A12

supplemental assessments

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12.1 Supplemental Assessments

These assessments include targeted technical evaluations conducted during development of the Scottsbluff SS4A Safety Action Plan to further examine specific safety conditions identified through crash analysis, community input, and stakeholder discussions. These focused assessments provide additional context and preliminary considerations that may inform future project development and implementation. The supplemental assessments include:

- 12.1 Scottsbluff Railroad Crossing Evaluation
- 12.2 North Broadway Pedestrian Crossing Assessment
- 12.3 East Overland Corridor Safety Improvements
- 12.4 School Safety Assessment

Together, these assessments provide additional technical insight into locations where safety concerns, operational challenges, or corridor conditions warrant more detailed consideration as the City advances future safety improvements.

12.2 Scottsbluff Railroad Crossing Evaluation

Roadways crossing Railroads at grade are a critical portion of the Scottsbluff transportation network. There are 14 at grade road/railroad crossings in and around Scottsbluff. One is a private crossing and was not evaluated given that it has no public traffic per se. Two others are County Roads and were not evaluated since one crosses only to the City's Wastewater Treatment Plant (CR 25) and the other crosses to access very limited private ownership and has no through public traffic (CR-26). The remaining 11 crossings demonstrate high variability in lighting quality, approach geometry, pedestrian accommodation, and crossing surface condition, as well as several locations where supplemental signing, pavement markings, or device upgrades could meaningfully enhance safety.

As part of the Scottsbluff SS4A Safety Action Plan, each of the remaining 11 public railroad crossings along the BNSF corridor within the study area was evaluated using a standardized, field-based assessment framework. The evaluation considered warning devices, roadway geometry and condition, visibility, pedestrian accommodation, including ADA provisions, quiet-zone feasibility, lighting and surface conditions. The goal of this analysis was to identify systemic safety needs, highlight locations requiring upgrades, and provide prioritization of near-term and long-term improvements.

The Nebraska Department of Transportation (NDOT) is in-process of developing their preferred methodology for crash prediction at railroad crossings, and does not have a readily available and easy to use methodology to evaluate hazard at crossings. Within the Federal Highway Administration Safety Programs, APPENDIX C.–ASSESSMENT OF CROSSING SAFETY AND OPERATION, provides for collection and maintenance of data, and also discusses systematic methods for identifying crossings that have the most need for safety and/ or operational improvements. Considerations for prioritizing locations for improvement include:

- The potential reduction in the number and/or severity of collisions
- The cost of the projects and the resources available
- The relative hazard of public highway-rail grade crossings based on a hazard index formula
- Collision history of a particular crossing location
- On-site inspections of public crossings
- Other criteria as appropriate in each State/ Jurisdiction

To support the prioritization process, various hazard indices and collision prediction formulae have been developed to assist with ranking the hazard potential of highway-rail grade crossings. A hazard index ranks crossings in relative terms (the higher the calculated



Avenue I — Shared-Use Pathway Crossing on West Side

index, the more hazardous the crossing). These are commonly used to identify crossings to be investigated in the field.

A 2017 review of State DOT hazard ranking practices found that 39 out of 50 States (78 percent) utilized some type of hazard ranking index, collision prediction formula, or other systematic method for prioritization. The hazard index approach to prioritization of grade crossing locations requires the analyst to calculate a ranking metric or value that will provide insight into the hazard level of a particular crossing relative to other crossing locations. Perhaps the most common index model used by State DOTs is the New Hampshire Hazard Index ranking methodology. This Index is the most basic form of the hazard index model type consisting of the exposure index.

The formula is as follows:

- HI = (V) * (T) * (PF), where:
- HI = Calculated Hazard Index Value
- V = Highway Traffic Volume at Crossing (AADT)
- T = Train Movements per Day at Crossing
- PF = Protection Factor based on Warning Device Type

The original New Hampshire Hazard Index formula utilized protection factors of 0.1 for automatic gates, 0.6 for flashing lights, and 1.0 for signs only. The primary advantage of the hazard index approach is that it is easily understood. An increase in either highway traffic volume or train traffic volume increases the risk of a crash at a crossing location; that risk is lower if more sophisticated protective devices are present at that location. The primary disadvantage of the hazard index approach is that the hazard index value is calculated relative to other crossings; consequently, the hazard index value for a single crossing without reference to other crossings has limited usefulness for prioritization. In the case at hand, each crossing was analyzed using the same metric evaluation, providing a relative comparison between crossings.

Because train traffic volume is the same at each crossing location in Scottsbluff, and because the factors related to protection are very similar and present little contrast between the crossings, the large variation in Annual Average Daily Traffic (AADT) at the crossings drives the Hazard Index rating using the New Hampshire Index method. Consequently, the team elected to enhance the method and include additional context-based factors to help to differentiate the crossings. To accomplish this, and to stay in the FHWA “simple hazard index” spirit, the formula was expanded using:

- Base formula: $HI_0 = V \times T \times PF$,
- Supplemented by a Context Modifier (CM) built from discrete risk factors:
- Crash History Factor (CH); CH_mod = 1 + 0.1 × CH
  - 0 – No reported crashes within 150 ft of the crossing
  - 1 – 1–2 PDO crashes only



  - 2 – 1+ injury crash or ≥3 total crashes
  - 3 – Any fatal or serious injury (KSI) crash
- Geometry & Sight Distance Factor (G); G_mod = 1 + 0.1 × G:
  - 0 – Near-90° crossing, good sight distance, relatively flat approach
  - 1 – Moderate skew (≈60–80°), mild hump, some visual clutter
  - 2 – Severe skew (<60°), significant hump/grade, or documented sight restrictions (buildings/vegetation/curvature)
- Final formula: HIF = V × T × PF x CH_mod x G_mod

Key Findings by Safety Category

1. Control Devices

Across the Scottsbluff study area, nearly all public railroad crossings are equipped with active warning devices, including flashing lights and gates. These crossings form the core of the community's rail safety network and represent the locations where traffic volumes, multimodal activity, and crash risk are most relevant for the SS4A Action Plan.

Two additional rural crossings—located at the far east edge of the City's Extra-Territorial Jurisdiction (ETJ) are STOP-controlled with supplemental crossbuck-style signs. These locations function more like private or limited-access driveways serving isolated residences and utility facilities. Because they carry very low traffic volumes and have no pedestrian or bicycle activity, they fall outside the focus area for most SS4A recommendations. Routine maintenance of signage and visibility should generally be considered sufficient at these locations.

The primary emphasis of the railroad crossing evaluation therefore remains on the urban crossings along US-26, Broadway, South Beltline Highway East, W 20th Street, and major north–south avenues, where traffic activity is higher, turning movements are more complex, and opportunities exist to enhance safety through lighting improvements, pavement marking upgrades, pedestrian accommodations, median treatments, approach alignment refinements, and quiet-zone feasibility considerations.

