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support

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A10.1 Letters of support from local agencies and stakeholders

This section includes letters of support from local agencies, organizations, and community partners demonstrating broad-based commitment to the Bridgeport SS4A Safety Action Plan. These letters reflect shared recognition of transportation safety needs and affirm partner willingness to support implementation, coordination, and long-term safety goals.

Additional letters to be added as received

Panhandle
Public Health District
P O Box 337 | 808 Box Butte Ave | Hemingford, NE 69348
18 West 16th | Scottsbluff, NE 69361
308-487-3600 | pphd.ne.gov | 308-633-2866

April 1, 2026

Dear U.S. Department of Transportation Review Committee,

On behalf of the Panhandle Public Health District (PPHD), I am pleased to express our support for the City of Scottsbluff's Safe Streets and Roads for All (SS4A) Safety Action Plan and the City's continued efforts to advance transportation safety through implementation of the strategies identified in the plan.

PPHD has participated in the development of the Scottsbluff Safety Action Plan as a member of the project Task Force and as a regional public health partner serving communities throughout the Nebraska Panhandle. Through this involvement, PPHD has supported conversations about how transportation safety, injury prevention, and community health intersect, particularly in communities where walking, biking, and driving all play essential roles in daily mobility.

From a public health perspective, traffic crashes remain one of the leading causes of preventable injury and death. Improvements that reduce crash severity, manage speed, and create safer environments for pedestrians and bicyclists can have meaningful impacts on community health and quality of life. The Scottsbluff Safety Action Plan reflects these principles by applying the Safe System Approach and prioritizing improvements along high-risk corridors, near schools, and in areas with higher pedestrian exposure.

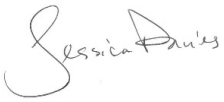
The plan also reflects strong collaboration among local and regional partners. As a regional health district serving Scotts Bluff County and surrounding communities, PPHD regularly works with local governments, schools, healthcare providers, and community organizations to promote safer, healthier environments. Transportation safety is an important component of this work.

PPHD supports the goals and strategies outlined in the Scottsbluff SS4A Safety Action Plan and looks forward to continuing to serve as a partner where appropriate. Potential areas of support may include community engagement activities, walkability and safety assessments, public health data and injury-prevention framing, and coordination with regional partners and neighboring communities.

PUBLIC HEALTH IS FOR YOU

We commend the City of Scottsbluff for its proactive, data-driven approach to improving transportation safety and for its commitment to protecting residents, students, and visitors who live, work, and travel in the community.

Sincerely,



Jessica Davies, Director
Panhandle Public Health District

5/20/2026

U.S. Department of Transportation
Safe Streets and Roads for All Program
Washington, DC

Dear SS4A Grant Review Committee,

Morrill County Community Hospital is pleased to support the City of Bridgeport's application for **Vision Zero Bridgeport: Community Connectivity and Safe Access**.

As a Critical Access Hospital serving Bridgeport and surrounding communities, we understand how important safe and reliable access is for the people we care for every day. Patients, families, staff, and visitors all depend on being able to move safely throughout the community—whether they are walking to school, traveling to appointments, accessing services, or simply trying to remain active and independent.

Throughout the Vision Zero planning process, concerns were identified related to missing sidewalks, limited ADA accessibility, school-area traffic conflicts, and pedestrian visibility in several parts of the community. In some neighborhoods, individuals must walk along or within the street because sidewalks are disconnected or do not exist. These conditions can create additional challenges for children, older adults, and individuals with mobility limitations.

The proposed project takes practical steps to improve safety and accessibility by improving crossings, strengthening sidewalk connections, enhancing visibility, calming traffic in key areas, and improving access near schools and community destinations. These improvements support not only transportation safety, but also community health, independence, and quality of life.

Morrill County Community Hospital's mission is to provide exceptional care close to home while helping improve the communities we serve. We believe this project represents an important investment in the long-term safety and well-being of Bridgeport residents and strongly support the City's efforts to move these improvements forward.

Sincerely,

Robin Stuart

Robin Stuart, CEO
Morrill County Community Hospital

BRIDGEPORT, NE

PWCC

PRAIRIE WINDS COMMUNITY CENTER

5-21-2026

Dear SS4A Grant Review Committee,

Prairie Winds Community Center is excited to support the City of Bridgeport's application for **Vision Zero Bridgeport: Community Connectivity and Safe Access**.

Prairie Winds Community Center serves residents of all ages and plays an active role in promoting health, recreation, and community activities throughout Bridgeport. The community center sponsors annual 5K runs that travel through neighborhoods, downtown corridors, and around the Bridgeport State Recreation Area, bringing runners and walkers onto many of the same streets identified for safety improvements in the Vision Zero Bridgeport Safety Action Plan.

The community center also works closely with Bridgeport Public Schools and youth recreation programs, making safe walking and crossing conditions especially important for children, families, and older adults accessing activities throughout the year.

We are especially encouraged by the improvements already planned this summer along US-385 adjacent to Prairie Winds Community Center, including a new RRFB high-visibility crosswalk and ADA-accessible ramps at a crossing location that currently lacks ADA facilities on either side of the roadway. These improvements represent an important step toward creating safer and more accessible connections within the community.

Prairie Winds Community Center strongly supports the broader Vision Zero effort to improve sidewalk connectivity, pedestrian visibility, crossings, traffic calming, and safe access to recreation and community destinations. These improvements will help support walking, running, bicycling, and active lifestyles for residents of all ages.

Our facility promotes wellness and activity year-round, including indoor walking opportunities for seniors during winter months and outdoor recreation and walking activities throughout the year. We appreciate the City's commitment to creating a safer and more connected community and encourage favorable consideration of this application.

Sincerely,

Jeff Nichols
Activities Director
Prairie Winds Community Center

Bridgeport Public Schools

"Dedicated to providing opportunities to generate success for all."

