Legion Park and Playground, Community Center, WNCC, Greenwood Cemetery, Shooting Park, Fairgrounds, Fort Sidney Museum.

- Old Post Road / L17J
- Pole Creek Crossing / L17J
- US Hwy 30 / Greenwood Road

Green signs are used along highways as they pass through the community, as well as major arterial corridors to indicate guidance to destinations including historic and recreational locations: WNCC, Community Center, Aquatic Center, City Hall, Camp Lookout, Boot Hill, Northside Park, Courthouse, Legion Park, Historic Downtown, Fairgrounds, Fort Sidney Museum, High School, Visitor Center, Golf Course, Airport, Shooting Park.

- US Hwy 30 / L17J
- US Hwy 30 / Fort Sidney Road
- US Hwy 30 / 6th Avenue
- US Hwy 30 / 10th Avenue
- US Hwy 30 / 13th Avenue
- US Hwy 30 / 19th Avenue
- US Hwy 30 / 23rd Avenue
- Old Post Road / 11th Avenue
- Old Post Road / CR 113
- Elm Street / Greenwood Road

Red signs are used along arterials and collector streets within the City of Sidney for recreational, civic, cultural and historic destinations: Golf Course, Historic Downtown, War Memorial, Memorial Gardens, Baseball Fields, Legion Park, Walking Trail, Aquatic Center, Western Nebraska Community College, Public Library, City Hall, WNCC, Community Center, Camp Lookout, Boot Hill, Historic Downtown, Northside Park, Shooting Park,

- Summit Drive / 11th Avenue
- Lodgepole Road / 11th Avenue
- Legion Park Road / 11th Avenue
- Pole Creek Crossing / 10th Avenue
- King Street / 11th Avenue
- Pole Creek Crossing / Fort Sidney Road
- Elm Street / 13th Avenue
- Elm Street / 10th Avenue