2. Lighting & Visibility

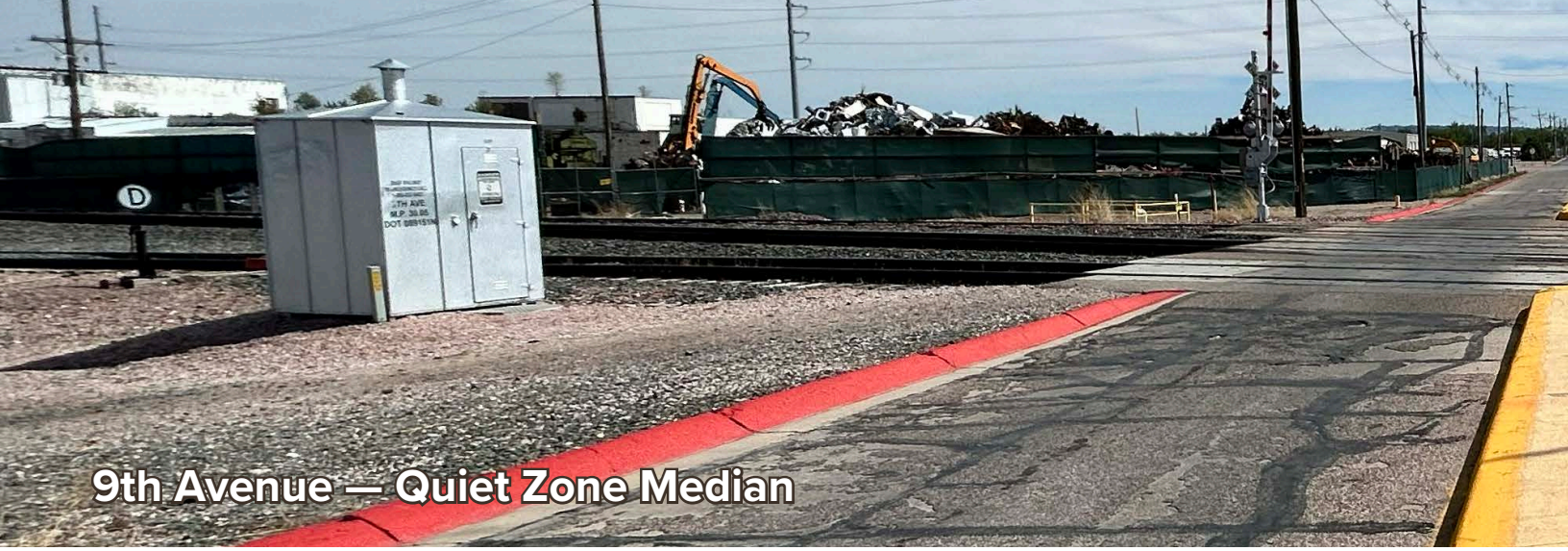
Lighting is one of the most inconsistent features across the corridor. Several high-use urban crossings remain unlit or poorly lit, significantly reducing nighttime visibility for drivers and pedestrians.

Crossings with no or poor lighting include:

- Berggren Rd
- CR 19
- W 42nd / CR J
- 21st Avenue
- CR 25, and
- CR 26

Crossings with good lighting on both sides include:

- Avenue B
- Broadway / E Railway St
- 5th Avenue, and
- 9th Avenue



This suggests that a corridor-wide systemic lighting enhancement program would be beneficial to assure comparable lighting at each crossing to enhance driver expectations.

3. Pavement Markings & Advance Warning Signs

Most city crossings have pavement markings in place, but several rural or lower-volume crossings are missing key elements recommended by the Manual on Uniform Traffic Control Devices (MUTCD):

- Missing or worn markings: CR 19, 21st Avenue (noted "markings worn"), CR 25, and CR 26
- Missing advance signage: Berggren Rd, W 42nd, Avenue I, Avenue B, 5th Ave, CR 25, and CR 26

Consistent application of STOP bars, RR Xing symbols, and advance warning signs is recommended.

4. Roadway Alignment & Approaches

Several crossings have skewed approaches, which reduce sight distance and increase driver workload:

- W 20th St – Skew
- Avenue B – Skew
- Broadway – Skew
- 5th Ave – Skew
- 9th Ave – Skew
- 21st Ave – Slight skew
- S Beltline Hwy E – Slight skew
- CR 25/26 – Slight skew

Skewed crossings typically deserve enhanced signing, markings, illumination, or corridor-based access management.

5. Shoulder Availability

Shoulder availability improves vehicle maneuvering, snow storage, and emergency recovery. Several crossings have no shoulder, especially on urban approaches and constrained corridors.

Crossings with shoulders present include:

- Berggren Rd
- CR 19
- W 42nd / CR J
- 21st Avenue
- S Beltline Hwy E
- CR 25, and
- CR 26

6. Median Presence / Channelization

Only a few locations have medians present to discourage driver "gate running" or wrong-way maneuvers. In general crossings could benefit from center median channelization—especially those with a history of violations and those near highway locations, and particularly those with higher vehicle volumes.

Crossings with medians:

- Avenue I
- W 20th
- Avenue B
- Broadway
- 5th Avenue, and
- 9th Avenue

7. Pedestrian Accommodation

Pedestrian infrastructure is inconsistent across the railroad corridor:

- Crossings lacking pedestrian accommodation:
  - Avenue I
  - W 20th
  - 21st Avenue
  - CR 25, and
  - CR 26
- Locations with good sidewalk connections and high pedestrian



demand:

- 9th Avenue
- Broadway
- 5th Avenue, and
- Avenue B

Several crossings would benefit from:

- Sidewalk connections
- ADA ramps
- Enhanced markings/signage

8. Surface Condition (Rough Crossings)

During physical observation and driving the sections, several crossings were flagged as rough, causing driver discomfort and requiring maintenance:

- Avenue I
- W 20th
- Avenue B
- Broadway, and
- 5th Avenue

Albeit subjective, the recommendation is to enhance anything under an 8/10 condition assessment, Surface rehabilitation should be coordinated with BNSF to reduce maintenance and operational issues.

9. Quiet Zone Feasibility

Quiet zone feasibility was flagged for specific urban crossings based on geometry, speeds, and demand:

- Avenue I – Yes
- W 20th – Yes
- Avenue B – Yes
- Broadway – Yes
- 9th Avenue – Yes
- S Beltline – Yes
- CR 26 – Yes

These findings suggest Scottsbluff may explore a corridor-wide quiet zone feasibility study once other safety upgrades are in place.

10. Long Delays and Public Feedback

The following crossings generated significant public concerns regarding delays:

- CR 19
- Avenue I
- W 20th
- Avenue B, and
- Broadway

These delays often compound congestion, emergency response times, and safety risks for left turns or driveway access and increase motorist frustration.