George M. Schlothauer, Superintendent
Jason Blanco, Secondary Principal
James Simmons, Elementary Principal
Erin Reynolds, Principal of Instruction

May 21st, 2026

U.S. Department of Transportation

Safe Streets and Roads for All Program

Washington, DC

RE: Support for the Bridgeport Safe Connectivity Corridor Project

Bridgeport Public Schools proudly supports the City of Bridgeport's application for Vision Zero Bridgeport: Community Connectivity and Safe Access.

Bridgeport Public Schools provides a thriving learning environment for K–12 students and is consistently recognized among the top schools in Nebraska through the U.S. News Best High Schools Rankings. Safe access to school is an important part of providing students with an environment where they can learn, grow, and succeed.

Currently, many students walking to school experience disconnected sidewalks and are forced to partially walk in the street along school routes. In several areas, sidewalks abruptly end or are missing entirely. Some neighborhood routes lack sidewalks altogether, with unpaved streets where parked vehicles line the roadway and students must walk within the travel way to reach school safely.

Students riding bicycles to school also encounter challenges due to missing ADA-accessible routes and gaps in the sidewalk network that limit safe and predictable travel. These conditions create unnecessary exposure and conflicts between children and vehicles during daily school travel.

The proposed project directly addresses these concerns by improving sidewalk connectivity, enhancing crossings, strengthening bus loading safety, adding pedestrian visibility improvements, and creating

P.O. Box 430, Bridgeport, NE 69336 • 308-262-0346 • Fax 308-262-1284

safer neighborhood routes for students and families. These investments will help provide safer, more accessible paths to school while supporting long-term quality of life within the community.

Bridgeport Public Schools serves a community that is approximately 50% low-to-moderate income and participates in the Community Eligibility Provision (CEP), providing free breakfast and lunch to all students regardless of income. Ensuring safe access to school is another important way the community supports student opportunity and success.

We appreciate the City's collaborative and proactive approach throughout development of the Vision Zero Bridgeport Safety Action Plan and strongly encourage favorable consideration of this application.

Sincerely,



George Schlothauer, Superintendent

Bridgeport Public Schools

P.O. Box 430, Bridgeport, NE 69336 • 308-262-0346 • Fax 308-262-1284

Placeholder for requested
Morrill County Sheriff's Office letter of support
when received

Placeholder for requested
Nebraska Game & Parks letter of support
when received

A10.2 Plan concurrence forms or resolutions

This section documents formal concurrence, acknowledgment, or adoption actions taken by the City of Bridgeport and participating partners in support of the Bridgeport SS4A Safety Action Plan. These materials demonstrate institutional alignment, leadership commitment, and readiness to advance SS4A-eligible implementation activities consistent with FHWA guidance.

City of Bridgeport Concurrence

The City of Bridgeport has formally concurred with the Bridgeport SS4A Safety Action Plan and supports its use as the guiding document for future transportation safety investments and SS4A implementation funding applications.

The plan was developed under a Federal Fiscal Year (FY) 2024 SS4A Planning Grant and was reviewed by the Federal Highway Administration (FHWA). FHWA concurrence was issued on November 5, 2024, confirming that the plan meets the requirements of a qualifying Safety Action Plan under the SS4A program.

City concurrence is demonstrated through one or more of the following actions (as applicable):

- City Council resolution acknowledging and supporting the Safety Action Plan
- City Council or Mayor concurrence letter supporting plan adoption and implementation
- Inclusion of the Safety Action Plan as a referenced policy document guiding transportation safety decisions
- Authorization to pursue SS4A Implementation Grant funding in FY 2026 / FY 2027

Copies of adopted resolutions, signed concurrence letters, or meeting records documenting City support are included in this section.

> *FHWA guidance allows local jurisdictions to demonstrate concurrence through resolutions, formal acknowledgments, or documented authorization to implement the plan. Full codification or ordinance adoption is not required.*

Partner Agency Concurrence

Participating partner agencies and stakeholders were engaged throughout plan development and have expressed support for the Safety Action Plan and its recommended actions. Where available, letters of support or acknowledgments from partner agencies are included in **APPENDIX A10.1**.

Partner coordination relevant to concurrence includes, but is not limited to:

- Nebraska Department of Transportation (coordination on state highway facilities)
- Bridgeport Public Schools
- Morrill County Sheriff's Office
- Emergency services providers (Morrill County Community Hospital EMS, Rural Fire Department)
- Public health and community organizations (Panhandle Public Health District)

> *Formal partner concurrence is not required for SS4A eligibility but demonstrates implementation readiness and interagency coordination.*

Implementation Readiness Statement

The City of Bridgeport considers the Safety Action Plan an adopted planning document for the purpose of guiding transportation safety investments, project development, and grant applications. The City is prepared to advance SS4A-eligible implementation actions consistent with the plan and to coordinate with FHWA and partner agencies as funding becomes available.

RESOLUTION NO. 2026-06

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF BRIDGEPORT NEBRASKA, ADOPTING THE VISION ZERO BRIDGEPORT SAFETY ACTION PLAN AND COMMITTING TO A GOAL OF ZERO TRAFFIC FATALITIES AND SERIOUS INJURIES

WHEREAS, traffic crashes resulting in fatal and serious injuries are preventable; and

WHEREAS, the City of Bridgeport recognizes that roadway safety is a shared responsibility among roadway users, designers, and decision-makers; and

WHEREAS, the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program supports communities in developing comprehensive safety action plans; and

WHEREAS, the City of Bridgeport has completed the Vision Zero Bridgeport Safety Action Plan, based on crash data from 2014–2023, stakeholder coordination, and public engagement; and

WHEREAS, the plan identifies that a disproportionate share of fatal and serious injury crashes occur on a small portion of the roadway network, particularly along US-26 and US-385; and

WHEREAS, the plan establishes a framework of prioritized projects, programs, and policies to improve safety for all users, including pedestrians, bicyclists, and motorists; and

