1

engagement

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A1.1 Public Survey Results

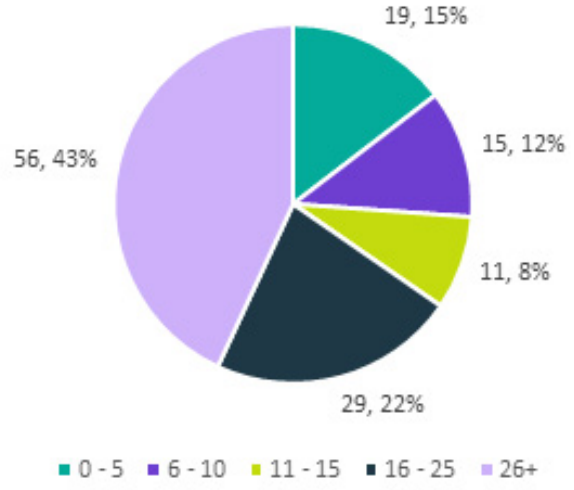
City of Bridgeport conducted a traffic safety survey in conjunction with a housing survey between October 24 and November 8, 2024. There were a total of 130 survey respondents. For most questions, a summary graphic is provided, followed by verbatim submissions and summary.

Survey Questions:

Full Name & Email

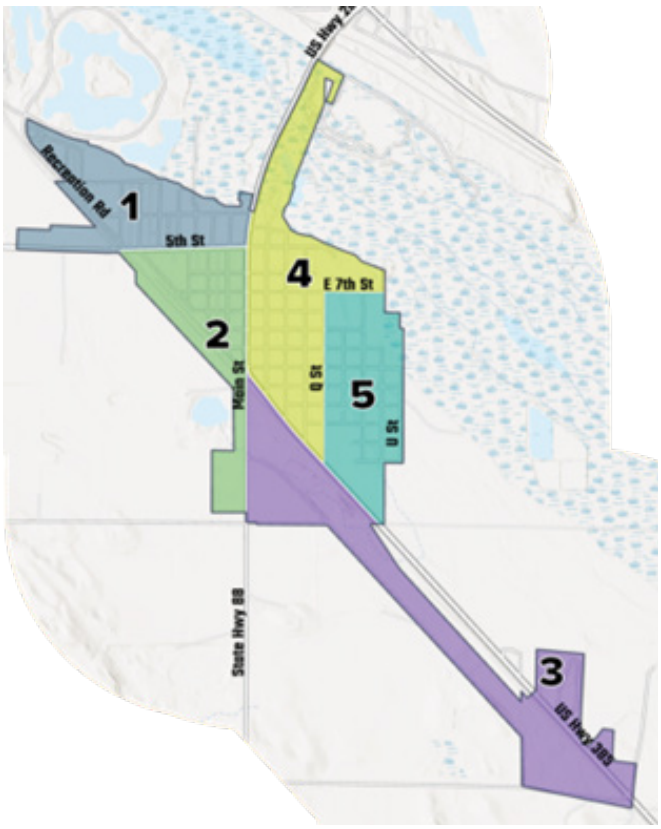
(Not included for privacy reasons.)

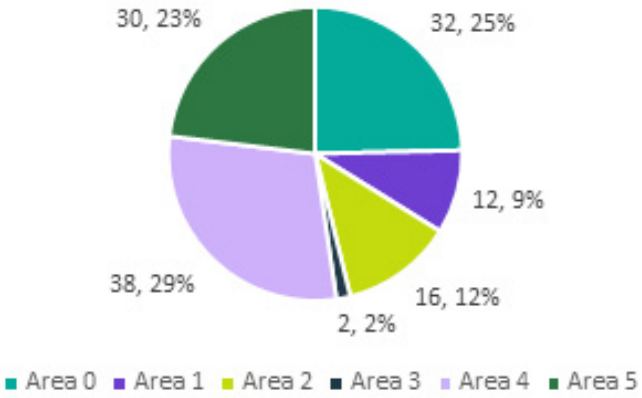
How many years have you lived in Bridgeport?



Where do you reside: Areas 0-5?

In order to ensure responses from all areas of Bridgeport's population, respondents were asked which area of the community they reside. To determine representative population of each area, rough population by residential land parcels was calculated and compared with area percentages.

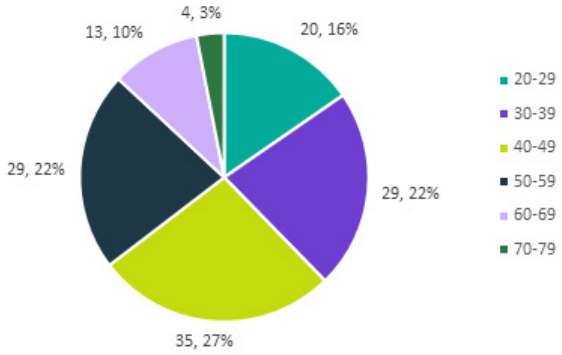




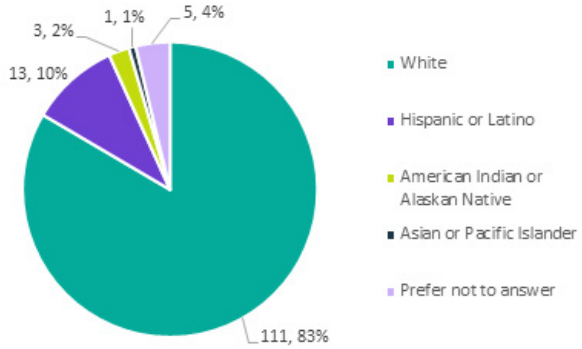
Areas 3 and 4 were represented well, areas 2 and 5 are over-represented, area 1 was underrepresented.

	Parcels per Area	% of Parcels (proxy for population)	Survey Responses (w/o Area 0)	% of Survey Responses
Area 1 (west of Main Street, north of 5th Street)	236	28.2%	12	12.2%
Area 2 (west of Main Street, south of 5th Street)	69	8.2%	16	16.3%
Area 3 (east of Main Street, south of UP Railroad)	19	2.3%	2	2.0%
Area 4 (east of Main Street, west of Q Street, north of US Hwy 385) *includes the "Neighborhood"	338	40.4%	38	38.8%
Area 5 (east of Q Street, north of US Hwy 385)	175	20.9%	30	30.6%