Overall Priority Themes Identified

Based on the assessments, the most common needs across the corridor include:

High-Frequency Safety Needs

- Lighting upgrades
- Pavement marking refresh
- Advance warning signage
- Approach warning and improvements at skewed intersections
- Pedestrian accommodation (sidewalks, ADA ramps)

High Traffic Urban Crossings

- US-26 corridor crossings (Avenue I, 5th Ave, Avenue B)
- Downtown crossings (Broadway, 9th Ave)
- S Beltline Hwy E (high-speed rural transition)
- CR 25 and CR 26 (only passive-control crossings)



Scottsbluff Railroad Crossings Evaluation Summary

Overall, the railroad crossing evaluation highlights that Scottsbluff's highest safety needs are concentrated at the urban, publicly traveled crossings, where higher traffic volumes, multimodal use, skewed approaches, worn markings, nighttime visibility gaps, and complex turning movements present meaningful opportunities for improvement. These locations—particularly along US-26, Broadway, Avenue B, Avenue I, and 5th Avenue—are where enhancements such as upgraded lighting, refreshed pavement markings, pedestrian accommodations, median channelization, surface rehabilitation, and quiet-zone feasibility analysis can have the greatest impact. Two STOP-controlled rural crossings at the edge of the City's ETJ serve only isolated residences or utility facilities, carry minimal traffic, and do not present public safety priorities. Routine maintenance is sufficient for their needs. The findings of this assessment are intended to guide the identification of targeted, high-value safety projects for inclusion in the SS4A Action Plan.

In addition to the general project list above, specific recommended improvements by timeline are included in the project spreadsheet. These recommended improvements are based on the findings and evaluation in the spreadsheet entitled Railroad Crossing Hazard Index Rating found in the Appendix.

Targeted Upgrades

Street Index	AADT Hazard Index	Hazard Rank	Adjusted Rank	Final Rank
South Beltline	2,200	3,960	4,752	8
21st Avenue	5,150	9,270	12,051	4
9th Avenue	2,030	3,654	4,019	7
5th Avenue	4,160	7,488	11,681	5
Broadway	8,535	15,363	23,966	2
Avenue B	5,620	10,116	14,567	3
20th Street	3,700	6,660	10,390	6
Avenue I	10,480	18,864	29,428	1
County Rd J	200	360	432	9
County Rd 19	150	270	351	10
Berggren Road	120	216	216	11



Railroad Crossings Project Depiction

Avenue I
- Upgrade Crossing Approach Condition

Broadway
- Upgrade Crossing Approach Condition

Avenue B
- Upgrade Crossing Approach Condition
- Complete Pedestrian/ADA Facilities

21st Avenue
- Upgrade Crossing Approach Condition
- Backfill Adjacent to Roadway on Curve on Northwest Corner
- Study Crossing to determine merit in Channelization

5th Avenue
- Upgrade Crossing Approach Condition
- Complete Pedestrian/ADA Facilities

20th Street
- Upgrade Crossing Approach Condition

9th Avenue
- Upgrade Crossing Approach Condition
- Complete Pedestrian/ADA Facilities

South Beltline - None

County Rd J - None

County Rd 19 - None

Berggren Road - None

County Road 25
- Gate and flasher improvements

County Road 26
- Gate and flasher improvements

All Crossings
- Wayside Horn Evaluation Study
- Implementation of Wayside Horn Study
- Signage & Pavement Markings Study
- Implementation of Signage & Pavement Markings Study
- Lighting Evaluation
- Implementation of Lighting Recommendations

A key opportunity identified through the rail corridor assessment is the need for a separated pedestrian and bicycle crossing in the vicinity of the 9th Avenue railroad crossing. This location is uniquely positioned to improve multimodal connectivity by linking a lower-income residential neighborhood with essential destinations, including multiple grocery stores, recreation facilities, community services, and adjacent communities. The current at-grade crossing presents challenges due to skewed geometry, limited pedestrian accommodations, and close proximity to US-26 traffic. A grade-separated crossing (overpass or underpass) would create a safe, reliable, all-ages-and-abilities connection and would also help complete the WNCC ↔ YMCA pathway loop, a high-priority project identified in Task Force and public engagement feedback. This improvement would address both safety and equity objectives by providing protected access for people walking, biking, rolling, and using mobility devices along a critical community corridor.


North Broadway at 24th Street

12.2 North Broadway Pedestrian Crossing Assessment

Broadway, 23rd - 27th:

Consideration in the analysis of Broadway from 23rd to 27th was largely dependent on review of crash data.

23rd & 24th Streets

While crash data is not definitive, it appears that 23rd & 24th should be evaluated in detail for south bound left turn lane, and for a north bound right turn lane into the school parking lot at 24th. Evaluation should include detailed peak hour traffic counts, turning movements and pedestrian (& bicycle) counts along with a pedestrian gap study. In the event that counts indicate merit, the potential exists for pedestrian islands at medians affording refuge in crossing a relatively wide street section. The possibility of a road diet should be evaluated while counts are on-going, to determine merit in speed reduction and increased driver awareness. Pedestrian crossing enhancements should be considered dependent on evaluation, such as flashing beacon, Rectangular Rapid Flashing Beacon (RRFB), etc.. Crosswalks should be completed at all intersections legs with ADA facilities reviewed and evaluated for beneficial improvements.

25th Street

25th Street should be evaluated in detail for left turn lanes (both north and south), as well as for a north bound right turn lane into the school parking lot. Again while not definitive, there is some indication in crash data that a turn lane may have precluded crashes. Evaluation should include detailed peak traffic counts and turning movements, as well as pedestrian volumes and traffic gaps, particularly during peak student use. As with 23rd & 24th, islands should be considered at the medians, as well as the potential merit in a road diet for speed reduction and driver awareness. Pedestrian crossing enhancements should be considered dependent on evaluation. Crosswalks should be completed at all intersections legs and ADA facilities should be reviewed and evaluated for any beneficial improvement.

26th Street

26th Street should be evaluated in detail for an enhanced north bound left turn lane. Evaluation should include detailed peak traffic counts, turning movements and pedestrian and gap numbers to determine any potential for a road diet to reduce speeds and increase driver awareness.

27th Street

Crash data at 27th does not appear to indicate any need for improvement in the free right turn sections, either east to south or north to west. The majority of crashes happen at the T intersection of 27th & Broadway. This indicates need for detailed review of the intersection, including peak hour counts, speeds, pedestrian numbers, and review of current signal timing. Given the volume of crashes at this intersection, there may be benefit to implement a roadway diet, again dependent on detailed review.