WHEREAS, adoption of the Safety Action Plan positions the City to pursue federal and state funding for implementation of safety improvements;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BRIDGEPORT, NEBRASKA:

1. The Vision Zero Bridgeport Safety Action Plan is hereby adopted as a guiding document for improving transportation safety within the community.
2. The City of Bridgeport commits to a goal of eliminating traffic fatalities and serious injuries through a data-driven, proactive approach to roadway safety.
3. The City of Bridgeport establishes a target to reduce traffic fatalities and serious injuries by 50 percent by 2031, to eliminate traffic fatalities and serious injuries by 2036, and to have zero pedestrian deaths in the next 12 months on its transportation system.
4. The City will apply the principles of the Safe System Approach, including managing speed, reducing conflict points, improving visibility, and designing roadways to anticipate human error.
5. City staff are directed to pursue funding opportunities, including SS4A Implementation Grants and other state and federal programs, to implement the strategies identified in the plan.
6. The City will continue to engage the public and coordinate with partner agencies, including the Nebraska Department of Transportation and regional stakeholders, in implementing safety improvements.
7. The City will support ongoing monitoring and evaluation of safety performance and update priorities as needed.

PASSED AND APPROVED THIS 14TH DAY OF MAY 2026

(ATTEST)

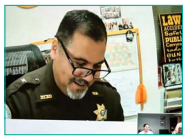
Gail Beyer, Mayor
City of Bridgeport

Doretta J. Huck, City Clerk/Treasurer
City of Bridgeport

A10.3 Stakeholder Collaboration: Morrill County Sheriff's Office

This section includes documentation illustrating collaboration with partner agencies, schools, public safety departments, and community organizations throughout plan development. Materials may include meeting notes, correspondence, coordination summaries, or other records demonstrating cross-sector engagement and shared responsibility for traffic safety outcomes.

January 27, 2026; 1:30 p.m. – 2:30 p.m., Teams Meeting



Task Force Members Present:
Morrill County Sheriff Milo Cardenas

A10.3.1 Meeting Summary

The Morrill County Sheriff's Office provided operational and enforcement-focused input on transportation safety conditions in Bridgeport, with particular emphasis on school areas, downtown Main Street, hospital access routes, and state highways through the community. Key concerns included pedestrian visibility at intersections; perceived and actual speeding in downtown, near schools and along residential streets; distracted and impaired driving; parking and loading conflicts during events; and limited sidewalk continuity that forces pedestrians into the roadway.

The Sheriff's Office emphasized that many safety challenges are not driven by severe crash history but by recurring near-miss conditions, visibility constraints, operational confusion, and changing user behaviors. Specific locations repeatedly identified as concerns include the West 5th Street & Main Street intersection, side-street approaches to Main Street (notably 10th, 9th and 11th Streets), school routes during peak arrival and dismissal times, and rail crossings that periodically delay emergency response.

Operational insights highlighted the importance of low-cost, flexible tools—such as portable speed feedback signs, targeted crossing guard deployment, improved curb and parking management, and clearer lane and parking configuration—to address safety issues efficiently in a small-community context. The Sheriff's Office also identified emerging challenges related to gaps in driver education, younger and older drivers, e-bike and scooter use, and winter conditions that increase pedestrian exposure.

This input reinforces the SS4A Plan's emphasis on exposure-based risk, predictable operations, and Safe System strategies, and directly informed the prioritization of speed management, pedestrian visibility, school safety, curb management, and operational countermeasures included in the Bridgeport Safety Action Plan.

A10.3.2 Meeting Notes

1. Traffic Safety Overview

What traffic safety issues or behaviors concern you most in Bridgeport (e.g., speeding, distraction, failure to yield, impaired driving)?

Distracted driving, failure to yield, and impaired driving were identified as the most significant behavioral safety concerns. The Morrill County Sheriff's Office has observed a recent increase in impaired driving incidents, including a higher number of intoxicated drivers being intercepted.

While speeding generates frequent public complaints, observed speeding is more context-specific. For example, complaints commonly cite the 11th Street and Main Street area; however, radar enforcement indicates that this is often a perception issue rather than widespread speeding. Large trucks passing stopped or slow-moving vehicles can appear to be traveling faster than the posted speed, even when they are in compliance.

Actual speeding is more commonly observed on residential side streets, particularly near school areas and among younger drivers. On Main Street, speeding is most frequently observed during early evening periods. Near schools, speeding tends to occur at predictable times—especially at the beginning of the school day and during lunchtime—when younger drivers may be rushing.

Are there specific locations, times of day, or seasons where issues or calls for service are more frequent?

School areas are a consistent focus for

enforcement, particularly during morning arrival, lunchtime, and after-school periods. The Morrill County Sheriff's Office also increases presence during large community events to manage traffic and safety concerns.

No single location consistently stands out as a crash hotspot; however, many incidents occur along the US-385, US-26 highways through town. In addition, 11th Street, which serves as the primary access route to the hospital, was identified as a location where traffic conditions and safety warrant continued attention.

2. Enforcement & Operations

How are enforcement locations and priorities typically determined?

Enforcement routing in Bridgeport is generally flexible rather than fixed. Officers patrol throughout the community rather than following designated enforcement routes, with a typical full city patrol (covering east–west and north–south streets) taking approximately 45 minutes at posted speeds of around 25 mph.

The Morrill County Sheriff's Office makes a concerted effort to provide an increased presence during large community events—such as parades, school functions, and fairgrounds activities—and will also adjust patrol focus in response to complaints, both in real time and in subsequent patrols. During the summer months, additional attention is given to State Lake roadways due to higher seasonal traffic volumes.

Are there roadway design, signage, or visibility issues that make enforcement more difficult or less effective?

