A1

engagement

A1 - Engagement Contents

A1.1 SS4A Community Survey results 7

A1.2 SS4A Short Survey results 8

A1.3 Scottsbluff Comprehensive Plan Update survey results 9

A1.4 Open house and event summaries 12

- Open House Kickoff at 18th Street Plaza – Bands on Broadway 12
- Oregon Trail Days Downtown and Legion Park Pop-Ups 12
- Summer Reading Wrap Up Party Pop-Up 13
- Back to School Orientation at Scottsbluff High School, Bluffs Middle School, Westmoor Elementary School 13
- 2nd Annual Beef, Beans & Bluegrass 14
- Rotary Club Presentation - Community Safety Insights 15
- National Night Out Pop-Up Engagement Summary 16
- Empowering Families Trick-or-treating Event at 18th Street Plaza 17
- Regional West Medical Center (RWMC) Annual Open Enrollment Benefits Fair 17
- Guadalupe Center Centennial Cinco de Mayo Fiesta 18

A1.5 Media Outreach and Public Notice 19

- Articles featured in Scottsbluff Star-Herald newspaper 20

A1.6 School Stakeholder Summaries 21

- Roosevelt Elementary—Parents and Teachers Association 21
- Lincoln Heights Elementary 22
- Bluffs Middle School 22
- Longfellow Elementary 23
- Westmoor Elementary 24
- St Agnes Catholic School 25
- Community Christian Elementary School 25

A1.7 Public Safety Stakeholders 26

- Scottsbluff Police & Fire, Regional West EMS, Nebraska State Patrol 26

A1.8 Public Transit Stakeholder 30

- Public Transit Manager, Roadrunner Public Transit 30

A1.9 Community Traffic Safety Comment Map Summary 32

A1.10 Key Takeaways & Themes from Public Input 34

A1.12 Summary Charts from Public Input Survey 36

A1.10 Key Takeaways & Themes from Public Input 36

A1.12 Free Responses to Public Input Survey 41

A1.1 SS4A Community Survey results

SS4A Community Survey Summary (Improve Driving Safety / Near Misses / Walk & Bike / Lighting)

As part of the Safe Streets for All planning process, the City conducted an SS4A community survey to capture resident experiences related to traffic safety, near misses, and comfort walking, biking, and driving in Scottsbluff. The survey was available online and promoted through City communication channels and public outreach activities. Hundreds of residents participated, providing both quantitative responses and open-ended comments.

Survey results showed strong alignment with crash data and stakeholder feedback. Speeding, distracted driving, poor visibility, and red-light running were among the most frequently cited safety concerns. Highway 26 emerged as the corridor of greatest concern, particularly at major intersections where residents reported frequent near misses and serious crashes. Respondents also identified school areas and residential neighborhoods as locations with elevated safety risk due to congestion, inconsistent traffic control, and limited enforcement during peak periods.

The survey further highlighted barriers to walking and bicycling, including missing sidewalks, inadequate lighting, and lack of separation from vehicle traffic along major corridors such as Highway 26, Avenue I, Broadway, and East Overland. Many participants expressed support for improved crossings, pathway connections, lighting upgrades, and traffic calming measures. Overall, survey findings directly informed the prioritization of projects, policies, and programs included in the Safety Action Plan.

SS4A Survey Key Themes

Survey responses revealed a consistent set of safety priorities across locations, modes, and respondent types. These themes directly informed the development and prioritization of projects, policies, and programs included in the Safety Action Plan.

1 — Highway 26 & Major Corridors Are the Highest Safety Priority

Residents overwhelmingly identified Highway 26 and other high-volume arterials as the most dangerous places to travel, citing speeding, red-light running, truck braking distance, and frequent near misses at major signalized intersections.

2 — Driver Behavior & Enforcement Are Central to Safety

Distracted driving, speeding, and red-light violations were repeatedly cited as daily risks. Respondents emphasized the need for visible enforcement, accountability, and education to change unsafe driving behavior.

3 — Intersections & Signal Operations Need Improvement

Participants highlighted short or unclear signal timing, lack of protected left turns, poor lane guidance, and visibility issues as contributors to crashes and near misses—especially along Highway 26 and at complex intersections.

4 — School Zones & Neighborhood Streets Need Targeted Protection

School-area congestion, speeding, and crosswalk violations were common concerns. Residents supported stronger school-zone standards, operational changes during pick-up/drop-off, and traffic calming on neighborhood streets.

5 — Walking & Biking Are Limited by Safety, Not Desire

Many respondents avoid walking or biking due to missing sidewalks, unsafe crossings, lack of separation from traffic, and poor lighting—particularly along Highway 26, Overland, Avenue I, Broadway, and 27th Street.

6 — Lighting, Visibility, and Maintenance Matter

Inadequate lighting, faded markings, vegetation blocking sightlines, and rough pavement were frequently cited as factors that increase crash risk and reduce comfort for all users.

