A11

documentation

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A11.1 REFERENCE LIST OF SOURCES AND PUBLICATIONS

- City of Scottsbluff Comprehensive Plan, City of Scottsbluff, 2016
- City of Scottsbluff Comprehensive Plan, PADD, 2004
- City of Scottsbluff Comprehensive Plan, (ongoing—2026)
- Scottsbluff School Safety Assessment Final Study, 2020
- East Overland Corridor Revitalization Plan, studioINSITE/Felsburg Hold & Ullevig, May 2017
- Downtown Streetscape Master Plan, dropseed studio/City of Scottsbluff, March 31, 2014
- City of Scottsbluff Standards and Specifications for the Design & Construction of Public Improvements, 1996 Edition
- City of Scottsbluff Master Pathways Plan, Baker & Assoc., June 1, 2004
- Tri-City Sustainability Plan, Gering, Terrytown and Scottsbluff, Tri-City Sustainability Task Force, 2009
- Regional Economic Development Strategic Plan, Thomas P. Miller & Associates/Foote Consulting Group, 2014
- Economic & Demographic Trends of Scotts Bluff County, NPPD, February 2021
- Multi-County Regional Housing Study, Hanna:Keelan Associates, P.C., August 2022

A11.2 TASK FORCE MEETING #1

June 25, 2025; 11:30 a.m. – 1 p.m.; Powerhouse

Task Force Members Present:

- Kevin Spencer, Scottsbluff City Manager
- Doug Gompert, Public Works Director
- Janelle Visser, Tri-City Active Living Advisory Committee, PPHD Leader
- Molly Bonuchi, WNCC Student Life Director

Task Force Members Not Present:

- James Todd, SBPS Director of Safety and Security
- Melissa Lally, NDOT District 5 ROW/Utilities/ Maintenance Environmental Liaison

Consultant Team: M.C. Schaff & Associates, Inc.

- David Schaff, P.E.
- Jeff Fuller, P.E.
- Bob Juve, P.E.
- Susan Myers, Project Manager
- Katherine Reisig, Graduate Engineer
- Jamie Weingart, JNW Consulting

Meeting Agenda

The meeting began with a welcome and introductions, including participants' names, roles, and a reflective question about local traffic crashes. An overview of the SS4A (Safe Streets for All) program and Vision Zero was presented, highlighting the number of fatal and serious injury crashes in Scottsbluff over the past decade. The Safe System Approach was introduced, emphasizing six key principles: deaths and injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is critical. Participants voted on safety focus areas using a poster board and weighted stickers.

The scope of services was reviewed, with the goal of integrating data and community input into a plan that reduces killed or seriously injured (KSI) crashes in Scottsbluff. Attendees were asked to identify the most problematic roadway areas and potential hurdles to success, followed by a vote on policy and infrastructure priorities,

again using weighted stickers. The role of the Task Force was clarified to include oversight of the plan's development and implementation, representing community voices, and reviewing possible project priorities. Future meetings were previewed to maintain momentum.









Data collection and analysis efforts were also discussed, including definitions of KSI and High Injury Network (HIN), total crash data, breakdowns by mode, and "when" graphics that illustrate crash trends by time of day, month, and year. Comparative data from peer cities was also shared to help inform local strategies.

Finally, the project Storymap website, public survey, and public commenting map were reviewed; and Task Force members each completed the public survey and began adding comments to the online crowdsource map.

Working Session Notes

The Scottsbluff SS4A Task Force identified several key safety concerns, with the Highway 26 corridor emerging as a major problem area—particularly at Avenue I and 27th Street, and 27th Street near WNCC. Issues include frequent red-light running, inconsistent driver behavior at crosswalks, and increasing pedestrian traffic, especially near the college dorms and the soon-to-open preschool across from the Harms Center. Temporary crosswalk signage has shown some benefit, but more permanent improvements are needed. School zones were noted as vague and unenforceable, prompting calls for clearer designations and flashing signals during school hours. Task Force shared personal experience around schools reveals that current designs favor vehicles over pedestrians and cyclists, underscoring a broader need for pedestrian-focused improvements.