Parking management and enforcement were identified as recurring concerns, particularly during large events. Near the high school, several streets are posted as no parking on one side; however, during high-attendance events these restrictions are frequently ignored by individuals attending the events, creating congestion and safety conflicts. Similar issues occur near East City Park along 10th Street, where no-parking restrictions are posted but drivers frequently stop or park there for loading and unloading. No Parking in this location is typically enforced only in response to complaints and during peak activity periods.

At the Catholic Church, on-street parking is allowed on both sides of the roadway, and the Morrill County Sheriff's Office occasionally receives recurring calls related to traffic conflicts and vehicles being unable to pass through safely.

Are there recurring traffic or safety issues during large events (Camp Clark Days, parades, football games, etc.)?

Large community events do not present significant recurring safety issues. Traffic control for parades typically results in only minor, short-term inconvenience, and parking constraints along Main Street are the primary challenge during major events. Overall, event-related traffic conditions are manageable and do not represent a persistent safety concern.

3. Vulnerable Users & Community Safety

Are there particular concerns related to pedestrian safety, school zones, parks, downtown, or near the hospital or community center?

Visibility concerns were noted along Main Street, particularly at 10th Street and 9th Street, where pedestrians standing farther back from the curb are difficult for drivers to see. Speeding was also identified as a concern along 11th Street, especially on approaches to the hospital.

Do you observe any patterns with younger drivers, e-bikes/scooters, or pedestrian non-compliance?

The Sheriff's Office noted emerging concerns related to driver education gaps, age-related driving issues, and changing roadway user types. Driver's education is no longer offered through schools, and Bridgeport has a number of 14-year-old drivers operating with school permits and limited formal training, which can create safety challenges—particularly near schools and during peak travel times. The Sheriff's Office also receives periodic calls regarding older drivers with vision or hearing limitations, especially when slow speeds or delayed reactions affect traffic flow. While these situations are not widespread, they contribute to community safety concerns and reinforce the need for clear roadway design, speed management, and predictable operations that support drivers of all ages and abilities.

Use of side-by-side vehicles, e-bikes, and other emerging mobility devices is present but currently

manageable. Side-by-side vehicles are regulated through a city permitting and inspection program that is functioning well. E-bikes are permitted on city streets, and limited use of electric scooters and small electric ride-on vehicles has been observed, with no major conflicts reported to date. For young children using small electric vehicles, the Sheriff's Office has encouraged sidewalk use rather than travel lanes to reduce conflicts. While gasoline-powered buggies are not permitted on city streets and compliance with existing vehicle ordinances is generally good, policies specific to e-bikes and e-scooters remain limited or unclear, representing an opportunity for future ordinance refinement as use increases.

The Sheriff's Office also noted that adults frequently walk in the travel lane rather than on sidewalks, particularly in areas where sidewalk gaps, uneven surfaces, or accessibility issues make the roadway feel smoother and more predictable. This behavior increases pedestrian exposure to traffic and reinforces the need for sidewalk infill, ADA upgrades, and continuous, well-maintained pedestrian routes.

Are there any areas where current speed limits and/or signage are inadequate?

The Sheriff's Office indicated that existing speed limit signage is generally adequate where installed, and noted that the City Street Department is currently updating school-area signage to ensure all streets surrounding the school are properly posted. Additional operational support near school crossings was recommended, including formal crossing guard deployment. While teachers are often positioned near the corner of 9th Street and Q Street, they do not actively stop traffic; the Sheriff's Office noted that trained crossing guards with proper signage would be more effective and appropriate for managing crossings at these locations.

4. Engineering & Design Feedback

Are there intersections or corridors that feel unsafe, confusing, or prone to near-misses?

The Sheriff's Office identified 5th Street & Main Street and 10th Street & Main Street as the intersections most frequently associated with near-miss concerns and complaints. Drivers exiting side streets in downtown experience limited sight distance and often must creep into Main Street traffic to see approaching vehicles, increasing the risk of near misses—particularly with low-profile vehicles. Additional concerns were noted near the gas station in the vicinity of 5th & Main, where center-turn-lane activity and turning movements occasionally create conflicts. No significant safety issues were reported at the large median island on South Main Street.

Where could small, quick changes—like new signage, markings, or lighting—make a noticeable difference?

The Sheriff's Office identified several locations where small, targeted improvements could improve safety and operations. At 10th Street & Main Street, enhanced pedestrian visibility measures—such as improved markings, signage, or potentially pedestrian-activated warning devices—could help address pedestrian crossing concerns, even though a full pedestrian signal is likely not warranted. At 5th Street & Main Street, long truck turning movements and the existing two-way stop configuration contribute to operational challenges and near-miss concerns; further evaluation of intersection operations and applicable warrants was suggested. Overall, targeted striping, signing, or pedestrian warning enhancements were identified as potential low-cost measures that could improve driver awareness and reduce conflicts without major reconstruction.

Are there any areas that would benefit specifically from additional lighting, sidewalks, or crossings?

The Sheriff's Office noted that inconsistent sidewalk coverage—particularly in the east–west direction—creates safety challenges for pedestrians and bicyclists and contributes to people walking or riding in the roadway. Sidewalk gaps near the school campus and along 7th Street near the Catholic Church were identified as top priorities, as these corridors serve as heavily used school access routes for both pedestrians and drivers. Improving sidewalk continuity in these areas would significantly reduce pedestrian exposure to traffic, improve predictability for drivers, and support safer school travel.

5. Programs, Education & Community

Engagement

What public safety or education programs are you already involved in (school outreach, Safe Routes, seatbelt checks, public campaigns etc.)?

The Sheriff's Office is currently involved in several traffic safety education efforts, including partnering with the school on bike rodeos, supporting seatbelt compliance checks in coordination with the Nebraska State Patrol, and working toward in-office car seat certification by having a certified staff member available. The Sheriff's Office identified a significant gap in driver education for young drivers, noting that formal driver's education is no longer offered through the school system. While new drivers are required to complete 50 hours of supervised driving, this requirement is largely honor-based and inconsistently enforced, which raises concerns about preparedness and safe driving behavior among young drivers. Reestablishing driver education opportunities was identified as a priority to improve long-term traffic safety outcomes.