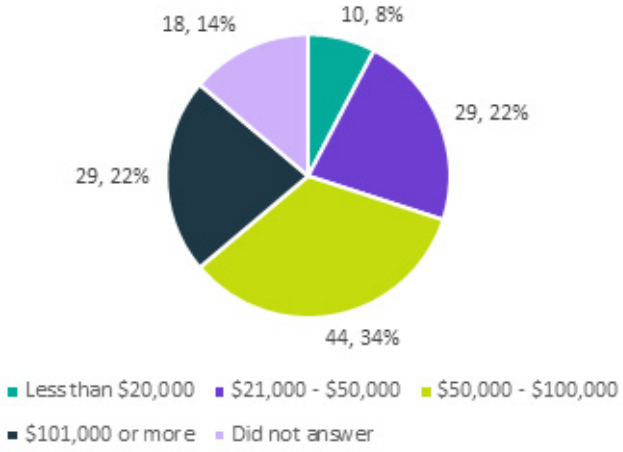
Respondent Age Group



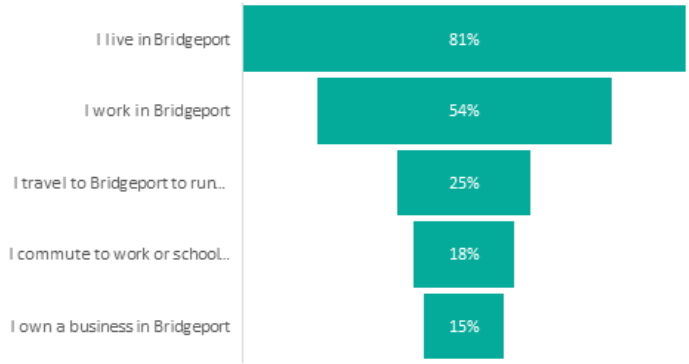
Ethnicity



Income Level

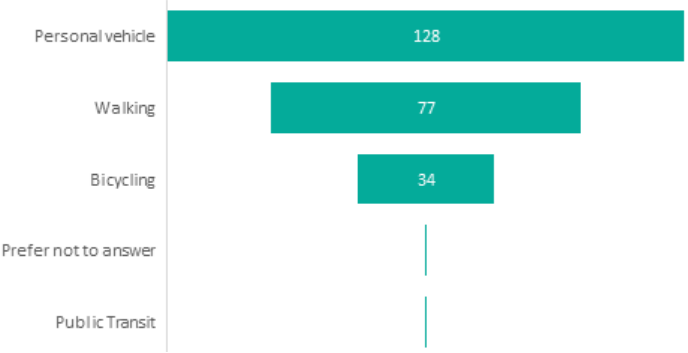


Relationship to Bridgeport



All Modes Used to Travel in Bridgeport

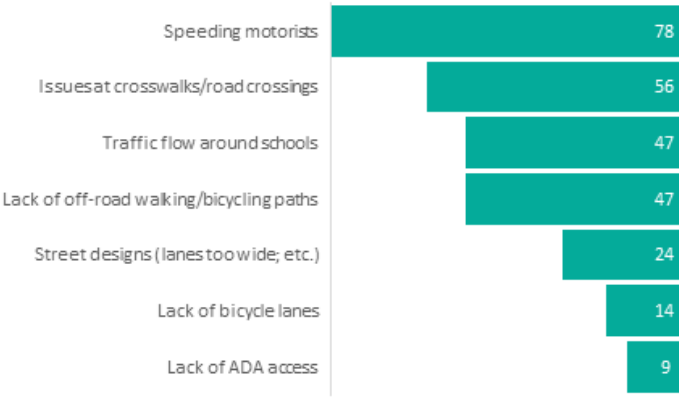
Of the responses, almost all respondents use a personal vehicle, with over half of respondents walking, and more than a quarter of respondents biking. Other: Semi (1).



Biggest Safety Issue in Bridgeport?

(Select all that apply. Other, write-in.)

Other summary: Visibility (particularly when turning onto Main), potential signal at Main Street and 5th Street, sidewalk and roadway conditions issues, speeding, school zones.



Biggest Safety Issue—"Other" Responses:

- Stop lights.
- PARKED VEHICLES ON MAIN STREET MAKE IT HARD TO SEE CROSS TRAFFIC WHEN PULLING ONTO OR CROSSING MAIN STREET.
- meth
- Need a stop light at the intersection by Cenex.
- railroad tracks
- People speeding through street crossings. One of those crossings is very close to the school. Children walk this street 2x a day. There is also daycares on each corner. There needs to be stop signs and more police presence.
- Lack of Parking.
- Terrible conditions of sidewalks. It's safer to walk in the street which causes another safety concern.
- The sidewalks are very difficult for persons with mobility issues to navigate.
- All city streets should be paved. We get enough grants for everything else we should get grants for those.
- Legacy Co-op fuel price sign in the way from making a left hand turn on 5th Street to head north on Main Street.
- No underpass on main for safe crossing.
- Farmers with their wide farm implements being driven through town.
- Streets are narrow often.
- Wider streets would be nice. More parking would be nice.
- Not enforcing noice ordinances.
- Potato hol
- Can be hard to see intersections with all the cars parked on the sides.
- East 11th Street by Presbyterian church stop sign. People are always running that stop sign. And people always are speeding down that street terrible. Even the old county attorney has never stopped at that stop sign.
- Why are their stop signs on some streets and not on others? This is a huge safety concern for motorists and people on the community.
- Visibility around parked cars when crossing Main Street.
- Streets are too slim.
- Painted driving lanes and parking spots.
- SIDEWALKS!
- Streets too narrow.
- Would be nice to have a stop light at 5th and Main Street. very busy intersection, also hard to pull out from side streets to main streets when the parked cars on Main Street are parked all the way to curb.
- No sidewalks or paved streets on the "poor side of town. Intersection of 5th and Main needs a stop light.
- Jake brakes being used in town.
- 11th Street north of Main is way to narrow to allow parking on the south side of the street. It's dangerous as it doesn't allow for 2 way traffic and also makes it difficult to see at intersections. It needs to be a no parking street. Especially campers and RV's.
- Sidewalks and roads.
- Sidewalks and streets in disrepair.
- Speeding down busy high traffic side streets full of kids.
- Narrow street with school traffic. Vehicles drive too fast.
- Parking downtown.
- Not enough stop signs.
- Main street intersection by legacy co-op.
- Old people lolly gagging and throwing fits when everyone complains about how slow and dangerous they are to the rest of society
- Side walks are broken up.
- Need more crosswalks.
- No one ever stops at the crosswalks especially semis.
- Stop sign needed at certain intersections.
- When pickups, suvs parked near intersection, hard to see traffic when turning on to Main Street.
- Depending on which street you're on, sometimes the parking makes it hard to see crossing traffic.
- Lack of stop lights. Would love to see the possiblity of making some streets one ways where some streets are too narrow and add stop signs to those streets also.
- People not stopping properly at stop signs/not yielding at intersections
- Main Street/Hwy 26 intersection, possible lights instead of stop sign that people don't pay attention to.
- The 1400 block of S Street is awful even though there is a posted 15 mph limit.
- Lack of street lights, dirt roads still, sidewalks at ends break and ankle stepping down.
- Streets are too narrow and Main Street visibility is poor.
- Kids at play by the lake down H street with speeding vehicles.
- Sidewalks are terrible and concerned about people speeding into town.
- Turning lane issue for both north and south travelers at 5th and Hwy 26 intersection (co-op/ wells fargo/ church)

people turning east on 5th and people turning into co-op, also traffic that gets backed up at same intersection and then trucks end up pulling out in front of cars.

- Lack of pedestrian/cycle path from schools to state lakes.
- Not sidewalks, but no "other" option available. Can't think of anything.
- The South and SE entrances into town are confusing to travelers and the large trucks come in too fast; when trying to cross or turn onto Main St from a side street, one must many times creep out to see past parked vehicles. The red curbs have helped.

What would improve safety the most in Bridgeport? *(Select, other write-in)*



Other Summary: Primarily Signals, Stop Signs, and Sidewalk/Street Improvement

- Stop lights at each end of town.
- Too many trucks speed through town.
- Stop light by Cenex.
- No parking on either side of the vessel streets going to the school.
- people staying off their phones.
- Stay off phones, better sight around intersections.
- Overpass.
- Stop signs.
- More sidewalks.
- Stop light at Cenex intersection.
- More parking.
- Replacing sidewalks.
- High clearance traffic light at 5th and Main St to be utilized during the day and flashing at night.
- Add walking path, huge missed opportunity with the new road out to the lakes. Walking underpass under Main.
- Better bike/stroller/wheel chair access to sidewalks. There are a lot of sidewalks without an access up to the curb which makes non vehicle travel difficult to stay on the sidewalk if using something with wheels.
- Better signage.
- Yield signs or more stop signs especially close to the school and Headstart.
- Crossing Main Street can be hard cars are parked close to corners so it is hard to see.
- More paved roads.
- Stop signs on every crossing street.
- Parked cars being further back from intersections.
- Traffic light at hwy intersection.
- Flashing radar signs help.
- SIDEWALKS!
- Wider side streets.
- Speed enforcement on trucks through town.
- A stop light at both ends of main street.
- Slower traffic zones in downtown area, flashing lights & something to slow down the semis driving through during after school hours when kids are crossing main streets.
- Stop light.
- Repair sidewalks so pedestrians have a safe place to walk.
- Crossing guards before and after school.
- Vehicles come flying down S Street headed north towards the school. The speed limit goes unenforced, it's a residential area with many small children living on it. It's an accident waiting to happen.
- Fix big dips in pavement.
- Reduced parking on main so you can enter main. Cars are too close to the corners on main when parked.
- Grants for sidewalks and repairs to streets.
- Stop light at 5th and Main.
- Crosswalks and stoplights.
- Start yanking licenses, if you can barely walk, I don't think you should drive.
- Need more bicycle lanes and crosswalks.
- A stop light or two. Especially at cenex and wells Fargo intersection.
- Wider streets.
- Main Street should be 25 mph.
- Stop signs, one ways, stop lights.