One major challenge is the lack of engagement from the Nebraska Department of Transportation, whose involvement is critical for addressing Highway 26 issues. The consulting team emphasized the need for strong internal communication and encouraged members to actively participate and challenge assumptions to help improve safety outcomes. A Spanish-language version of the website, survey, and commenting map is in development to ensure inclusive participation. Survey invitations will be sent out through local contacts, and additional public input will be gathered through upcoming pop-up events and focus groups with community organizations such as the Western Nebraska Bike Club, Runners Club, Empowering Families, EMS and police and fire staff, and business leaders.

Public engagement goals include gathering at least 375 surveys, with 1,000 as the stretch goal. Outreach strategies include utility bill inserts, marquee and screen ads at the Midwest Theater, magnetic vehicle stickers for city utility vehicles, bus stop signage with QR codes, flyers in downtown, school communications, library events, social media posts, radio spots, and newspaper coverage. Scheduled pop-up events include Bands on Broadway (July 10), Oregon Trail Days (July 11–12), the Scotts Bluff County Fair (July 26–Aug 2), and National Night Out (August 5). Additional ideas for outreach include strategically placed yard signs, Downtown sidewalk sales, and participation in local festivals such as the Old West Balloon Fest and Beef, Beans, and Bluegrass.

Task Force member assignments reflect their strengths and networks: two members with broad organizational connections will distribute email invitations to complete the online survey and commenting map, while another will coordinate within the City to arrange focus sessions with EMS, fire, police, crime analysis staff, and city social media personnel. The consulting team are developing Spanish-language materials, designing marketing collateral, scheduling focus groups with schools and employers, and reviewing relevant planning documents. The full consulting team will reconvene after Oregon Trail Days to evaluate progress and plan next steps. The Task Force has tentatively saved the dates for three additional working sessions: October 1, November 10, and February 25.

A11.3 TASK FORCE MEETING #2

October 1, 2025; 11:30 a.m. – 1 p.m.; Powerhouse

Task Force Members Present:

- Kevin Spencer, Scottsbluff City Manager
- Zachary Glaubius, Development Services Director
- Lane Kizirre, Director of Finance
- Janelle Visser, Tri-City Active Living Advisory Committee, PPHD Leader
- Molly Bonuchi, WNCC Student Life Director
- James Todd, SBPS Director of Safety and Security
- Melissa Lally, NDOT D5 ROW/Util./Maint./Env. Liaison

Task Force Members Not Present:

- Doug Gompert, Public Works Director

Consultant Team: M.C. Schaff & Associates, Inc.

- David Schaff, P.E.
- Bob Juve, P.E.
- Susan Myers, Project Manager
- Katherine Reisig, Graduate Engineer
- Jamie Weingart, JNW Consulting

Purpose: Align community feedback with crash analysis, identify safety priorities, and begin prioritization for the Safety Action Plan. Meeting Overview & Summary

The second task force meeting advanced the group's understanding of local safety issues, community priorities, and roadway risk patterns. The session combined community input, crash analytics, policy review, and group exercises to identify priorities for improving safety.



Community & Stakeholder Feedback Highlights

- School outreach and stakeholder discussions revealed consistent concerns about:
- School zones and pick-up/drop-off safety
- Walking and biking routes used by students
- Lighting, crossings, speeding, and visibility
- Traffic congestion around corridors and key intersections

During Exercise #1 (Top Safety Concerns), Task Force members shared the issues they hear most frequently from residents, reinforcing these themes. Comments included:

"Schools – parking, speeding, congestion, especially near the middle school and high school."
"Preschool near WNCC is creating long queues and speeding issues."
"Highway 26 — enforcement tools and control are needed."
"27th & Avenue I — impatience, turning conflicts, and truck movements are a concern."
"Need a safer crossing on 5th Avenue between Bluffs Middle and Longfellow."