Are there education or community awareness efforts that the SS4A Plan could help support or expand?

The Sheriff's Office identified restoration or expansion of driver's education as the top education and community awareness priority that the SS4A Plan could help support. Strengthening driver education—particularly for young drivers—was viewed as a critical opportunity to address risky behaviors early, improve compliance with traffic laws, and complement infrastructure and enforcement-based safety improvements.

6. Emergency Response & Access

Are there locations where emergency response is delayed due to roadway geometry, congestion, rail crossings, or access constraints?

Railroad crossings were identified as the primary source of emergency response delay in Bridgeport. The Sheriff's Office noted that stopped trains at the US-26 (West 5th Street) crossing frequently block traffic for 10–15 minutes, creating access constraints for emergency response and occasionally splitting funeral processions. The Highway 88 (South Main) rail crossing presents fewer issues but can still affect mobility. In limited situations, deputies have used railroad right-of-way access roads to reach alternative crossings when delays occur. No concerns were noted regarding public compliance with emergency vehicles using lights and sirens; the primary constraint is train-related blockage rather than driver behavior.

Are there routes or intersections you would flag as priorities for improving emergency access or operations?

Railroad crossings were again identified as the primary constraint affecting emergency access and operations. The Sheriff's Office is not aware of significant issues with the Volunteer Fire Department navigating narrow streets within Bridgeport; however, train blockages continue to present challenges. Of particular concern is the location of the Rural Fire Department facilities being located south of the railroad tracks. When trains block the NE-88 crossing, the Rural Fire Department may be forced to reroute via the ethanol plant area, adding several minutes to response times for incidents occurring north of the tracks. These delays highlight the railroad as a critical barrier to emergency access rather than roadway geometry or street width within the city.

7. Data, Tools & Capacity

How does your office currently use crash data, speed data, or location information to guide enforcement?

The Sheriff's Office does not rely on formal crash or speed data analysis to direct day-to-day enforcement. Instead, enforcement is guided by officer experience, routine patrol coverage, and citizen complaints. In a community the size of Bridgeport, deputies are familiar with typical traffic patterns, peak times, and locations of concern and adjust patrol presence accordingly, maintaining consistent coverage throughout the community.

What additional equipment, data, tools, or training would strengthen your traffic safety or emergency response capabilities?

The Sheriff's Office indicated that enforcement activity in Morrill County is already robust compared to surrounding counties, with a high volume of traffic stops and warnings issued. Deputies are actively performing traffic enforcement, and current staffing and equipment generally support these efforts. Additional access to summarized citation and warning

data could be useful for documenting enforcement activity and supporting future safety planning or grant applications, but no specific equipment or training gaps were identified at this time.

8. Vision & Priorities

If you could fix one transportation safety issue in Bridgeport tomorrow, what would it be?

The Sheriff's Office identified the intersection of 5th Street and Main Street as the single most pressing transportation safety concern in Bridgeport, noting that complaints are received frequently about this location. In addition, reinstating or expanding driver education opportunities—particularly for young and inexperienced drivers—was highlighted as a critical long-term safety improvement that could significantly benefit the community.

What improvements or support—policy, infrastructure, or resources—would most help your department keep people safe and address traffic safety long-term?

The Sheriff's Office noted that maintaining a consistent three-lane cross section on Main Street (US-385) during future resurfacing—one travel lane in each direction with a center two-way left-turn lane (TWLTL)—would best support long-term safety. While the center turn lane is valuable for access and turning movements, it can be misused when lane purpose is unclear, with some drivers traveling in the center lane for extended distances and delivery vehicles occasionally stopping there. Clear striping, signage, and curbside parking management were identified as important tools to reinforce proper use of the TWLTL and improve driver expectancy along the corridor.

Is there anything else you'd like to share that we should include or consider in the SS4A Plan based on your experiences?

The Sheriff's Office emphasized the value of portable speed feedback signs as a practical, near-term tool for addressing perceived and actual speeding concerns, particularly along 11th Street where vehicles frequently exceed comfortable speeds. A portable unit would allow targeted deployment at problem locations and during peak times, and the Nebraska State Patrol may have equipment that could potentially be borrowed for short-term use. The Sheriff's Office also noted recurring operational issues downtown, including delivery trucks stopping in the center turn lane on Main Street with flashers activated, which can create confusion and conflict. Finally, with Main Street (US-385) anticipated to be resurfaced in the near future, the Sheriff's Office encouraged the City to coordinate SS4A safety projects—such as pedestrian lighting, improved crosswalks, striping, or lane clarity improvements—with that timeline where feasible to maximize safety benefits and efficiency.

A10.3.3 How Law Enforcement Input Informed the Safety Action Plan, Countermeasures, and Projects

Input from the Morrill County Sheriff's Office directly informed the following countermeasures and project priorities in the Bridgeport SS4A Safety Action Plan:

Speed Management

CM-12 Speed Feedback Signs

CM-13 School Zone Speed & Signing Treatments

P2 Speed Feedback Sign Expansion at Critical Loc.