Broadway

Broadway and the downtown streets (from 20th to 14th/East



Overland) do not show any need for improvement given the work completed in the last several years (with the exception of potential improvements at the Railroad crossing, addressed separately under Railroads). While crash data does not indicate an issue, if the perception is that speeding is of a magnitude that requires addressing, a speed study could be implemented. In the event that there is a perceived need to reduce speeds, some semblance of a road diet could be implemented. Care would be required to assure any planned diet integrates safely with the already completed diet of curb bulb-outs.

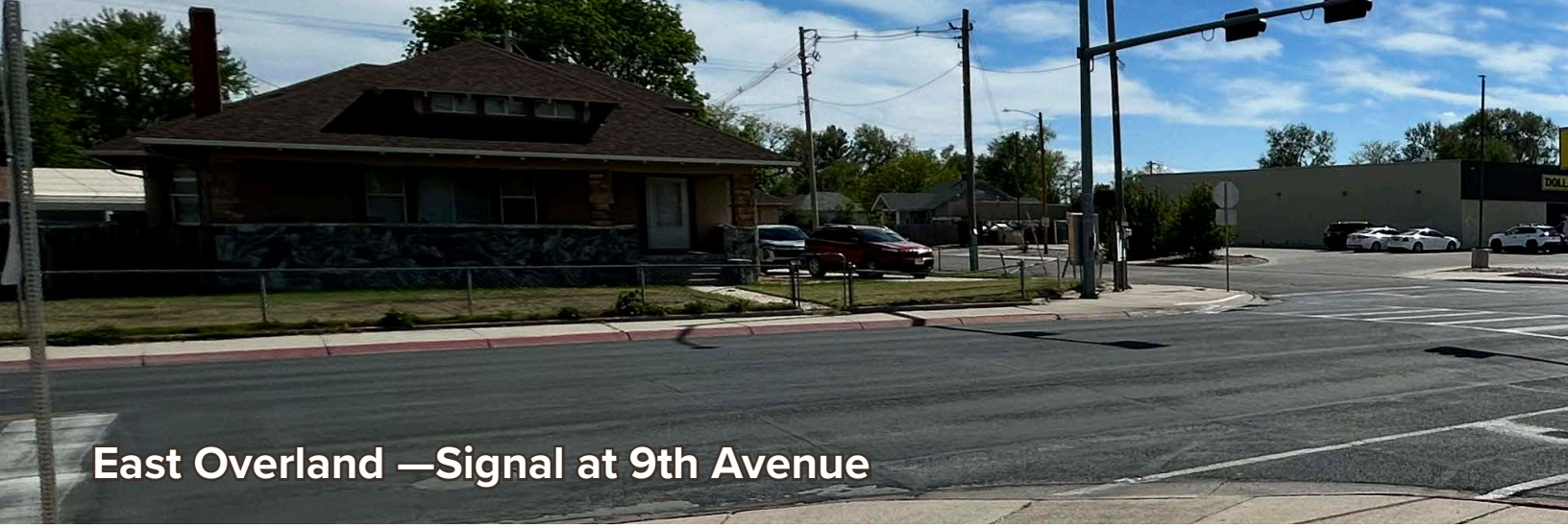
Quick-build Improvements

Where feasible, quick-build treatments should be considered as an interim step before permanent lane reconfiguration, refuge islands, or crossing enhancements are constructed. Existing median islands could be retrofitted with ADA-accessible openings and temporary ramp treatments to function as pedestrian refuge areas. Quick-build improvements may include high-visibility crosswalk markings, advance stop bars, yield signage, and paint-and-post channelization to improve driver awareness and reduce crossing distance. These treatments can be implemented rapidly and evaluated prior to permanent reconstruction.

Specific improvements could include the following:

- Paint & post channelization at the island
  - Flexible delineators at island nose
  - Narrow perceived lane width at approaching crossing
- Convert existing island to ADA-accessible refuge
  - Sawcutting the curb
  - Adding temporary asphalt wedge or modular ramp
  - Installing detectable warning panels (temporary or adhesive)
- High-visibility crosswalk with advance stop bar
- Extend island – temporary refuge expansion paint & posts
  - Extend island footprint with paint
  - Add flex posts to define space
  - o Create wider pedestrian waiting area
- RRFB prep
  - Markings, signage, refuge
  - Install RRFB if justified by study
- Temporary focused lighting on crossing
  - Solar-powered pedestrian-scale lighting
  - Focus on crosswalk & refuge island

These treatments can be implemented rapidly and evaluated prior to permanent reconstruction to gain near-immediate improvement for motorists and pedestrians.



East Overland —Signal at 9th Avenue

12.3 East Overland Corridor Safety Improvements

First consideration in the analysis of the East Overland Road corridor was review of the previous 2017 East Overland Corridor Revitalization Plan. The Executive Summary of that Plan provides the following priorities, from highest to lowest:

1. Improve code enforcement to require property owners to clean up unsightly property;
2. Assist property owners with making business façade improvements;
3. Assist property owners with making landscape improvements;
4. Improve East Overland and 9th Avenue intersection at Roosevelt School;
5. Create a marketing campaign to promote the East Overland Corridor;
6. Improve pick-up and drop-off pattern at Roosevelt School;
7. East Overland business owners organize a business improvement district (BID);
8. Redesign the Broadway intersection at 14th Street to improve access to East Overland from the west;
9. Install East Overland Corridor gateway signage;
10. Consider mixed use zoning or a corridor overlay along portions of East Overland to encourage a compatible mix of business and residential uses; and
11. East Overland Road diet to reduce four lanes of traffic to two lanes with a center turn lane.

Of these priorities, the 1st, 2nd, 3rd, 5th, 7th, 9th & 10th are in essence non-traffic related and accordingly have not been considered germane to the Scottsbluff SS4A regardless of current status.

Priorites **#4**, **#6**, **#8**, and **#11** are then considered germane, and have been viewed as follows:

#4. Improve East Overland and 9th Avenue intersection at Roosevelt School:

Issue here is in essence the need for pedestrian crossing of East Overland north and south, and primarily students from the schools to the north, and the questionable conformity of the existing control.

Based on review and analysis of crash data, it appears that the existing control is generally working well, but that it could be improved. Our suggestion is to study the intersection in detail, including pedestrian counts, traffic counts, traffic gap analysis, further detail of crash reports, and review of lighting at the intersection and approaches. Study results dependent, consideration could be given to installation of a traffic control device, realignment of the intersection, revision to the current pedestrian crossing, and/or some sort of roadway diet to provide pedestrian protection. Diet could include refuge area mid-roadway for pedestrians, accompanied by parking restriction on intersection approaches to reduce the crossing width thereby reducing the potential for pedestrian/vehicle interaction.