- Traffic congestion at Legacy(Ampride), may need traffic lights.
- Adding more stop signs.
- Stop lights.
- Replacing sidewalks so we would be able to use them instead of walking on the street.
- Complete sidewalks. Make crosswalks much more visible. Add at least one crosswalk down by Karette & PWCC. Paint crosswalks more often. Improve visibility for Main Street side streets both for vehicles and pedestrians. South and West side of tracks can have long waits in an emergency.
- That all sidewalks have ramp access.
- More stop signs or speed bumps.

Think of other ways to improve safety on Bridgeport streets. What are solutions utilized in other communities that you would like to see implemented in Bridgeport?

Summary (45 responses): Signals, Stop Signs, Parking, Sidewalks, and Pathways are the focus.

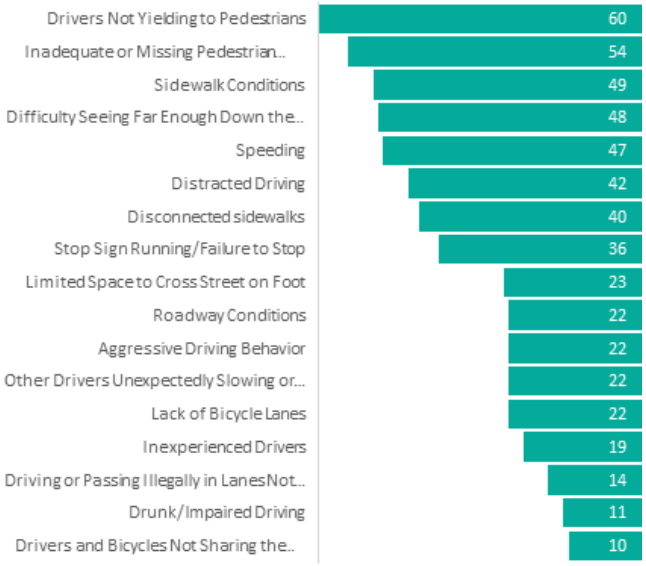
- Stop lights. More stop signs.
- City repairing sidewalks.
- Paved roads west side of town.
- Overpass.
- Snow removal. I know of other small communities that plow every street every time it snows.
- Traffic light.
- Police high traffic areas like school at drop off and pick up hrs.
- Stop signs.
- Wider Streets, improve parking around the school.
- I hardly ever see a cop drive down my street. I live alone and had someone try to come in my back door at 3 AM just last week. It wasn't someone I knew. More street lights. Lights in alleys.
- High clearance traffic light to be utilized at 5th and Main St to be utilized during the day and flashing yellow on 385 and flashing red on 5th at night.
- Paved streets.
- Dog parks. There are loose dogs all over this town, it would be nice if there was a safe park to let them run rather than the streets.
- Painting on the roads updated more often.
- Keep the corner on south Main St clear,so you can see traffic coming into town when sitting on 11th St. A camper being sold there for weeks blocked the view.
- Yield signs to protect roads used more often.
- Yes patrolling the streets.
- Trees blocking views, vehicles parked on streets and never moved, students need a crossing guard.
- SIDEWALKS.
- Crosswalk stop lights on main street or pedestrian overpass, make it safer to cross Main Street.
- Better parking on Main Street. So businesses have a place to park allowing customers the ability to park on Main Street.
- Stop light, 4 way stop signs, traffic guards, clearly painted walking/crossing paths
- Stop light and paved streets, sidewalks thru the whole town.
- After school we use to have buy the library someone that would stop traffic on main street for kids to cross the street that was awesome most there is alot of people that don't respect the crosswalk when someone is there wanting to use it.
- Walking and biking pathways.
- Speed bumps at the schools and hospital.
- Better sidewalks.
- Bike path out at lake. Bike path in and around Bridgeport. It would add to outdoor activites and get people outside.
- Crossing being patrolled at beginning school during lunch and ending of school. Main Street is a hazard for our kids even with cross walks drivers don't or won't stop for the crossings.
- Have no parking on 9th street either side. Lower speed limit, strictly enforce no parking during snow emergency route.
- Reduce truck traffic.
- More off street parking.
- There needs to be a walkway on the river bridge, how many people do you see walking back and forth from north port to Bridgeport? A lot, a lot more than you'd think and it's a huge risk just walking beside traffic like that.
- Keep the illegal immigrants out of our community.
- Street light by the intersection of Cenex/Taco John's.
- Pay attention and get off phones, the cops are just a guilty for that.
- Walking paths for exercise.
- More reflective signs.
- Cameras.
- Implement stop lights at busy main street intersections like

5th Street and 9th Street. Reduce speed limit to 25 mph.

- Better cross walks, more kids at play signs to slow down
- Digital speed signs on main, not allowing semi trucks to park in turning lane on Main.
- I mentioned several already.
- Stop signs. There shouldn't be intersections near the school that don't have stop signs. They won't even have yield signs. Accident waiting to happen.
- Stop lights. More stop signs.
- City repairing sidewalks.

Safety Concerns on MAIN Roadways

(select, other write-in)



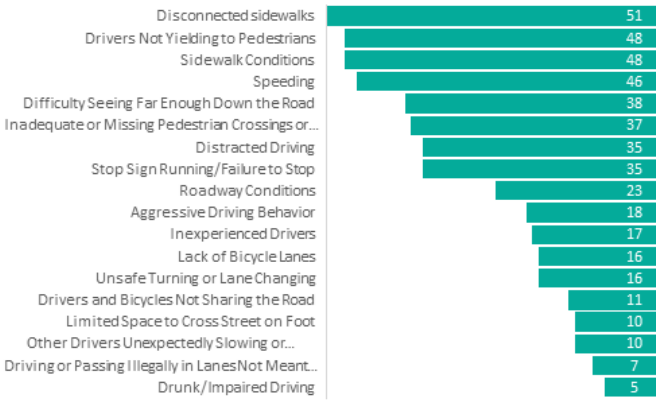
Other Safety Concerns on Main Roadways

Summary: Sidewalk Conditions, Street Layouts, and Additional Stop/Yield Signs

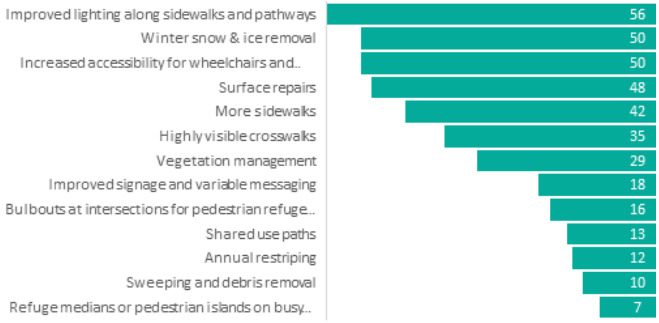
- Some sidewalks are very dangerous to walk on. I thought there was an ordinance that you have to have a sidewalk. Too many homes don't have any sidewalks.
- People walking in the street rather than on the sidewalks.
- Sidewalks and streets difficult for people with mobility issues and aids to navigate.
- No stop/ yield signs at many corners.
- Pot holes.
- Limited space for effective flow of traffic.
- Uneven, broken sidewalks, narrow sidewalks causing g people choose walk or ride in street.
- Everyone should have sidewalks on their property.
- Unpaved roads.
- Stop sign needed.
- No stop signs.
- 8th Street is too narrow for traffic both ways and parked vehicles.
- if people slow down at intersections (as they should) they wouldn't have trouble seeing.
- Some sidewalks are in horrible shape.
- Wider side streets.
- Having a walking trailing to eliminate pedestrians and traffic impeding one another.
- Lack of enforcement.
- Make it safe to cross the river as a pedestrian! Build bike trails that people wanna actually use.
- Parking on main street is an issue. You can't see past the parked cars.
- Walking/bike path.
- Punish people who's dogs run out into the street barking at my feet.