P4 Community Speed Management Program

School & Child Safety

CM-16 School Bus Loading Zone Delineation

CM-17 Crossing Guards (Operational)

J8 Bridgeport Public Schools Safety Upgrades

P1 Crossing Guard & School Zone Support

Pedestrian Visibility & Operations

CM-09 Parking Setbacks at Intersections

CM-10 Sight Distance Improvements

CM-11 Targeted Pedestrian Lighting

J1 Downtown Parking Setbacks for Sight Distance

J6 Downtown Crosswalk Enhancements

Intersection & Corridor Safety

J11 5th & Main Non-Signal Safety Enhancements

P7 Lane Clarity & Pavement Marking Program

Maintenance & Operations

CM-21 Snow & Ice Removal Prioritization

P6 Snow & Ice Management for Pedestrian Safety

A10.4 Stakeholder Collaboration: Bridgeport Public Schools

January 9, 2025

Email response received from Bridgeport Public Schools Superintendent George Schlothauer

A10.4.1 Response Summary

Input from the Bridgeport Public Schools superintendent highlighted speed management, school-zone clarity, and daily operational safety as the primary transportation safety concerns around the school campus. The most significant issues identified relate to vehicle speeds during peak arrival, lunch, and dismissal periods, particularly on the south side of the building, which serves as the primary bus drop-off area and main entrance for school activities, and the north side of campus, where high school students access parking.

Student travel patterns are primarily bus use, parent drop-off, and student driving, with limited walking and bicycling due in part to perceived safety concerns on streets surrounding the campus. The superintendent expressed concern about drivers traveling too fast near the school and noted that existing school-zone signage may be insufficient or unclear. There are currently no flashing beacons or crossing guards in place, and bus and parent vehicle conflicts tend to occur when staff are not present to manage loading and unloading operations.

While no specific high-crash or near-miss locations were identified, the superintendent emphasized that sporting events and school activities create recurring parking and traffic management challenges, especially due to limited parking availability and increased vehicle volumes. Seasonal issues such as snow were less of a concern than operational challenges during events.

When asked to identify a single priority improvement, the superintendent consistently identified speed feedback signs as the most immediate and impactful safety enhancement. Additional opportunities were noted for student driver safety education, particularly given the number of student drivers accessing campus. Overall, the input reinforced the need for clearer school-zone definition, improved speed management, safer loading and unloading operations, ADA-compliant pedestrian facilities, and operational support during peak school activity periods.

A10.4.2 Questionnaire & Responses

What We've Heard

We know (task force input) that there is an interest in speed feedback signs around the school – are there specific locations in mind?

Yes - The south side of the building (9th). This is our bus drop off area in the morning and also our main entrance for activities. The north side (of campus) is the road (7th) that is used by our high school students as they enter and leave the high school parking lot.

Additional recommendations we are currently planning on making also include (Task Force input):

- Crossing Guard across Main Street
- Traffic Calming near schools (such as speed feedback signs, increased signage/paint lines, etc.)
- School bus loading/unloading – clearly painted curbs and signs to show where buses load and unload
- ADA ramps and crosswalks around the school
- Increased Driver's Education opportunities – Ashley Stevens, Extension Center

School Traffic Safety Questions

1. Student Travel Patterns

How do most students arrive and leave school (walking, biking, bus, parent drop-off)?

Bus, parent drop off and students driving

Are there specific walking or biking routes that feel unsafe?

I believe the north and south sides of the building which I referenced above.

Do you have concerns about high school students driving themselves or transporting younger siblings?

A little

2. Pickup & Drop Off Zones

What challenges do you see during morning and afternoon traffic flow?

People driving too fast.

Are there locations where signage, pavement markings, or staff presence could make a difference?

I believe the speed feedback signs would make a difference. Maybe we need to try to get the speed limit changed around the building?

Are there recurring conflicts between buses and parent vehicles?

Only when a staff member isn't outside.

3. Bus Routes

Are there bus stops that feel unsafe for waiting students (visibility, lighting, traffic speed)?

No

Do bus drivers report recurring issues during loading/unloading?

On occasion

4. School Zone Safety

Are existing school speed zones effective? Are they respected by drivers?

I don't believe there is adequate signage and maybe the speed limit may need to be looked at.

Do flashing beacons or crossing guards cover the right times and places?

We do not have any

5. Near Misses and Concerns

Are there places where crashes haven't happened but could - "close calls" reported by staff, parents, or bus drivers?

I don't know of anyplace in particular

Are there seasonal issues (snow piles blocking visibility, football game traffic, etc.)?

Sporting events are always an issue with limited parking.

6. Priorities & Ideas

If you could change one thing tomorrow to improve student safety, what would it be?

Speed feedback signs

Do you see opportunities for education programs (student driver safety, parent pickup etiquette, etc.) that could complement infrastructure changes?

Maybe student driver safety

Are there opportunities to use staff communication channels (faculty meetings, email lists) to distribute the survey or collect feedback?

NA

7. Is there anything else you would like to share?

We want to ensure that your thoughts and concerns are heard! This is an opportunity to provide any information not captured in the above questions.

NA

A10.4.3 How School Stakeholder Input Informed the Safety Action Plan, Countermeasures, and Projects

This input directly informed the prioritization of school-focused speed management, pedestrian visibility, loading zone delineation, crossing guard operations, and accessibility improvements included in the Bridgeport SS4A Safety Action Plan.

Speed Management & Driver Behavior

Concern Identified: Drivers traveling too fast near the school, particularly during arrival, lunch, and dismissal periods; lack of effective speed management tools.

Plan Response:

- CM-12 Speed Feedback Signs
- CM-13 School Zone Speed & Signing Treatments
- J8 Bridgeport Public Schools Safety Upgrades
- P2 Speed Feedback Sign Expansion at Critical Locations (Quick Win)

School Zone Definition & Visibility

Concern Identified: Inadequate or unclear school zone signage; absence of flashing beacons or active school-zone indicators.

Plan Response:

- CM-13 School Zone Speed & Signing Treatments
- J8 Bridgeport Public Schools Safety Upgrades

Student Crossings & Pedestrian Safety

Concern Identified: Need for safer student crossings,

particularly where children interact with through traffic and during times when staff are not present.

Plan Response:

- CM-17 Crossing Guards (Operational)
- P1 Crossing Guard & School Zone Support (Quick Win)
- J3 North Main (US-26 / US-385) Mid-Block Enhanced Crossing at PWCC

Bus Loading / Drop-Off Operations

Concern Identified: Conflicts between buses and parent vehicles during loading and unloading; need for clearer loading areas.