These observations correlated strongly with concerns raised by parents, students, and school staff.

Policy & Plan Review

The group reviewed how existing city plans and municipal codes support or limit safety progress.
Key observations included:

- Strong alignment with best-practice goals in some areas.
- Gaps in policy and standards that could limit implementation of traffic calming, speed management, and pedestrian infrastructure.
- Opportunities to update standards to support future Safe Streets projects.

Crash Analysis and High Injury Network

The Task Force reviewed crash trends through:

- Yearly and hourly patterns
- Space-time cluster analysis
- High Injury Network (HIN) mapping

Key Findings:

- The HIN represents only ~6% of road mileage but carries nearly all fatal and serious injury crashes.
- Severe crashes cluster on mid-volume arterial corridors (5,000–15,000 AADT) with posted speeds of 30–45 mph.
- Many of these locations have commercial/ recreational activity and on-street parking, creating conflict and visibility issues.
- Tier 1 corridors have severity rates six times higher than the citywide average.
- Crash types along the HIN align with targeted countermeasures related to high-speed turn conflicts, pedestrian crossings, sight distance, and lighting.

Following the analysis, the Task Force completed Exercise #2 (Map Markup) by identifying unsafe locations on local maps, which were then compared with KSI crash patterns. The group noted strong alignment between community perception and crash data.

Countermeasures & Prioritization

The group reviewed a range of countermeasures and strategies — including engineering, enforcement, and education tools — and then completed Exercise #3 (Prioritization) to:

- Rate project and policy categories
- Assign relative weighting
- Begin shaping near-, mid-, and long-term implementation priorities

This feedback will guide which safety investments and programs are emphasized first in the SS4A Action Plan.

Additional Discussion & Requested Follow-Up

Task Force members requested further information and discussion regarding:

- Crash type and causation breakdowns along Highway 26
- Signal timing and upcoming work on Highway 26
- Truck and semi movements at Highway 26/27th
- Access to a study showing vehicles accelerating near a warning signal west of town
- Driver's education opportunities in Scottsbluff, including gaps and potential partnerships with SHS or WNCC
- Inclusion of WNCC leadership as a stakeholder in ongoing discussions

These requests will inform further fieldwork, outreach, and analysis.

Action Items Moving Forward

- Provide crash type breakdown for Highway 26, including intersections.
- Confirm signal timing details and scheduled work on Highway 26.
- Follow up on truck movement and visibility issues at Highway 26/27th.
- Obtain the speed study near the west-of-town warning signal.



- Explore Driver's Education partnerships (SHS, WNCC, community options).
- Extend outreach to WNCC, Community Christian, and St. Agnes.
- Conduct field verification and drone documentation at key intersections.

A11.4 TASK FORCE MEETING #3

November 12, 2025; 11:30 a.m. – 1 p.m.; Powerhouse

Task Force Members Present:

- Kevin Spencer, Scottsbluff City Manager
- Doug Gompert, Public Works Director
- Zachary Glaubius, Dev. Services Director
- Janelle Visser, Tri-City Active Living Advisory Committee, PPHD Leader
- Molly Bonuchi, WNCC Student Life Director
- James Todd, SBPS Director of Safety/Security

Task Force Members Not Present:

- Lane Kizirre, Director of Finance
- Melissa Lally, NDOT D5 ROW/Util./Maint./Env. Liaison

Consultant Team: M.C. Schaff & Associates, Inc.

- David Schaff, P.E.
- Bob Juve, P.E.
- Susan Myers, Project Manager
- Katherine Reisig, Graduate Engineer

The third Task Force meeting focused on validating public input, reviewing high-risk



locations, and refining the project and policy priorities for the SS4A Safety Action Plan. The consultant team began with a brief recap of the earlier prioritization exercise and confirmed where rankings still reflect community values and where adjustments were needed based on new crash analysis and stakeholder feedback.