Primary Safety Concerns on LOCAL Roadways

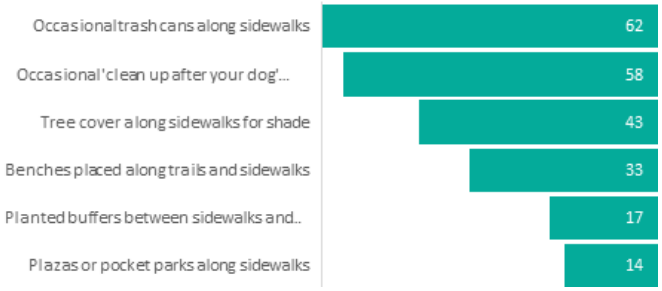
(select, other write-in)



Safety while walking *(select, other available)*



Comfort while walking *(select, other write-in)*



Comfort while walking—Other responses:

- None of the above. City especially shouldn't have to provide dog clean up bags, etc. people need to be responsible pet owners.
- None of the above.

Are there parts of town where you avoid walking or bicycling for safety reasons? What makes them feel unsafe? *(free response)*

Summary: Unpaved roads and sidewalks in disrepair, free roaming dogs, lighting, and pathways to the State Lakes are the main concerns.

- Unpaved roads west side of town. Not enough lighting.
- Over by hospital - too dark. Down by the lake - less than desirable area.
- Need a dog park for the many animals in this town. Also, we have an amazing lake and no way to walk there safely.
- Yes, west side of Main Street, minimal lighting.
- Dirt streets as there are usually no sidewalks.
- North west side of town should be required to have sidewalks and curb and gutter.
- Dogs that are not contained in yards or on a leash.
- Many areas I avoid dt sidewalks in poor repair or scary dogs often not chained up.
- Get rid of the mailboxes in the middle of the sidewalk.
- So many areas in town have sidewalks that are in utter disrepair. There are also areas of town with dangerous dogs.
- 11th street. It's too narrow and difficult visibility with the parking on the south side of street.
- Anywhere the streets are in disrepair or sidewalks or where the lighting is not as good.
- I avoid walking in areas where known dogs are running loose.
- I avoid walking around the lake and the neighborhood beside the lake because the dirt roads are difficult to traverse.
- The river bridge, I'm afraid I'm going to get run over by a drunk driver at like dusk.
- Lack of sidewalks.
- More sidewalks, quite a few side streets have no sidewalks forcing kids to walk on the road. Too many drivers don't pay enough attention.
- Most of the sidewalks in Bridgeport are cracked open by trees. It's hard to push a stroller on them.
- Areas without sidewalks. Areas with dogs that have ran out aggressively at us on bicycles or as pedestrians.
- Any place that has dogs in the front yard.
- Yes, other dogs.

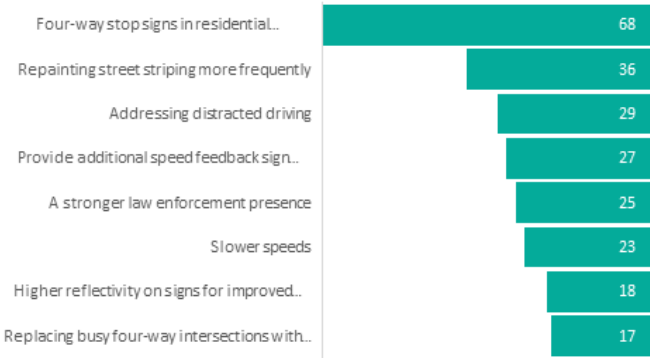
Are there any intersections where you tend to have near misses while driving in Bridgeport? *(free response)*

Summary: 5th & Main and 11th & Main are the two most mentioned intersections.

- Cenex corner.
- Mi Puerto corner.
- Cenex intersection.
- 5th and Main.
- Leaving the Simple Company.
- P and 10th.
- All residential areas with trees, shrubs, vegetation or parked vehicles on corners. No visibility.
- Cenex corner.
- 9th and O St.
- 10th and S.
- Cenex intersection. Hwy 88 intersection.
- 9th 8th and 7th Street.
- 5th and Main Street.
- Intersection by Wells Fargo.
- 11th and Main.
- Most on Main Street.
- Yes 5th and Main.
- East 11th Street constantly by the Presbyterian church at that stop sign. People always run that stop sign. Also the stop sign by conoco is very dangerous with traffic.
- 11th Street, 12th Street and around school.
- 11th & R.
- 11th and Main.

- Yes, N and 7th Street by *[name redacted]* house. N and 6th by *[name redacted]* house. The corner by the Catholic Church turning east to the high school. Trying to get out on Highway 385 by [*name redacted* shop, Farmer's Bank, and by the old Tarnished Halo corner.
- Turning onto Main Street from 9th and Main. I have to pull out into the intersection as cars are parked and I can't see oncoming traffic.

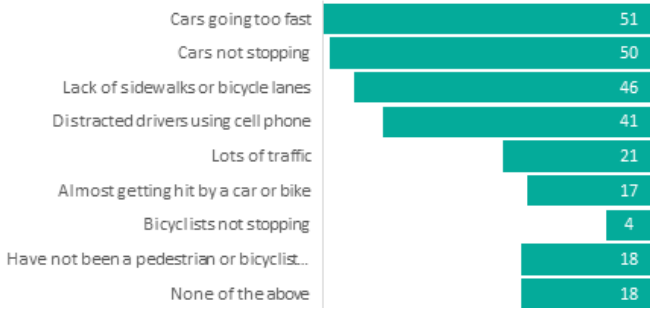
What would improve driving safety in Bridgeport? *(select, other available)*



Other responses summary: No roundabouts, stop lights, visibility

- No roundabouts please. Too dangerous for some people here. Stop lights would work better.
- Don't even think about putting a roundabout ANYWHERE!
- Don't put in a d**n roundabout. That would make things worse.
- Make busy roads wider if parking is allowed.
- Add a high clearance traffic light at 5th and Main St.
- Safer crosswalks (underpass) across Main.
- Stop lights.
- Roundabouts are ridiculous and wasteful 4 way stops would help at the intersection by Conoco.
- A stop light at the intersection of Main and 5th.
- Stop light.
- Better visibility. Can see around larger vehicles parked at the ends.
- Stop light.
- I mean don't need to impose law enforcement any more than they're already in our face, criminalizing people for habits that you've let slide for twenty years now is a d**k move, we're your friends and neighbors not criminals.
- Stop light at the Main St/ Hwy 26 intersection.
- It's hard to see both directions without pulling onto Main Street to see if there is anyone. Painting sections off to keep people from parking right at the curb.
- For the love of all things good, never install a roundabout in Bridgeport.
- Actually just more two-way [stop signs]; roundabouts are much better than 4-way stop signs but probably not realistic in Bridgeport.

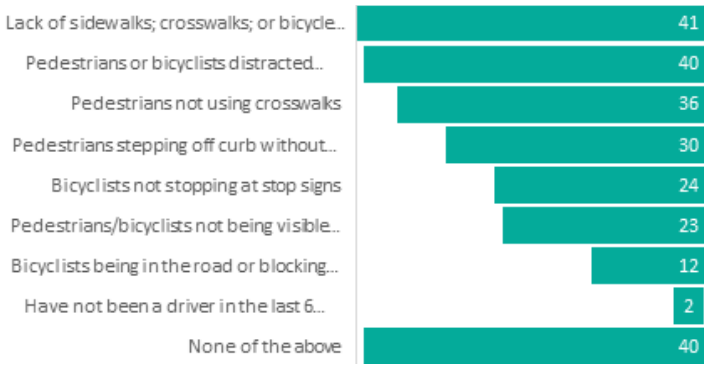
Safety Problems experienced last 6 months as Pedestrian or Bicyclist *(select, other available)*



Other responses summary: Main Street is dangerous, education and crosswalks would help.