Plan Response:

- CM-16 School Bus Loading Zone Delineation & Curb Management
- J5 Head Start Pickup / Drop-Off Pull-Out
- J8 Bridgeport Public Schools Safety Upgrades

Accessibility & Pedestrian Routes

Concern Identified: Unsafe or uncomfortable walking conditions around the school campus; need for ADA-compliant ramps and crossings.

Plan Response:

- CM-05 ADA-Compliant Curb Ramps & Landings
- CM-06 Sidewalk Infill | Gap Closure
- J4 Sidewalk Infill & ADA Upgrades

Education & Youth Driver Safety

Concern Identified: Need for additional driver safety education and improved student awareness of safe driving behaviors.

Plan Response:

- CM-23 Distracted Driving Education (Education-First)
- CM-25 Youth Bike & Pedestrian Safety Education
- P3 Distracted Driving Education Program

Operational Support During Events

Concern Identified: Traffic and parking challenges during sporting events and school activities.

Plan Response:

- CM-16 School Bus Loading Zone Delineation & Curb Management
- J8 Bridgeport Public Schools Safety Upgrades
- J13 Park Area Speed & Safety Improvements

> *School stakeholder input reinforced the importance of pairing infrastructure improvements with operational and education-based strategies, particularly in areas with high child pedestrian exposure and daily school-related traffic activity.*

A10.5 Stakeholder Collaboration: Bridgeport Volunteer Fire Department

February 9, 2026, PWCC, 5:45 to 6:30 p.m., In-Person Meeting

Task Force Members Present: Casey Sides,. Bridgeport Volunteer Fire Department

A10.5.1 Meeting Summary

The Bridgeport Volunteer Fire Department provided critical insight into emergency response constraints related to roadway geometry, congestion, and railroad crossings. The Fire Department emphasized that rail-related blockages represent the single most significant operational challenge affecting emergency response in Bridgeport.

The Fire Department is located along Nebraska Highway 88 (South Main Street) south of the railroad corridor. While a small residential area also lies south of the tracks, the majority of the community—including downtown, schools, parks, and civic destinations—is located north of the railroad. The railroad runs diagonally northwest–southeast through Bridgeport, intersecting both US-26 on the west edge of town and NE-88 (South Main Street) on the south side.

When long trains block one or both crossings, emergency response can be delayed in multiple directions simultaneously. There is no public roadway connecting US-26 and NE-88 on the south side of the railroad. When primary crossings

are blocked, responders must travel southeast on US-385 to the far southeast edge of the community near the ethanol plant, cross the railroad at that location, proceed back to the fire hall, and then reverse the route to reach incidents north of the tracks if the crossing remains blocked. This rerouting can add significant response time during emergencies.

In urgent situations, responders have at times used a private railroad right-of-way access road that parallels the south side of the tracks; however, this route is restricted and not a formal or reliable emergency access option.

Additional operational concerns included narrow or undefined right-of-way conditions along K Street between 4th and 5th Streets, congestion near 5th Street and Main Street during peak periods, and parking-related constraints near the high school during events. While event traffic is generally well managed through coordination with law enforcement, emergency access during high-attendance activities remains a concern due to limited parking and circulation space.

Priority Improvement Identified
Fire Department leadership identified long-term solutions to rail-related access constraints as the most impactful improvement, including relocation of the fire hall north of the railroad or creation of a formal south-side roadway connection between US-26 and NE-88 to preserve emergency response reliability.

How Fire Department Input Informed the Safety Action Plan
Fire Department input reinforced the plan's emphasis on network resiliency, predictable operations, and coordination with partner agencies. This input directly informed prioritization of projects and countermeasures addressing corridor operations, emergency access reliability, curb and parking management, and long-term partner coordination related to railroad and highway infrastructure. The Bridgeport Volunteer Fire Department is located along Nebraska Highway 88 (South Main Street) south of the railroad corridor. While a small residential area also lies south of the tracks, the majority of the community—including downtown, schools, parks, and key civic destinations—is located north of the railroad.

The railroad runs diagonally northwest–southeast through Bridgeport, intersecting both US-26 on the west edge of town and NE-88 (South Main Street) on the south side. When long trains block one or both crossings, emergency response can be delayed in multiple directions simultaneously.

There is no public roadway connecting US-26 and NE-88 on the south side of the railroad. The only public alternative route requires responders to travel southeast on US-385 to the far southeast edge of the community near the ethanol plant, cross the railroad at that location, proceed back to the fire hall, and then reverse the same route to reach incidents north of the tracks if the primary crossings remain blocked.

In urgent situations, responders have at times used a private railroad right-of-way access road that parallels the south side of the tracks; however, this route is signed as restricted and is not a formal or reliable emergency access route.

A10.5.2 Meeting Notes

1. Emergency Access & Response

The Fire Department identified railroad blockages as the primary cause of emergency response delay in Bridgeport. Both the West 5th Street / US-26 crossing and the South Main Street / NE-88 crossing are routinely blocked by long trains. When crossings are blocked, responders must reroute to the far southeast end of the community or, in extreme emergencies, use a private railroad right-of-way road parallel to the tracks. These detours add significant response time and operational complexity.

The current location of fire facilities south of the NE-88 crossing compounds these delays, requiring responders to cross the railroad multiple times for calls north of the tracks.

2. Railroad Crossing Impacts

On average, approximately 1 in 5 emergency responses is affected by train activity. While the planned overpass at the West 5th Street / US-26 crossing may reduce some conflicts, Fire Department staff noted that blocked access at

NE-88 will remain a concern. A potential long-term solution identified was the construction of a dedicated emergency access road parallel to the tracks or formal authorization for emergency use of the existing railroad ROW.