#6. Improve pick-up and drop-off pattern at Roosevelt School:

The school's grounds and surrounding roadways are quite limited. Initial observation indicates that the only area available for enhanced pick-up and drop-off is already encorporated into the playground area, potentially rendering it unusable for other purpose(s). That said, a



study of the school's permiter in detail, as well as review of need/ benefit of specific playground area(s) may provide a better understanding of what could be made available, including not only the playground area but a detailed review of parking needed and used. Consequently, although the initial observation shows no area available, a detailed review is recommended, including direct involvement from school staff.

#8. Redesign the Broadway intersection at 14th Street to improve access to East Overland from the west:

Based on work completed following the Plan (and prior to SS4A), all indications are that the work that could best be done has been completed, resulting in this issue being considered previously completed and without further consideration in this Plan.

#11. East Overland road diet to reduce four lanes of traffic to two lanes with a center turn lane:

Based primarily on the 2024 ADT indicating that any reduction in lane width would not be positive for median to peak traffic on this roadway, and after consideration of crash data showing no specific indication that speed is a specific concern (albeit always a general concern), we are recommending that no roadway diet be implemented overall as the benefit would likely be less than neutral with no positive influence on the motoring public. The exception to this recommendation is the recommendation to study the East Overland Road and 9th Avenue intersection, as noted above.

In addition to these issues brought forward from the 2017 East Overland Corridor Revitalization Plan, the following issues have been considered with the recommendations noted:

1. The intersection of East Overland Road and 21st Avenue has existing 4-way stop control and appears to work relatively well. However, our recommendation is that an intersection study be completed at this location to determine the actual level of operation and whether any improvements would be beneficial/warranted. Possible improvements could be as simple as revisions to markings (moving stop bars, enhanced crosswalks, etc.), or implementation of a traffic control device, or even a round-about. (The primary issue here would most likely be truck traffic and how to accommodate.)
2. Lighting along the corridor appears to generally be good, but further evaluation may be beneficial and is recommended.
3. ADA and sidewalk improvements along the length of the roadway would be beneficial. Most all intersections have ramps although the majority of ramps are not compliant with current standards. The majority of the length of radway has wide sidewalk, with limited areas of degradation that could be upgraded to encourage and enhance safe pedestrian activity.
4. The intersection of East Overland Road and Highway 26 should be reviewed for operation level. At a minimum, pavement markings should be brought current with possible turn lane tracking striping in place, and there likely should be an increase in storage in turn lanes for truck traffic. An investigation may need to be completed during Fall harvest to determine peak truck values.



12.4 School Safety Assessment

Review of schools, public and private, began with in-person interviews at each location. MCS Team members sat in-person with staff and asked a series of questions leading into dialogue pertaining to issues and conditions. Notations of the discussions follow. After discussions, each location was viewed critically with issues discussed among team members.

The Team began discussions with a set list of questions. Questions related to Student Travel Patterns, Pick-up and Drop-off Zones, Bus Routes, School Zone Safety, "Near Misses" and Concerns, and Priorities and Ideas. Meetings were very informative with interaction with various staff members being robust dialogue. Questions were rarely discussed in order given the staffs' effort to communicate their opinions.

Westmoor Elementary

Bethany Jolliffe, Assistant Principal
9/25/2025

Start time is 8:00 a.m., with students allowed in the building starting at 7:45; Pick-up starts at 3:15 p.m. with all students usually picked up within 7-8 minutes.

Pick-up System

The School has a very efficient pick-up system in place:

- They provide different zones for each grade level, and they ensure students are accounted for until they get to parents
- Staff has walkie talkies in order to aid in communication

Walking/Crossing Guards

- Staff members with vests and stop signs are present on W 16th St on the North and South sides of the field
- Additional staff members are by gates monitoring students-to-parents contact
- As a rule, there are fewer than 20 students that walk to school
- Some children cross Avenue I, but not consistently enough to warrant a crossing guard
- Students are not allowed to cross the middle of the street to get to their parents' car; parents are encouraged to park along the sidewalk closest to their students, or if parking farther away, parents are encouraged to walk to pick-up their students and travel back to their car together

Signage/School Zones

- Staff expressed that School zones would be the most useful improvement
- Increase signage of school zones to address speeding concerns and to enhance internal school pick-up system (emphasize student zones)

Buses

- The school uses 3-4 buses regularly
- Buses are currently located by the construction, and the issue may need to be reevaluated when the construction is complete



- There are currently no issues with parent/bus conflicts
- Busses pull up on north side of school, in a bus pullout area

Crosswalks/Sidewalks

- Staffs' opinion is that the number and placement of crosswalks feels adequate
- The School is contemplating adding sidewalks on the internal property to facilitate better and more direct walking for students to get to pick-up zones

ADA

- Staffs' opinion is that the current ADA provisions have been adequate for the needs
- Plans for access are discussed on individual students basis with student IEPs
- The School is all one level and consequently has many students with disabilities

Lincoln Heights Elementary

Jeremy Behnke
Principal
9/25/2025

School start time is 7:55 a.m., breakfast begins 7:20 and students can then enter at the front doors, Pick-up is at 3:10 p.m.

Staffs' opinion is that overall they have a decent system, but with limited parking making things difficult

Better defined school zones and speeding enforcement would be their priority.

Buses

- Buses and Daycare pick up are on Ave C, directly east of the school
- Parents not allowed to park there, follow signage correctly

School Zones

They have limited signage.

Increased enforcement and clarification of school zones would be helpful.

School zones are on:

- W 22nd from Ave B to ½ block between Ave D and E, and
- W 23rd from Ave B to ½ block between Ave D and E

Parents park and drive along Ave nue D and Avenue C, W 22nd Street and W 23rd Street.

Crossing Guards

- School staff act as crossing guards at Avenue C and 22nd and 23rd Streets, while Principal Behnke and Assistant Principal Mrs. Rodriguez are present at Ave. D and 22nd and 23rd Streets but they are just there to help if need and do not wear vests
- It is extremely difficult to have morning crossing guards, but it doesn't appear to be an issue requiring them
- A Staff member with a stop sign is located at 23rd St north of the school (between Avenue C and Avenue D)
- A City of Scottsbluff Crossing Guard is at Avenue B and 24th Street



Longfellow Elementary — 5th Avenue / E 20th Street Signal

Safe Routes to School

- Most students that walk come from the East side of the school
- Staff feels that a Safe Routes to School program could be beneficial

Secondary location in case of emergency evacuation is BMS

- It is a difficult location because students have to cross Ave B and Broadway
- The School is trying to find an alternative secondary location

Weather Issues

- Staffs' opinion is that Snow removal seems good and it is done in a timely manner
- There is a major gutter issue on Ave C with poor drainage, it is always waterlogged, buses splash through it, in the winter it ices up and in nicer weather there is leaf decay and odor.