- I hate it when cars stop on Main Street so someone can cross. It is going to cause an accident.
- All these items on Main.
- Even when there are sidewalks pedestrians walk in the streets.
- Most motorists do not understand the pedestrian in the crosswalk has the ROW.
- For the most part, our morning walks are uneventful. Most drivers are extremely friendly and cautious. Crossing Main Street is sometimes an issue until one driver stops, alerting the other drivers coming from the other direction. Usually, Scottsbluff drivers are the fastest and least accommodating.

Driver Safety Problems experienced last 6 month involving Pedestrian or Bicyclist *(select)*



Other experiences as a DRIVER? Please share with us here. *(free response)*

- *[Name Redacted]* constantly loading and unloading tractors on the side street. Sometimes he has both lanes of traffic blocked so you can't pull onto 6th Street. I've almost been hit trying to turn off of 385 and he has the road blocked.
- Heavy traffic on Main Street makes it sometimes difficult to drive across.
- Icy roads and side streets due to lack of snow removal.
- Main Street needs a stop light.
- Even though there are some sidewalks the early morning walkers still walk in the streets.
- Old people are tremendously more dangerous blind driving than any cyclist.
- I could be in turning lane waiting to turn but waiting for someone in crosswalk but the other traffic is not stopping.
- Pulling onto Main Street is difficult, due to cars parked too near the corner.

Please share any additional thoughts or concerns related to roadway safety in Bridgeport, NE. *(free response)*

- Repair broken sidewalks.
- Put in stop lights.
- How about clearing some side streets when it snows? And don't push the damn snow up where I park everyday.
- Need to add a high clearance traffic light at 5th and Main Street.
- Need angle parking downtown and slower speeds especially coming into downtown from south 385.
- Cops do their jobs county took over the police department but you hardly see them in town unless at the station or getting their taco for nothing.
- Speedometers need to be put by the school, students always drive way too fast.
- Stop signs need to be placed at all intersections.
- Need sidewalks EVERYWHERE. Repaired sidewalks.
- The amount of traffic in town has gotten out of control and there needs to be a stoplight at the intersection of 5th and Main to break up the flow for people to merge on from the side streets.
- Speeding down S Street from the highway past the hospital.
- Paved roads and sidewalks thru the whole town needed.
- The speeds and distracted driving needs to be addressed particularly on S Street. It's often times young drivers headed to school, I see high speeds and kids on cell phones all the time. The speed limit in front of the hospital is 15 mph, I see ppl going 3-4x that easy often. It would be tragic to have a young driver hit a child pedestrian.
- Parking too close to intersections on Main Street where you can't see if traffic is coming.
- Handing out more tickets and charges isn't going to help anyone in the long run but make people resent this town.
- No U turn signs posted up and down Main. I see numerous vehicles daily do u turns on Main.
- Thank you!
- Never roundabouts. More stop signs at intersections, please.
- All sidewalks need ramps access.
- Add strategically placed roundabouts to slow traffic, even within neighborhoods. We could eliminate some stop signs while forcing drivers to slow down and pay attention.

If you had the power to do so, what is the #1 thing you would do to make Bridgeport's roads and streets safer?

- Stop lights
- More 4 way stops or traffic lights on 385.
- Slow down the speeding trucks.
- Better Sidewalks and more Stop signs.
- Stop light at cenex intersection
- Pavement and sidewalks on west side of town.
- ADD BIKE LANES
- Keep them clean if debris and ice and snow removal on all the streets including residential alleyway.
- Slow down traffic on Main Street.
- Overpass.
- I would make sure that snow got removed in a timely fashion. The side streets don't get plowed and then they freeze into ice. It makes it hard to drive, walk, bike, etc & It is VERY difficult to stop at stop signs. There have been multiple times when I've experienced near misses from people not being able to stop and sliding through intersections.
- Stop letting these kids act like they can drive however they want. They are going to go out in the real world and get real wild consequences.
- Make the east and west streets wider.
- More sidewalks.
- Put in walking paths and bicycle lanes and a STOP LIGHT AT CENEX.

- Hike bike trails, and sidewalk replacement.
- I would make the sidewalks and cross walks safer and more accessible for people with mobility issues/aids. My son is disabled and struggles to use the sidewalks as they are difficult to navigate and they are inconsistent within neighborhoods.
- Make streets wider for better flow of traffic especially the main streets going to the school.
- Get grants to improve the streets by paving them all over town just not one side of town.
- Add a traffic light at 5th and Main St.
- Make walking and biking paths.
- Paving.
- Slower speed on 385 past grainery to allow for turning vehicles even with the turn lane.
- Walking underpass or overpass across Main. Add sidewalks by Karette and BurgerWerx!! Add a blinking caution sign by Karette in the summer.
- Slower speeds on Main Street and law enforcement of those speeds.
- Widening the roads.
- Make the streets wider.
- I would make all the streets nice and wide for cars to pass each other comfortably while driving past a parked car.
- Repainting crosswalks more often and signs indicating crosswalks.
- Put a traffic light on 5th AND Main.
- Speedometers.
- More paved roads. Dirt roads are dust and reduce visibility as well as washboarding and bumpy. Hard to travel on with bicycling. Crosswalk from community center to Karette/ Centex. Traffic light on 5th and Main.
- Add more sidewalks, cross walks, to make it feel safe to walk and lighting.
- Stop signs at all intersections. Traffic light by Lutheran Chiurch/Co-op in section.
- How do you get people to pay attention and not be in such a hurry.
- Possibly a traffic light at 5th and Main.
- Walking path.
- Add sidewalks so kids don't have to ride their bike/ walk IN the road.
- Widen side streets or have "cut out spaces" from curb to sidewalk for off street parking.
- Slow traffic down and make it so there is more room between traffic and parked cars.
- Add 2 stop lights to Main Street. One down by Ampride, other on the south end near the island.
- Speed bumps and speed traps on S Street.
- Control traffic on Main before and after school times.
- Pave all roads and sidewalks thru town.
- Lanes for people to ride bikes and someone after school to help stop traffic for kids that have to cross Main Street.
- Repair sidewalks; build biking and walking trails from town to out around lakes.
- Speed bumps and increased law enforcement.
- Build bike paths.
- More stop signs or traffic control on side streets (going to school/work) routes.
- Get the deputy sheriff's off the highways and have them patrol the city streets. Just my opinion.
- Sidewalks that you could walk down. A lot of them are either not maintained and too rough to walk on or there is no sidewalk in some areas.
- Stop light 5th and Main.
- More stop signs.
- Walking/ biking path that connects the parks and other recreational spots in town.
- Pave all roads.
- BUILD A WALKWAY BETWEEN NORTHPORT AND BRIDGEPORT.
- Add more crosswalks and traffic lights to busy intersections.
- Lighting in dark areas for the kids walking after dark.
- Make them wider to accommodate larger vehicles parking in side of street.
- Fix the flooding of Main Street.
- More stop signs and more cop presence on side streets especially when school is getting out or school events.
- One way signs and stop signs.
- Enforce stop signs more and find ways to decongest traffic.
- Add more stop/ yield signage at intersections.
- More crosswalks.
- .Slow down Main Street drivers and provide options for pedestrians and bicyclists that doesn't involve crossing traffic.
- Add stop lights.
- Slower speeds on Main/ add digital speed notices on Main.
- Add multipurpose trail from schools to state lakes.
- Add trees and bulbouts to a few of the intersections at south end of Main just north of the island roundabout on Main Street and lower the speed limit to 25 on Main.
- All Intersections would require either a stop sign or a yield sign.
- Improved sidewalk ramps.
- Direct traffic



2024 Community Traffic Safety Survey Directly Informed Countermeasures

Community survey responses highlighted speeding, pedestrian visibility, school and park safety, and truck traffic as the most common concerns. These inputs directly informed the following countermeasures:

- CM-12 Speed Feedback Signs
- CM-13 School Zone Speed & Signing Treatments
- CM-14 Park Area Speed & Safety Treatments
- CM-09 Parking Setbacks at Intersections (Sight Distance Management)
- CM-11 Targeted Pedestrian Lighting
- CM-19 Truck & Farm Equipment Route Management
- CM-20 Truck Discouragement Near Sensitive Land Uses
- CM-23 Distracted Driving Education (Education-First)

Survey feedback supported an exposure-based approach, prioritizing locations with frequent pedestrian activity even where severe crash history is limited.