3. Street & Intersection Conditions

Several localized access constraints were identified:

- K Street (between 4th and 5th Streets): Narrow width, unpaved surface, unclear right-of-way limits, and on-street parking hinder apparatus movement.
- 5th Street & Main Street: Congestion during peak periods can delay response, prompting responders to use side streets when possible.
- Lakeview Drive & Recreation Road: Previously identified access concerns; improvements are currently underway by the City.

4. Visibility & Operations

While visibility itself was not identified as a major response issue, curb management and striping clarity were noted as opportunities to improve predictability and access, particularly on narrow streets where parking encroaches into effective travel lanes.

5. School, Park & Event Areas

The Fire Department noted challenges accessing the high school during large events due to limited parking and congestion. Emergency access near gymnasium and football facilities could be improved by establishing dedicated emergency access zones and restricting parking in critical areas.

6. Priority Improvements

When asked to identify a single priority improvement, Fire Department representatives emphasized:

Relocating or adding a fire hall north of the railroad tracks, potentially on City-owned property (former lumberyard), to reduce reliance on railroad crossings.

Improving connectivity between crossings to ensure emergency redundancy.

7. Additional Comments

The Fire Department noted additional operational concerns at the US-26 / US-385 T-intersection north of Bridgeport, where lane confusion, truck traffic, and limited visibility create response challenges. Distracted driving was also identified as a growing contributor to emergency incidents.

A10.5.3 How Fire Department Input Informed the Safety Action Plan, Countermeasures, and Projects

Input from the Bridgeport Volunteer Fire Department directly informed the following countermeasures and project considerations:

Emergency Access & Redundancy

- **CM-19** Truck & Farm Equipment Route Management
- **CM-15** Roadway Geometry & Operations (Painted / Quick-Build Treatments)
- **J17a** Railroad Crossing & Emergency Access Coordination
- **J17b** Long-Term Emergency Access & Connectivity Planning

Curb Management & Street Operations

- **CM-09** Parking Setbacks & Daylighting
- **CM-10** Sight Distance & Obstruction Management
- **J1** Downtown Parking Setbacks for Sight Distance
- **P7** Lane Clarity & Pavement Marking Program

Event & School Area Operations

- **CM-16** Loading Zone & Curb Management
- **J8** Bridgeport Public Schools Safety Upgrades

Fire Department input reinforced the SS4A Plan's emphasis on system resilience, redundant access, and operational predictability, particularly in a community where railroad infrastructure presents recurring emergency response constraints.

A10.6 Stakeholder Collaboration: Morrill County Community Hospital & EMS

Questionnaire Response Received Via Email from Task Force Member Cheree Fisher, February 9, 2026

A10.6.1 Response Summary

Input from Morrill County Community Hospital and EMS leadership indicated that on-campus access, circulation, and helipad operations generally function well and do not present routine safety concerns. Railroad-related delays were noted as an occasional issue along Highway 88, occurring approximately four to five times per year, but were reported as infrequent relative to overall call volume.

More significant concerns were identified in the downtown area near hospital-owned facilities, particularly related to accessibility and visibility. Respondents noted the absence of ADA-compliant parking and curb ramps serving the Pro Plaza area, as well as limited sight distance along Main Street between 9th and 10th Streets due to on-street parking near intersections. These conditions make turning movements and pedestrian crossings more challenging for patients, staff, and visitors.

While no major safety concerns were reported near the hospital campus itself, respondents expressed interest in improved signage near the employee daycare facility to alert drivers to the presence of children.

How Hospital & EMS Input Informed the Safety Action Plan

Hospital and EMS input directly informed prioritization of downtown ADA upgrades, parking setback and sight distance management, pedestrian visibility improvements, and coordination with broader corridor safety strategies. This input reinforced the plan's focus on accessibility, visibility, and exposure-based risk reduction even where crash history is limited.

A10.6.2 Questionnaire Highlights

1. Emergency Access & Railroad Crossings

Extended train blockages at the Highway 88 crossing were identified as the primary railroad-related issue. These events occur approximately four to five times per year and can delay access, though EMS calls in this direction are relatively infrequent.

2. Hospital Site Access & Circulation

No significant issues were identified related to on-site vehicle circulation, emergency access, or internal hospital operations. Existing access is considered adequate for current needs.

3. Downtown & Off-Site Facilities

Several accessibility concerns were identified in downtown areas where hospital-affiliated services are located:

No designated ADA parking for patients accessing the pro-plaza area.

No ADA curb ramps serving these facilities.

Severely limited visibility along Main Street between 9th and 10th Streets due to on-street parking, making it difficult to safely turn onto or cross Main Street.

4. Employee & Childcare Access

While no immediate safety issues were reported near the employee daycare facility, respondents suggested that additional signage (e.g., "Slow – Children Present") could improve awareness and safety.

5. Helipad & Air Medical Access

No roadway or circulation issues were identified related to helipad operations or ground transfers.

6. Priority Concerns

Respondents indicated that while there are no major transportation safety issues directly affecting hospital operations, downtown ADA access and visibility constraints represent the most tangible opportunities for improvement.

A10.6.3 How Hospital & EMS Input Informed the Safety Action Plan, Countermeasures, and Projects

Hospital and EMS input directly informed the following countermeasures and project priorities:

Accessibility & ADA Compliance

- **CM-05** ADA-Compliant Curb Ramps & Landings
- **CM-06** Sidewalk Infill & Gap Closure
- **J4** Sidewalk Infill & ADA Upgrades

Downtown Visibility & Operations

- **CM-09** Parking Setbacks at Intersections
- **CM-10** Sight Distance Improvements
- **J1** Downtown Parking Setbacks for Sight Distance
- **J6** Downtown Crosswalk Enhancements

Railroad & Emergency Coordination

- **J17** Railroad Crossing & Emergency Access Coordination

Hospital and EMS input reinforced the importance of accessible medical access, clear sight lines, and predictable downtown operations, particularly for patients with mobility limitations and those accessing services outside the main hospital campus.