The Task Force reviewed new projects, policies, and plan concepts that emerged from recent discussions with residents, schools, transit staff, and public safety agencies. These items were added to the prioritization worksheets so members could vote on their importance. The group also reviewed the expanding Project Matrix, now containing 82 draft projects, policies, and studies derived from crash trends, HIN corridors, surveys, mapping, and stakeholder input.

A major discussion centered on the Top 25+1 high-risk intersections on the High Injury Network. Members reviewed crash patterns by type, user mode, severity, lighting, and contributing factors. Brief overviews were also provided for eight school access areas and eight railroad crossings, with attention to congestion, sight distance, turning conflicts, freight movement, and pedestrian visibility. Because countermeasures were introduced in Meeting #2, only a short FHWA Proven Safety Countermeasures summary was provided.

Additional location-specific comments also emerged during worksheet discussions, including:

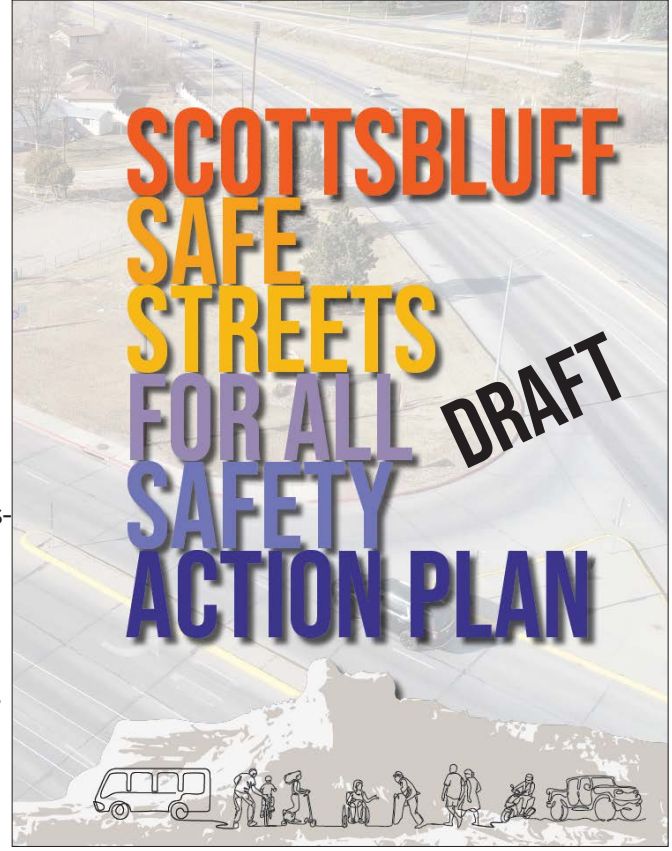
- **Highway 26**: need for turning and signal timing improvements; significant left-turn issues at Avenue I; conflicts at Walmart driveway and S Beltline; request to update fatality trends for public transparency.
- **5th Avenue**: interest in extending green time at US-26; improve signing at Broadway/5th shared-use crossing.
- **Lighting**: questions about whether NPPD conducts lighting audits; potential need for an external audit under a visibility program.
- **Residential areas near SHS**: need to address student parking spillover into neighborhoods; suggestions for one-side parking restrictions, designated student areas, or adding a parallel access road around school ballfields to reduce conflicts.
- **Pedestrian concerns**: wide crossings at S Beltline & Avenue I, sight distance issues at W. Overland & Broadway, and tree/visibility challenges near 24th & B (school crossing).
- **Transit needs**: ROW limitations for bus pullouts; enhancements or relocations may be more practical than construction in some areas.

The meeting also revisited policy priorities. High-priority actions reaffirmed include updating school zone ordinances, adopting a speed management policy, ADA compliance and sidewalk programs, Vision Zero commitments, and bilingual/inclusive outreach. Medium-priority ideas—such as targeted enforcement initiatives, micromobility regulations, and a Safe Routes-to-School framework—remain important but not urgent. Members questioned whether a Complete Streets design standard is appropriate for Scottsbluff and emphasized focusing on pedestrian-first principles rather than bike-focused design.