A1.2 Open House and Event Summaries

Event Summary: **Open House—TeamMates Tailgate & Homecoming Parade Outreach Event**

Date: Friday, September 27, 2025
Location: Main Street; Bridgeport Public Schools

The Bridgeport Safe Streets and Roads for All (SS4A) Open House Kickoff was held in conjunction with the Bridgeport Public Schools Homecoming festivities, including the community Homecoming Parade and the TeamMates Tailgate and football game at Bridgeport High School. Leveraging an existing, well-attended community event allowed the SS4A planning team to engage residents in a familiar, family-friendly setting and reach a broad cross-section of the community.

Homecoming Parade Outreach

The kickoff began with participation in the Homecoming Parade, where the SS4A team hosted a themed SS4A float focused on safe streets, walking, bicycling, and community safety. The float served as an early visual introduction to the SS4A planning effort, reinforcing key messages about traffic safety, shared responsibility, and community involvement. Parade participation helped build awareness ahead of the evening's engagement activities and prompted follow-up conversations later at the tailgate event.

TeamMates Tailgate & Football Game Pop-Up Engagement

Following the parade, the SS4A team hosted a pop-up engagement table during the TeamMates Tailgate and throughout the high school football game. The table was located in a high-visibility area with consistent foot traffic, allowing for extended, informal conversations with residents before, during, and after the game.

Community members were invited to:

- Learn about the purpose and goals of the Bridgeport SS4A Safety Action Plan
- Discuss traffic safety concerns related to schools, parks, downtown, highways, and neighborhoods



- Complete a short SS4A survey identifying priority projects, safety concerns, and preferred countermeasure categories

The casual tailgate environment encouraged participation from families, students, older adults, and residents who may not typically attend traditional open houses. SS4A materials were designed to be quick, accessible, and conversational, supporting meaningful engagement without requiring long time commitments. Surveys completed: 45

Public Input & Outcomes

Input collected during the event focused on:

- Priority locations for safety improvements, including school areas, park frontages, downtown streets, and US-26/US-385 corridors
- Support for specific countermeasure types, such as pedestrian crossings, speed management, lighting, and school safety treatments
- General safety concerns related to speeding, visibility, and pedestrian access

Survey responses and informal feedback from this event were incorporated into the broader SS4A engagement dataset and directly informed the development and refinement of countermeasures, project prioritization, and exposure-based safety strategies within the Bridgeport SS4A Plan.

Role in the SS4A Planning Process

This kickoff event marked the first major public engagement activity for the Bridgeport SS4A Plan and set the tone for an inclusive, community-centered planning process. By meeting residents where they already gather, the project team was able to:

- Build early awareness and trust
- Collect actionable safety input
- Demonstrate the City's commitment to accessible and transparent public engagement

The TeamMates Tailgate and Homecoming Parade outreach aligns with FHWA SS4A guidance encouraging flexible, creative engagement methods to reach diverse audiences and reduce barriers to participation.

Homecoming TeamMates Tailgate Open House Directly Informed Countermeasures

Public input collected during the Homecoming Parade SS4A float and the TeamMates Tailgate pop-up event emphasized school-area safety, downtown crossings, and speed concerns near community gathering places.

- CM-01 High-Visibility Crosswalk Markings
- CM-02 Rectangular Rapid Flashing Beacons (RRFBs)
- CM-09 Parking Setbacks at Intersections
- CM-12 Speed Feedback Signs
- CM-13 School Zone Speed & Signing Treatments
- CM-16 School Bus Loading Zone Delineation & Curb Management
- CM-25 Youth Bike & Pedestrian Safety Education

This event reinforced the importance of pairing visible infrastructure improvements with education and outreach in locations where families and youth gather.

Event Summary: **Draft Plan Review Open House**

Dates: Thursday, April 23, 2025
Times: 5:00—8:00 p.m.
Location: Bridgeport Public School Commons

A public open house for the Bridgeport SS4A Safety Action Plan was held in the Bridgeport Public Schools commons area in conjunction with the annual FFA banquet. The event provided an opportunity for community members to review the draft plan, ask questions, and provide feedback on proposed transportation safety improvements. Interactions took place with high school students, parents, grandparents, and other residents attending the event. Participants were invited to complete surveys, identify where they live on a community map, and participate in a "bean voting" activity to help prioritize capital projects.

For the bean voting exercise, each participant received one priority bean and two secondary beans to allocate among the proposed capital programs. The highest number of priority votes was received by CP-1 (Main Street Crossing and Visibility Improvements) with seven priority votes, followed by CP-3 with four priority votes. CP-5 and CP-4 received the highest number of secondary votes, with seven each. Overall results were as follows:

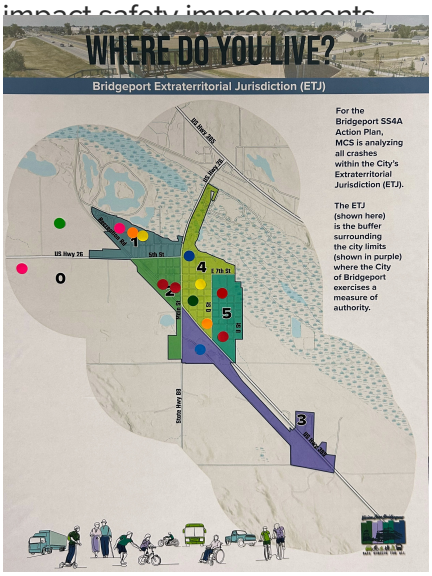
- **CP-1**: 7 priority votes and 4 secondary votes
- **CP-2**: 1 priority vote and 2 secondary votes
- **CP-3**: 4 priority votes and 5 secondary votes
- **CP-4**: 0 priority votes and 7 secondary votes
- **CP-5**: 2 priority votes and 7 secondary votes

Fourteen participants also marked their general location on a community map (right) to help understand geographic representation at the event.

In addition to the in-person feedback received during the open house, survey responses were also submitted online following the event. Survey participants identified the following as recurring priorities:

- safer intersections
- improved sidewalks and ADA accessibility
- enhanced walking and biking routes
- Main Street visibility improvements

Several respondents specifically supported improved crosswalk visibility along Main Street, expanded sidewalk and pathway connections, and safer routes near schools. Additional feedback included interest in railroad crossing improvements, traffic visibility concerns at the US-26 and US-385 junction north of Bridgeport, and support for focusing on practical, high-impact safety improvements.





A1.3 Bridgeport Public Schools Stakeholder Input

As part of the Bridgeport SS4A planning process, project staff conducted a targeted school stakeholder meeting with the Bridgeport Public Schools superintendent to better understand student travel patterns, school zone safety concerns, and operational challenges around the school campus.

Key Themes and Safety Concerns

The superintendent identified vehicle speed near the school as the primary safety concern, particularly during peak arrival, dismissal, and activity periods. There is strong interest in deploying speed feedback signs on both the south side of the building, which serves as the morning bus drop-off area and main entrance for activities, and the north side, which is heavily used by high school students accessing the parking lot.

The superintendent noted that while buses, parent drop-off, and student drivers account for the majority of school travel, the interaction between these modes creates safety challenges when vehicle speeds are too high or when staff are not present to manage operations.