Overall, survey themes strongly align with the plan's recommended projects, policies, and programs focused on corridor safety, speed management, school safety, multimodal connectivity, lighting/visibility, and maintenance/markings.

A1.2 SS4A Short Survey results

Short SS4A surveys were administered in person at multiple outreach events between August and November 2025, including:

- *National Night Out*
- *Downtown pop-up outreach*
- *Westmoor Elementary School orientation*
- *Bluffs Middle School orientation*
- *Rotary Club presentation*
- *Regional West Medical Center employee benefit fair (largest event)*

This approach allowed the project team to collect input from residents, parents, healthcare workers, transit riders, bicyclists, and drivers in a low-barrier, conversational setting.

Short Survey Key Themes

1. Highway 26 Is the Community's Top Safety Concern

Mentioned in the majority of responses

Issues include:

- *Red-light running*
- *Speeding*
- *Short yellow and left-turn phases*
- *Heavy truck stopping challenges*
- *Poor visibility at signals and crosswalks*

Repeated locations:

- *Avenue I*
- *Avenue B*
- *5th Avenue*
- *27th Street*
- *Target / WNCC area*
- *Sugar Factory Road*

2. Speed Management and Signal Timing

Strong support for:

- *Lower speed limits through town*
- *Longer yellow and all-red intervals*
- *Protected left-turn arrows*
- *Advance warning / "prepare to stop" flashers*

Many comments note trucks cannot stop safely with current timing.

3. Enforcement and Driver Behavior

Repeated statements that:

- *"Signs don't work without enforcement"*
- *Drivers ignore red lights, stop signs, and speed limits*

Support for:

- *Increased police presence*
- *Traffic cameras (especially on Hwy 26 and near schools)*
- *Visible consequences for violations*

4. School-Area and Neighborhood Safety

Concerns around:

- *Westmoor Elementary*
- *Bluffs Middle School*
- *Longfellow Elementary*
- *Residential grids with inconsistent yield/stop control*

Suggested solutions:

- *Crossing guards*
- *One-way or parking restrictions during bell times*
- *Slower speeds*
- *More predictable intersection control*



QUOTES PULLED FROM SS4A SHORT SURVEYS

5. Walking, Biking, and Pathway Gaps

Strong desire for:

- *Continuous sidewalks*
- *Multi-use pathways*
- *Safer crossings of Highway 26*
- *Better separation from traffic*

Many respondents avoid walking or biking due to:

- *Speed*
- *Lighting*
- *Lack of protection*

6. Lighting, Visibility, and Maintenance

Frequent mentions of:

- *Poor lighting at Hwy 26 intersections*
- *Dark crossings near schools, parks, zoo, and pathways*
- *Faded pavement markings*
- *Potholes and rough rail crossings*

Lighting viewed as both a safety and personal security issue

A1.3 Scottsbluff Comprehensive Plan Update survey results

The Comprehensive Plan Update Survey also captured input from a broad cross-section of residents across age groups, neighborhoods, and travel modes, providing additional perspective on everyday transportation safety concerns experienced throughout the community.

Supporting Plans and Community Input: Comprehensive Plan Update — Survey Findings

Between October 2024 and March 2025, the City of Scottsbluff conducted a Comprehensive Plan Update Survey that included extensive input related to transportation, traffic safety, and mobility. Approximately 300 residents participated, with nearly 290 respondents answering transportation-specific questions. Although the survey was not conducted as part of the SS4A process, its findings provide independent, citywide validation of the safety challenges identified through crash analysis, High Injury Network (HIN) mapping, and SS4A stakeholder engagement.

Survey responses indicate that residents have low confidence in the safety of streets, intersections, and pedestrian crossings. Fewer than half of respondents agreed that streets and intersections are safe, and a majority disagreed or expressed uncertainty that the City is doing enough to address transportation safety. These perceptions align closely with crash data findings that identify severe crashes concentrated along major corridors and at high-volume intersections.

Residents demonstrated strong support for walking, biking, and pathway infrastructure, with a clear majority supporting expansion of the pathway system. Many respondents reported regular use of walk/bike paths, trails, parks, and community facilities, underscoring the importance of providing safe, connected facilities that support active transportation for all ages and abilities.

Open-ended survey responses revealed strong geographic consistency in perceived safety concerns. US Highway 26 was by far the most frequently cited corridor residents avoid due to traffic safety concerns, followed by 27th Street, Avenue I, Broadway, railroad crossings, and school areas. Commonly cited issues included speeding, red-light running, poor signal visibility or timing, lack of safe pedestrian crossings, and conflicts near schools and railroad infrastructure.