A brief discussion on Driver's Education highlighted staffing and cost limitations at WNCC, limited incentives for completion, scholarship needs, and the importance of teaching basic vehicle operation. One member volunteered to explore grant options. SPD committed to providing citation data so it can be mapped alongside crash data to inform enforcement and engineering strategies.

Next Steps

- Finalize intersection- and corridor-specific recommendations based on new voting results.
- Refine project phasing by impact, feasibility, ADA priorities, and corridor timing.
- Integrate lighting, transit access, and parking management into recommended project tiers.
- Prepare a targeted countermeasure discussion in the next Task Force session.
- Provide a draft plan to members ahead of the next review meeting.



A11.5 TASK FORCE MEETING #4

February 25, 2026; 11:30 a.m. – 1:00 p.m.; Powerhouse

Task Force Members Present:

- Kevin Spencer, Scottsbluff City Manager
- Doug Gompert, Public Works Director
- Zachary Glaubius, Dev. Services Director
- Lane Kizirre, Director of Finance
- Janelle Visser, Tri-City Active Living Advisory Committee, PPHD Leader
- Molly Bonuchi, WNCC Student Life Director

Task Force Members Not Present:

- Melissa Lally, NDOT D5 ROW/Util./Maint./Env. Liaison
- James Todd, SBPS Director of Safety/Security

Consultant Team: M.C. Schaff & Associates, Inc.

- David Schaff, P.E.
- Bob Juve, P.E.
- Jeff Fuller, P.E.
- Susan Myers, Project Manager
- Katherine Reisig, Engineer
- Jamie Weingart, JNW Consulting

Purpose of the Meeting

Task Force Meeting #4 focused on reviewing the near-final draft of the Scottsbluff Safe Streets and Roads for All (SS4A) Safety Action Plan and confirming priorities and implementation direction prior to public release of the plan.

The project team conducted a structured walkthrough of the draft plan, including the Executive Summary, Chapters 1–5, and the supporting appendices. The meeting also included an overview of the proposed project portfolio and planning-level cost estimates contained in **APPENDIX A8 - PROJECTS**.

Participants were asked to focus feedback on strategic direction, priorities, and implementation feasibility rather than editorial revisions.

Implementation Priorities

City representatives confirmed agreement with the implementation timeline proposed in the draft plan:

- Short-term: 1–2 years
- Mid-term: 3–5 years
- Long-term: 5+ years

During discussion of implementation priorities, Task Force members emphasized the importance of advancing School and Youth Safety Protection improvements early in the implementation process. Improving safety around schools and along routes used by students walking and biking was identified as a key community priority.

Broader Impacts of Traffic Crashes

Task Force members discussed the broader impacts of traffic crashes beyond fatal and serious injury events. Participants noted that property-damage-only (PDO) crashes also create significant costs for residents and the City, including:

- Vehicle repair costs borne by individuals
- Damage to traffic signal cabinets, signage, and other public infrastructure
- Traffic congestion and roadway disruptions following crashes

Participants recommended that the final plan emphasize the economic and operational benefits of reducing all crashes, in addition to the primary goal of eliminating fatal and serious injury crashes.

Coordination with State and Regional Partners

Discussion also addressed coordination with the Nebraska Department of Transportation (NDOT) on safety improvements along US-26, which functions as both a regional highway and a local city corridor.

Several operational improvements that have been completed or are currently under discussion with NDOT were noted during the meeting. Items NDOT has completed but have not yet confirmed on location by the City are:

- Installation of a Leading Pedestrian Interval (LPI) at the Avenue B and US-26 intersection, allowing pedestrians to begin crossing before vehicles receive a green signal.
- Adjustments to signal timing at the US-26 and 5th Avenue intersection to provide longer crossing intervals during school arrival and dismissal times.

Participants also discussed the potential for future safety improvements at US-26 and 14th Avenue, including the possibility of extending the median or testing temporary treatments to limit cross-traffic movements. These concepts would require coordination with NDOT.