School Zone & Traffic Operations

Existing school zone signage was described as insufficient, with concerns that current speed limits and signage may not be clearly communicated or respected by drivers. The school does not currently have flashing beacons or crossing guards, and the superintendent expressed interest in exploring these tools—



particularly a crossing guard across Main Street—to improve safety during peak periods.

Traffic conflicts between buses and parent vehicles were reported as occasional and generally manageable when staff are present. Sporting events were identified as a seasonal challenge, primarily due to limited parking and increased traffic volumes.

Infrastructure & Programmatic Priorities

In addition to speed feedback signs, the superintendent supported several infrastructure and operational improvements that align with SS4A countermeasures, including:

- Clearly marked school bus loading and unloading zones with painted curbs and signage
- Improved ADA-compliant curb ramps and crosswalks around the school
- Additional traffic calming measures near the campus, such as enhanced striping and signage
- Expanded driver education opportunities, including student driver safety programming in coordination with UNL Extension

Overall Takeaways

The superintendent emphasized that speed management is the single most impactful change that could be made to improve student safety in the near term. Input from this stakeholder meeting directly informed the plan's emphasis on school-area speed management, crossing improvements, curb management, ADA access, and education-first safety strategies.

This targeted school engagement supported the SS4A plan's exposure-based approach by identifying risks before severe crashes occur and reinforcing the importance of combining engineering, operations, and education near schools.

School Stakeholder Directly Informed Countermeasures

Input from the school superintendent and staff shaped school-area priorities focused on speed, operations, and student safety during peak periods.

- CM-12 Speed Feedback Signs



- CM-13 School Zone Speed & Signing Treatments
- CM-16 School Bus Loading Zone Delineation & Curb Management
- CM-17 Crossing Guards (Operational)
- CM-05 ADA-Compliant Curb Ramps & Landings
- CM-01 High-Visibility Crosswalk Markings
- CM-23 Distracted Driving Education
- CM-25 Youth Bike & Pedestrian Safety Education

This engagement reinforced the need for operational and education-first strategies alongside infrastructure improvements near schools.

A1.4 Public Safety Stakeholders Input

Emergency Services Stakeholder Directly Informed Countermeasures

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.

The stakeholder meetings with County Sheriff's Office, Bridgeport Volunteer Fire Department, Morrill County Community Hospital representatives, and MCCH EMS Director focused on response access, visibility, operational safety, and high-risk locations identified through crash response experience. Anticipated countermeasures include:

- CM-09 Parking Setbacks & Daylighting (Sight Distance Management)
- CM-10 Sight Distance Improvements (Vegetation & Obstructions)
- CM-11 Targeted Pedestrian Lighting
- CM-15 Roadway Geometry & Operations (Painted Quick-Build Treatments)
- CM-19 Truck & Farm Equipment Route Management
- CM-24 Targeted, Data-Supported Enforcement

This stakeholder input will further strengthen alignment between engineering, operations, and enforcement priorities under the Safe System Approach.

A1.5 Community Comment Map

Online Commenting Map Directly Informed Countermeasures

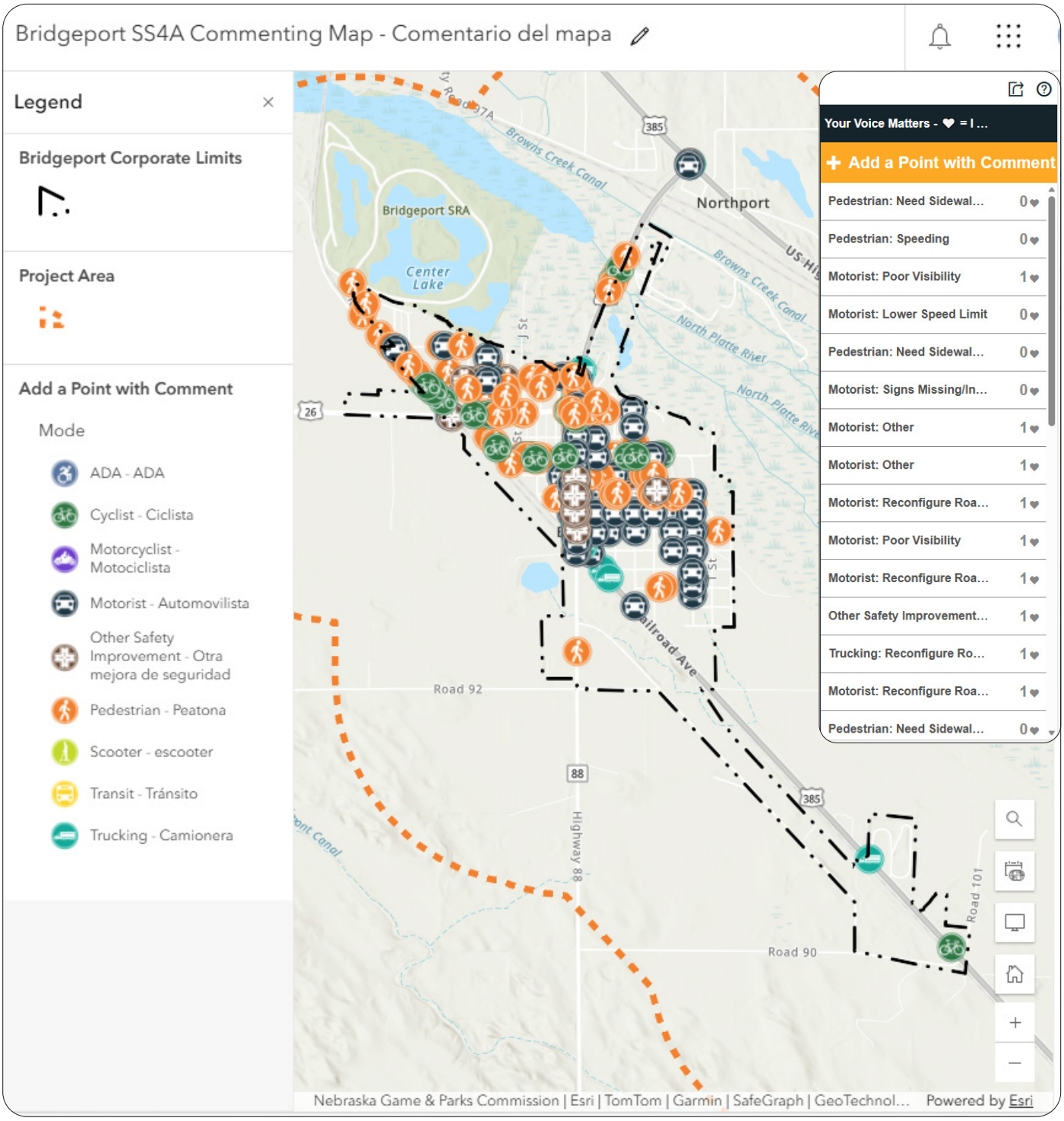
The interactive online map allowed residents to pinpoint specific locations of concern, particularly intersections, crossings, corridors, and school/park areas. Location-specific comments informed targeted countermeasures, including:

- CM-01 High-Visibility Crosswalk Markings
- CM-02 RRFBs
- CM-03 State-Law Pedestrian Yield Signage & Advance Yield Lines
- CM-04 Mid-Block Pedestrian Crossings
- CM-05 / CM-06 Sidewalk Infill & ADA Gap Closure
- CM-08 Pedestrian Sidepaths | Shoulder Facilities
- CM-09 Parking Setbacks at Intersections
- CM-11 Targeted Pedestrian Lighting
- CM-15 Roadway Geometry & Operations (Quick-Build Painted Treatments)

This input directly supported the plan's emphasis on site-specific, low-cost, quick-build safety improvements.