Parent SS4A Outreach

The MCS Team provided 315 postcards to be distributed during parent teacher conferences (275 in English, and 40 in Spanish were distributed). Postcards contained a link to the online survey. No direct results are known, although hopefully families filled it out, or at the very least received exposure and were more inclined to complete the survey when utility mailers were received.

Longfellow Elementary

Lukas Benzel, Principal
10/6/2025

School Times:
7:50 a.m. to 3:05 p.m.

Drop-off

- Students can arrive for breakfast at 7:20, otherwise 7:40
- Drop-off is smoother than pick up

Pick-up

- There is lots of congestion after school
- They have few Bus/Parent conflicts
- Parents will arrive up to two hours before school ends to get their place to pick up their students
- Parents will flip U-Turns on 5th Avenue

Traffic Safety Concerns

- Speeds on 7th and 21st are fine
- On E 21st and 6th a staff member was hit by a car

Weather

- Post snow, ice and slush stagnate on E 21st by the picnic tables (N side of school)

Parent SS4A Outreach

The MCS Team provided 450 postcards to be distributed during parent teacher conferences (350 in English, 50 in Spanish, 50 bilingual) containing a link to the online survey.

No direct results are known, and families also received exposure to SS4A when utility mailers were received.



Community Christian School (CCS)

Steph Reynaga, Principal
10/16/2025

School times are 8 a.m. – 3:30 p.m.

There are approximately 100 Students (Preschool to 8th Grade)

Safety Concerns

- Foot traffic in the area raises some safety concerns, especially for teachers going to cars at night (windows have been bashed in, etc)
- Security is also a concern on 14th, they would love cameras but do not know how to fund them
- Poor lighting on 14th and speeding on 15th are large concerns

Pick-up & Drop Off

- All pick-up of 1st to 8th grade is on Ave E, East of the School
- Staff ensures that students aren't crossing street to get to parents' vehicles (Ave E for pick up)
- Preschool and Kindergarten pick-up and drop off is at the front entrance, parents are required to walk in to drop-off/pick-up their students

Day Care

- CCS also has a Day Care—all pick-up/drop off is at the front of the school (14th)
- Day Care includes infants (starting at 6 weeks) to toddler
- Drop off is between 7:00 and 8:00 a.m.;
- Most are picked up between 3:30 and 5:00 p.m., but they are open until 6:00 p.m. when the last students are gone

Crossing Guards

They have no Crossing Guards, none are needed

Traffic Flow, Parking, Crossings

In the summer, the Day-Care will walk to the Zoo and the Park, and sometimes downtown

- They have no real congestion issues
- Parking is the biggest challenge, the School is considering additional parking on the north side of 14th St in what is currently a gravel area
- On 15th north of the school children at play signage and additional crosswalks might be useful (speeding along the street is an issue)
- The school sometimes takes students to McCaffree Park for PE, but they have seen no issues with it

Weather Concerns

- School experiences flooding and snow on the playground
- City does a good job on 15th, but 14th can take a while to clear

Parent SS4A Outreach

The MCS Team took postcards to Parent-Teacher Conferences during the last week of October 2025 (28th, 30th). No direct results are known.



Bluffs Middle School

Bluffs Middle School (BMS)

Jana Mason, Principal
James Todd, SBPS Safety Officer
9/25/2025

School starts at 7:45 a.m. and dismissal is at 3:00 p.m.

Circulation

- Staff regularly observes congestion and traffic issues in both the AM and PM
- Buses pick up in the parking lot, right by the west entrance (gym doors)
- Students are gone by 3:08 p.m.
- Parents park in the 2nd Avenue and 3rd Avenue row of parking until buses leave
- Parents in the circle on the south side of the school often line up starting between 2:15 and 2:30 p.m.
- Parents frequently double park, sometimes the circle ends up completely blocked and traffic flow is stopped
- Before and after school, parents trying to turn left from East 23rd Street onto Broadway are unable to turn and they completely congest traffic to a standstill
- Staffs' opinion is that 2nd Avenue has problems
- There are huge congestion issues on the north-south route
- A lot of people talk about making 2nd Avenue a one-way street
- Staff believes that having two-way traffic keeps speeds down because of the congestion and that a one-way street may move traffic better, but would increase speed and raise safety issues

Traffic Concerns

- People traveling north on Broadway, merge right onto 27th St., and then turn left onto 1st Ave, and it can cause traffic issues (uncommon route)

Parking

- Parking access and getting out after football games seems to be okay; it is what it is, goes fairly steadily

Students Walking

- There are Crossing Guards on Broadway & 24th, and at 2nd & 24th
- There are City crossing guards as the City collaborates with the School
- After School, students go down to Pioneer Park, Library, Runza
- Have worked with the City to establish where responsibility lies for student behavior in the park after school (ie – fights)
- Students do not use direct routes walking to school, so there is not really a need for pedestrian routing plans
- Students walk from the Avenues, some come from south of BMS
- Staff believes it may be beneficial to have a crosswalk on 23rd/24th and 5th (BMS students walking to Longfellow/Roosevelt)



Weather Issues

Sometimes after snow, turning onto/off of Broadway can be rough (if side-street cutouts take a while to plow through)

St. Agnes Catholic School

Julie Brown, Principal
10/7/2025

School times are 8:00 a.m. – 3:15 p.m., and at 7:30 a.m. the school picks up students with the bus.

School times are offset 15 minutes from BMS start/end times to reduce conflict potential.

Crossing Safety

- The large issue is on 2nd and E 23rd St, a Crossing Guard at 2nd at 24th St has helped to slow down traffic at 23rd
- It would likely be beneficial to look at 2nd and 23rd as a 4-Way Stop
- At 23rd St and 3rd/4th Avenue it is difficult for kids to cross
- Crosswalks are missing along E 23rd and 24th down to 5th Avenue
- Students walk to and from school, they come from all over

Parking

- Parking on both sides of street in Avenues causes visibility issues and congestion
- Staff suggests that for visibility an increase no-parking zone from intersection corners would help with additional sight distance improvements
- Having a cut out along the BMS side of the street would potentially be useful – many parents use St. Agnes pull-out

Uncontrolled Intersections

- School believes it would also be useful to have yield/stop signs on some of the uncontrolled intersections
- Along 3rd Avenue stop signs would help slow down speeding traffic

Buses

- St. Agnes students are on the BMS route, Principal Brown goes to BMS parking lot to walk students back to St. Agnes