Additional discussion acknowledged that implementation of some safety improvements may require coordination with BNSF Railway where rail crossings intersect major travel corridors.

Near-Term Opportunities

The City noted that the East Overland corridor is included in the City's 1- and 6-year capital improvement planning horizon, which may provide an opportunity to incorporate near-term safety improvements such as pavement markings, striping, or other visibility enhancements as projects advance.

Public Review Process

The Task Force discussed the next steps for releasing the draft Safety Action Plan for public review. The City expressed support for the following approach:

- Introduce the draft plan to the City Council prior to public release.
- Post the draft plan online with a minimum two-week public comment period.
- Conduct an open-house style public meeting to present the plan and gather feedback.
- Provide outreach to schools inviting review of draft plan release.

This approach will provide multiple opportunities for community members to review the draft plan and provide feedback prior to final adoption.

Implementation Communication

Task Force members discussed the importance of clearly communicating implementation priorities and sequencing. Participants suggested that visual tools, such as timeline or Gantt-style graphics, may help illustrate project readiness and implementation phasing for the plan's priority safety bundles.

Meeting Outcome

Overall, Task Force members indicated general support for the structure, priorities, and implementation framework presented in the draft Safety Action Plan.

Following completion of final formatting updates, refined cost estimates, and updated mapping, the plan will proceed to the public review phase prior to final adoption.

A11.6 NOTES FROM WORKING SESSIONS (AS NEEDED)

[Add as needed in future revisions.]

A11.7 DRAFT VERSIONS AND REVISION HISTORY (AS NEEDED)

[Add as needed in future revisions.]

Safe Streets and Roads for All Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: City of Scottsbluff, Nebraska **UEI:** C1H7W6RDTLD9

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Scottsbluff Safe Streets for All Safety Action Plan	bit.ly/ScottsbluffSS4A	5/18/26
Scottsbluff Safe Streets for All Safety Action Plan Appendices	bit.ly/ScottsbluffSS4A	5/18/26

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☑ YES
☐ NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Scottsbluff Safe Streets for All Safety Action Plan	v, vi, 5, 105

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☑ YES
☐ NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Scottsbluff Safe Streets for All Safety Action Plan	iii, 25
Scottsbluff Safe Streets for All Safety Action Plan Appendices (A11-Documentation)	315-325

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features, specific safety needs of relevant road users, or post-crash care and emergency response); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☑ **YES**
☐ **NO**

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Scottsbluff Safe Streets for All Safety Action Plan	1-2, 7-14, 27-62
Scottsbluff Safe Streets for All Safety Action Plan Appendices (A2-Collisions, A3-Crash Maps)	43-82, 83-111

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☑ **YES**
☐ **NO**

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Scottsbluff Safe Streets for All Safety Action Plan	15-26
Scottsbluff Safe Streets for All Safety Action Plan Appendices (A1-Engagement)	5-41
Scottsbluff Safe Streets for All Safety Action Plan Appendices (A10-Support, A11-Documentation)	307-313, 317-325

5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☑ **YES**
☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Scottsbluff Safe Streets for All Safety Action Plan	xxvi-xxvii, 73
Scottsbluff Safe Streets for All Safety Action Plan Appendices (A4-Findings)	120-147

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☑ **YES**
☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input, indication of expected time ranges to complete each project, and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Scottsbluff Safe Streets for All Safety Action Plan	63-101
Scottsbluff Safe Streets for All Safety Action Plan Appendices (A8-Projects; A9-Countermeasures	187-303

7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ YES
☐ NO

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Scottsbluff Safe Streets for All Safety Action Plan	89-101
Scottsbluff Safe Streets for All Safety Action Plan Appendices (A8-Project)	Phasing Strategy/Performance Metrics, 199-273

8. Action Plan Date

☑ YES
☐ NO

Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Scottsbluff Safe Streets for All Safety Action Plan	5/18/26	104