The Bridgeport SS4A project website provided a link to the Commenting Map (right) where users selected an appropriate mode, and clicked the map to add a point with a comment, selecting an appropriate concern category if desired (i.e. speeding, poor visibility, signs missing). Adding a photo for the comment was also a provided opportunity. The public could interact with others' comments by clicking the heart to upvote mapped comments. In total, 396 comments were mapped and 21 likes were added among 17 comments. Fifteen comment points each received an upvote, the following two comments each received 3 up-votes:

- ***Signs Missing/Inadequate—*** *West 7th Street near West City Park: Consider slower speed or no truck traffic on this narrow street, which both allows parking on both sides, and is heavily traveled by pedestrians.*
- ***Poor Visibility—****Main Street/10th Street Intersection: Vehicles are allowed to park too close to the intersection. Eastbound motorists cannot see NB and SB traffic.*


Bridgeport SS4A Commenting Map - Comentario del mapa
Legend
Bridgeport Corporate Limits
Project Area
Add a Point with Comment
Mode
ADA - ADA
Cyclist - Ciclista
Motorcyclist - Motociclista
Motorist - Automovilista
Other Safety Improvement - Otra mejora de seguridad
Pedestrian - Peatona
Scooter - escooter
Transit - Tránsito
Trucking - Camionera
Your Voice Matters - ♥ = I ...
+ Add a Point with Comment
Pedestrian: Need Sidewal... 0
Pedestrian: Speeding 0
Motorist: Poor Visibility 1
Motorist: Lower Speed Limit 0
Pedestrian: Need Sidewal... 0
Motorist: Signs Missing/In... 0
Motorist: Other 1
Motorist: Other 1
Motorist: Reconfigure Roa... 1
Motorist: Poor Visibility 1
Motorist: Reconfigure Roa... 1
Other Safety Improvement... 1
Trucking: Reconfigure Ro... 1
Motorist: Reconfigure Roa... 1
Pedestrian: Need Sidewal... 0
Bridgeport SRA
Center Lake
Browns Creek Canal
Northport
North Platte River
Railroad Ave
Road 92
Road 90
Road 101
Highway 88
385
26
88
Nebraska Game & Parks Commission | Esri | TomTom | Garmin | SafeGraph | GeoTechnol... Powered by Esri

A1.6 Outreach Methods and Participation Counts

The Bridgeport SS4A planning process implemented a multi-modal, inclusive public engagement strategy consistent with FHWA SS4A requirements and best practices. Outreach methods were designed to reach residents of different ages, abilities, travel modes, and schedules, with particular emphasis on engaging vulnerable road users and those most affected by transportation safety conditions.

Engagement activities included:

- A community-wide traffic safety survey
- An interactive online safety comment map
- In-person pop-up outreach at a school-hosted community event
- Targeted stakeholder meetings with school representatives
- Task force meetings with local agencies and partners

Outreach materials and invitations were distributed through school communication channels, utility bill inserts, community events, local partners, and online platforms. Engagement opportunities were available both online and in person to reduce barriers to participation and allow residents to provide location-specific feedback.

Participation Overview

Community traffic safety survey: **130** responses

- Online comment map: **396** location-based comments
- Homecoming TeamMates Tailgate Open House: **45** interactions
- Bridgeport Public School District Superintendent: **1** stakeholder interview
- Hospital (MCCH) and EMS: **1** stakeholder interview
- Volunteer Fire Department: **1** stakeholder interview
- Task force meetings: **22** (TFM#1: 7, TFM#2: 8, TFM#3: 7) participants across 3 meetings

Participation counts reflect meaningful engagement appropriate to Bridgeport's size and context and demonstrate compliance with SS4A expectations for public involvement, transparency, and documentation.

A1.7 Key Takeaways and Themes From Public Input

Input from residents, stakeholders, and community partners revealed strong consensus around a core set of transportation safety concerns and priorities in Bridgeport. Feedback consistently emphasized proactive safety improvements in locations with high pedestrian exposure—particularly schools, parks, downtown, and highway corridors—rather than waiting for severe crashes to occur.

The following recurring themes were identified across all public inputs.

Speeding & Speed Management

- Speeding near schools, parks, and residential areas was the most frequently cited concern.
- Strong support for speed feedback signs, clearer speed transitions, and school-zone speed treatments.

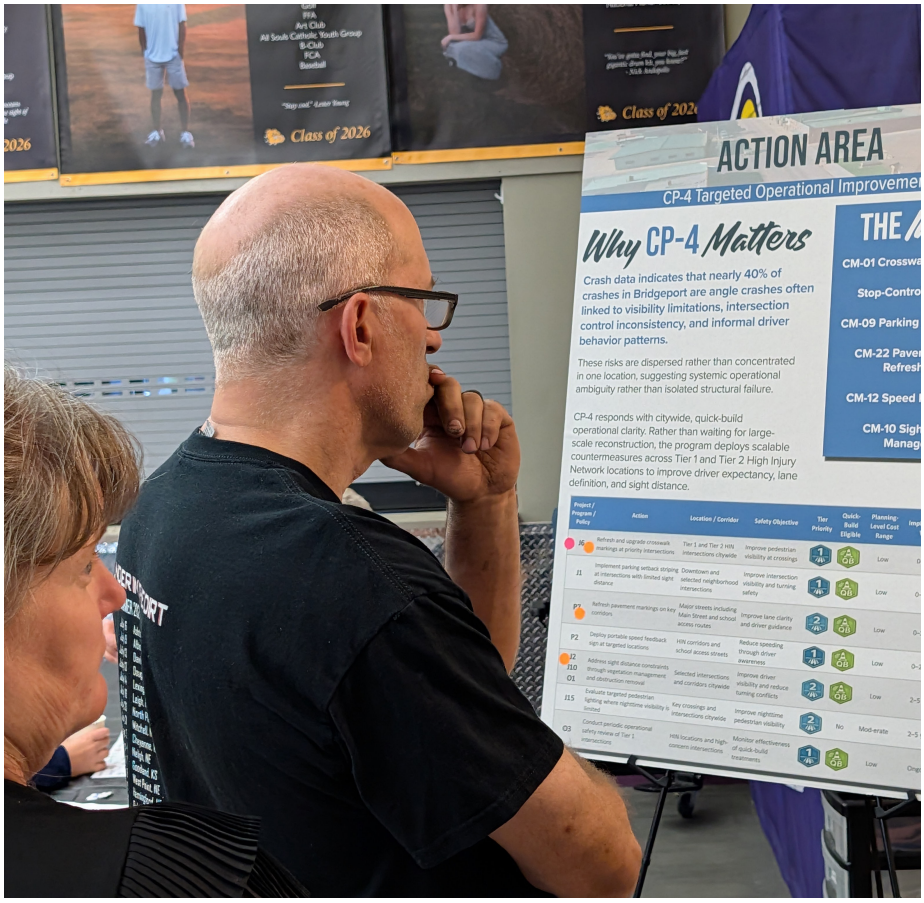
Pedestrian Visibility & Crossing Safety

- Desire for improved crosswalk visibility, lighting, and driver awareness at crossings.
- Support for RRFBs, advance yield lines, and better night-time illumination.

School & Youth Safety

- Emphasis on school bus loading clarity, crossing guards, and safer arrival/dismissal operations.
- Support for youth-focused education such as bike rodeos and student driver safety programs.





Downtown & Community Access

- Concerns about sight distance, parking near intersections, and pedestrian comfort downtown.
- Interest in low-cost, quick-build improvements rather than major reconstruction.

Truck & Farm Equipment Conflicts

- Ongoing concerns about heavy vehicles operating near schools, parks, and pedestrian areas.
- Support for clearer truck routing and discouragement near sensitive land uses while maintaining agricultural access.

Accessibility & Equity

- Recognition of missing sidewalks, ADA ramp gaps, and barriers for older adults and people with disabilities.
- Support for exposure-based investments even where crash history is limited.
- Ongoing concerns related to rail crossing blockages during emergency response for ambulance, fire, and law enforcement.

Influence on Plan Development

These themes directly informed the plan's countermeasure selection, project prioritization, and emphasis on quick-build, low-cost strategies aligned with the Safe System Approach. Public input reinforced the need to focus on speed, visibility, predictability, and separation—particularly for children and other vulnerable users—and guided the development of targeted, grant-ready projects for implementation under the SS4A program.

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