Summary

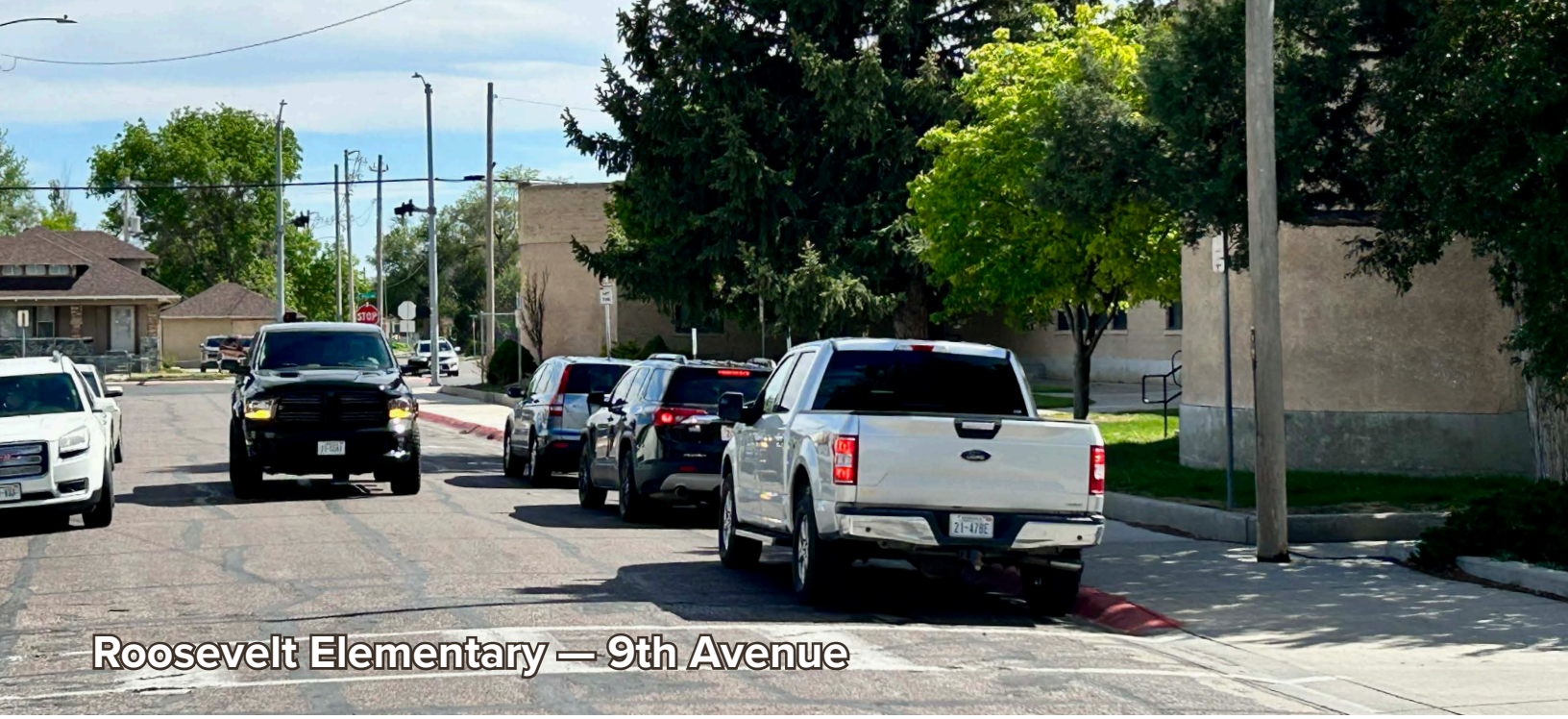
- Crosswalks and Speeding are the main issues on 2nd and 3rd
- Scottsbluff Senior High School students speed on their way to the high school
- Parking in the avenues is a big issue for the residents in the avenues

Weather

- At 24th St and 2nd Avenue snow collects during bad storms
- Snow builds up against the building and into the intersection

Parent SS4A Outreach

The SS4A Team provided 75 postcards for distribution to families during parent teacher conferences containing a link to the online survey. No direct results are known.



Roosevelt Elementary — 9th Avenue

Roosevelt Elementary

Francis Burkhalter, Principal
Brittni Chancellor, Assistant Principal, 9/16/2025

Primary Concerns Identified

- Student exposure during pick-up and drop-off periods
- Vehicle congestion and turning conflicts near the school
- Driver speeds and limited school-zone awareness
- Pedestrian crossing visibility and crossing comfort
- Sidewalk and ADA connectivity gaps
- Safe access for students walking from nearby neighborhoods

Potential Improvement Strategies

- Enhanced school-zone signage and pavement markings
- High-visibility crosswalk improvements
- Speed awareness and traffic calming measures
- Targeted pedestrian lighting improvements
- Sidewalk and ADA connection upgrades
- Coordination with broader Safe Routes to School efforts

> *As a result of school interviews and discussions and additional site visits and observation, the following **recommendations** are made for each school.*

School Safety Recommendations

Roosevelt Elementary

Discussions with school representatives and parent feedback from Parents-Teachers Meeting with SS4A Team identified school circulation, pedestrian visibility, and safe crossing access as important concerns near Roosevelt Elementary.

Particular emphasis was placed on student exposure during arrival and dismissal periods, where vehicle congestion, turning movements, and limited driver awareness increase potential conflicts near crossings and school access points.

Concerns were also raised regarding consistency of school-zone treatments and the need for improved visibility and speed awareness along nearby corridors.

Parents and school stakeholders emphasized the importance of creating safer and more predictable walking conditions for students traveling to and from the school, particularly at crossings connected to neighborhood streets and nearby arterial corridors.



— Recommended strategies *include:*

- *Reviewing school-zone signage and pavement markings,*
- *Evaluating pedestrian crossing visibility,*
- *Considering targeted lighting or speed-feedback treatments, and*
- *Coordinating future sidewalk and ADA improvements with broader Safe Routes to School and corridor safety efforts identified in the Safety Action Plan.*

Westmoor Elementary

Signage/School Zones

Staff expressed that School zones would be the most useful improvement and to increase signage of school zones to address speeding concerns as well as to enhance internal school pick-up system (emphasize student zones).

— Recommend *study of existing school zones and signage and shortcomings, followed by development and implementation of a plan to complete zones.*

ADA

ADA ramps around the school could be added on many of the corners.

— Recommend *detailed field review of immediate area and potential student routes to determine shortcomings in ADA/ pedestrian access, followed by a staged plan to reduce the shortcomings.*

Lincoln Heights Elementary

Better defined school zones and speeding enforcement would be their priority.

— Initial recommendation *is to request additional speed enforcement from the City, followed by a site-wide study of school zones, including parent parking patterns, and development of a site wide plan for school zones and parking, followed by implementation of the derived plan.*

Safe Routes to School

Most students that walk come from the East side of the school. Staff feels that a Safe Routes to School program could be beneficial.

— Recommend *development of a Safe Routes to School Plan coordinated closely with School staff, then presentation of that Plan to the School for their implementation.*

Weather Issues

There is a major gutter issue on Avenue C with poor drainage, it is always waterlogged, buses splash through it, and in the winter it ices up, while in nicer weather there is leaf decay and odor.

— Recommend *on-site review of existing curb and gutter with analysis of grades/drainage potential and possible repair/ replacement of curb and gutter to eliminate the issue.*



Bulffs Middle School — Broadway pedestrian crossing at 24th Street

Longfellow Elementary

Pick-up

There is a lot of congestion after school.

*— **Recommend** a study of traffic circulation on-site and exiting onto 5th Avenue.*

Weather

Post snowfall events, ice and slush stagnate on E 21st Street by the picnic tables (North side of school).

*— **Recommend** requesting the City to observe the complaint area following a snow event to assess and determine potential solution*

Bluffs Middle School (BMS)

Traffic Flow

Staff regularly observes congestion and traffic issues in both the morning and afternoon.

*— **Recommend** a site-wide study of traffic circulation on-site and exiting onto E 23rd Street and continuing to Broadway, in addition to observation of 2nd Avenue congestion with an eye toward the potential for, or not, making it a one-way street; study should include the potential of a new crosswalk on 23rd Street /24th Street and 5th Avenue.*

St. Agnes Catholic School

Crosswalks, Speeding, and Parking

Crosswalks and speeding are the main issues, along with parking in the avenues.

*— **Recommend** a comprehensive study of crosswalks in the area surrounding the school and some blocks out to determine off site potential needs, study should include traffic routing, potential for changes to traffic control (4-way stop(s), yield or stop sign placement, potential parking restrictions, particularly for sight distance at intersections)*



At 24th Street and 2nd Avenue snow collects during bad storms, it builds up against the building and into the intersection.

— Recommend *requesting the City to observe the complaint area following a snow event to assess and determine potential solution*

Having a cut out along the BMS side of the street would potentially be useful – many parents use St. Agnes pull-out.

— Recommend *a study for the possible implementation of a bus cut-out on the Bluffs Middle School side of the street (west side of 2nd Avenue, adjacent to BMS)*

Community Christian School (CCS)

Student Pedestrian Safety

- On 15th Street, north of the school, children at play signage and additional crosswalks would be useful
- Speeding along the street is an issue
- The school sometimes takes students to McCaffree Park for physical education.
- In the summer, the Day-Care will walk to the Zoo and the Park, and sometimes downtown
- Poor lighting on 14th and speeding on 15th are large concerns
- Security is also a concern on 14th Street—the school administration would love cameras but do not know how to fund them

— Recommend *review of crosswalks and signage on the school periphery*

— Recommend *observation of ADA/pedestrian facilities from the School to McCaffree Park, and from the School to the Zoo for potential shortcomings, potentially followed by an improvement plan for the facilities*

— Recommend *review of lighting on 14th Street, potentially followed by a lighting improvement plan and implementation*

— Recommend *requesting additional speed enforcement on 15th Street from the City; and suggest a conversation with the City regarding any recommendations to improve safety in the area*

12.5 Transit Assessment - Roadrunner Public Transit

Public transportation in Scottsbluff is provided by Roadrunner Public Transit through partnerships involving Scotts Bluff County, the Cities of Scottsbluff, Gering, and Terrytown, the Nebraska Department of Transportation, the Federal Transit Administration, Walmart, and Western Nebraska Community College. Bus stops serve a low-income, elderly, multi-family housing complex in Scottsbluff, as well as the Housing Authority of Scottsbluff County, senior assisted living center, and residential areas.

Roadrunner operates two flexible fixed routes with approximately 60-minute service intervals and provides curb-to-curb demand response service throughout Scotts Bluff County. Flexible routes allow limited off-route deviations by reservation, helping improve accessibility for riders with mobility or access limitations.

Operational needs, safety concerns, and transit-related improvement opportunities were discussed during coordination meetings between Roadrunner staff and the SS4A team in October 2025.

Transit representatives identified several recurring safety issues affecting both drivers and passengers, particularly along high-volume arterial corridors and at bus stop locations lacking adequate space, lighting, or pedestrian infrastructure.

Key Transit Safety Concerns Identified

- Buses stopping in active travel lanes along East Overland and 27th Street due to limited pull-out space or lack of parking lanes
- Limited pedestrian-scale lighting and shelter infrastructure at high-use stops
- Vehicles parking too close to bus stops, reducing accessibility and forcing buses to block traffic during boarding
- Driver non-compliance at intersections and around stopped buses
- ADA accessibility deficiencies near bus stops and boarding areas
- Congestion and operational conflicts near schools and commercial corridors

Transit Corridors and Locations Frequently Identified

- East Overland corridor
- 27th Street corridor
- Avenue I / Highway 71
- YMCA & South Beltline area
- Walmart commercial area:
- Roosevelt area transit stops
- Eastwood and Family Dollar stop areas

Transit drivers reported recurring conflicts involving speeding, limited sight distance, turning conflicts, and failure-to-yield behavior at several locations throughout the system. Particular concern was expressed regarding stops along East Overland and 27th Street where buses must frequently stop within active traffic lanes.

Transit Safety Concern Locations Identified by Drivers and Staff

Recurring operational and safety concerns were identified by drivers and staff at the following locations:

27th Street Corridor

- Southbound Pawnshop stop
- Southbound Subway stop
- Northbound Arby's stop
- Northbound Essential Fuel stop
- Heavy traffic and limited pull-out space create unsafe boarding conditions

East Overland Corridor

- Roosevelt stop area
- Eastwood stop area
- 5th & O stop area
- Family Dollar stop area
- Drivers reported frequent failure of motorists to slow or yield near stopped buses

Avenue I / Highway 71

- Four-way stop operations and failure-to-yield conflicts
- High-speed traffic near 42nd Street with limited sight distance

YMCA & South Beltline Area

- Difficult turning movements and visibility constraints

Walmart Commercial Area

- High traffic volumes and multiple vehicle conflict points associated with lot access and circulation

Key Recommendations and Priorities

Transit-related priorities identified for inclusion in the Safety Action Plan include:

- Bus turnout and pull-out improvements at onstrained stops
- Pedestrian lighting and shelter enhancements
- Consistent ADA boarding and landing improvements
- Bus stop accessibility upgrades coordinated with sidewalk projects
- Evaluation of no-parking setbacks near bus stops
- Continued coordination between transit operations and corridor safety improvements

The transit assessment reinforced the importance of integrating public transportation needs into corridor safety planning, particularly along high-exposure arterial corridors and in areas serving older adults, students, and residents without reliable vehicle access.

These findings directly informed projects related to transit stop upgrades, pedestrian accessibility, corridor lighting, and multimodal connectivity within the Safety Action Plan.



Roadrunner Public Transit rendering of planned bus stop improvements