When asked how Scottsbluff should address safety concerns, residents consistently identified solutions that align with proven SS4A strategies. These included improved signalization and warning systems, enhanced pedestrian crossings, sidewalk completion, lighting upgrades, speed management, stronger enforcement presence, and expanded education and driver training—particularly in school areas. Collectively, these responses reinforce the SS4A Plan's emphasis on corridor-based improvements, school zone safety, pedestrian visibility, and a balanced approach combining engineering, enforcement, and education.

The Scottsbluff Comprehensive Plan Update Survey confirms that Scottsbluff residents experience and prioritize the same transportation safety challenges identified through data-driven SS4A analysis. These findings provide strong community support for the SS4A Safety Action Plan's recommended projects, programs, and policies.

Comp Plan Survey Key Themes

A. High-Risk Corridors (US Highway 26, 27th Street, Broadway)

- *"Every Hwy 26 intersection — too many speeding and red-light runners."*
- *"All the intersections along Highway 26 from Sugar Factory Road to Avenue I. So many accidents every year."*
- *"Highway 26 and 27th Street — turning left is very dangerous and people run the red lights constantly."*
- *"Broadway is used like a drag strip. It's extremely unsafe, especially at night."*

Validates corridor-based HIN focus, signal visibility improvements, speed management, and enforcement.

B. School Zones & Youth Safety

- *"Any streets at school time. Drivers are never paying attention."*
- *"27th Street by the high school — chaos every day, especially during arrival and dismissal."*
- *"School crossing zones on 5th Avenue — cars do not stop in the current crosswalks."*

Supports school-zone standardization, crossings, flashing beacons, and operational safety programs.





C. Pedestrian Crossings, Sidewalks, and Pathways

- *"Most crosswalks downtown have no walk lights, and sidewalks are uneven."*
- *"I am scared to bicycle in most parts of town... cars and bikes don't know how to share the road."*
- *"Pedestrian safety with button-activated crosswalks, like by the high school."*

Direct support for RRFBs/PHBs, ADA improvements, sidewalks, and pathway connectivity.

D. Speeding, Red-Light Running & Enforcement

- *"Far too many choose to speed. I'd like to see cops pulling more people over."*
- *"Highway 26 intersections — people are always running those lights."*
- *"More police presence and actual enforcement of speed and school zones."*

Supports education & enforcement strategies and data-driven deployment.

E. Rail Crossings & Emergency Access

- *"All the railroad crossings in town are horrible and damage vehicles."*
- *"There should be an overpass somewhere more central — not just west of town."*
- *"Railway Street and Broadway — congested, poorly designed, and unsafe."*

Reinforces rail safety emphasis, access planning, and long-term grade separation concepts.

These Comprehensive Plan survey themes provide additional context and demonstrate consistency with the safety priorities identified through the SS4A public engagement process.

A1.4 Open house and event summaries

Open House Kickoff at 18th Street Plaza – Bands on Broadway

Date: Thursday, July 10, 2025
Time: 5:00–8:30 p.m.
Location: 18th Street Plaza, Downtown Scottsbluff

As part of the public kickoff for the City of Scottsbluff's Safe Streets and Roads for All (SS4A) Safety Action Plan, M.C. Schaff & Associates hosted a pop-up open house at the 18th Street Plaza during a *Bands on Broadway* event. The team set up an informational booth just outside the fenced concert area to maximize accessibility and visibility.

The event was a strong success, attracting a steady stream of foot traffic throughout the evening. Attendees were invited to:

- Learn more about the SS4A planning process
- View preliminary crash data and safety maps
- Place stickers on a large poster map to indicate where they live
- Share local safety concerns
- Answer printed surveys provided in both English and conversational Spanish
- Access the online survey and interactive commenting map via QR codes

Giveaway items like bike lights, drawstring bags, tumbler glasses, and van zoomies were offered to those who interacted with the booth. Feedback was positive, with many expressing appreciation that safety improvements are being pursued and that their input is valued.

Oregon Trail Days Downtown and Legion Park Pop-Ups

Dates: Friday & Saturday, July 12-13, 2025
Times: 5:00—7:30 p.m.; 9:00 a.m.—2:00 p.m.
Locations: 10th Street and Legion Park in Gering during Oregon Trail Days

To build on momentum from the kickoff event, the SS4A team held additional pop-up outreach events during the Oregon Trail Days festival in Gering. Booths were set up in a high-traffic area downtown between the International Food Fair and the Car Show to engage both locals and visitors.

Staff shared project materials, answered questions, and encouraged public input on transportation safety. Like the kickoff, QR codes were displayed for the online survey and comment map, and giveaways were distributed in exchange for participation.

Many attendees took time to mark locations of concern or interest on the large printed map or scanned the digital tools to participate later. The informal and festive atmosphere helped foster conversations that might not have happened in a more formal setting, including input from youth and older residents.









Summer Reading Wrap Up Party Pop-Up

Dates: Tuesday, July 22, 2025
Times: 6:00—7:30 p.m.
Location: Scottsbluff Public Library

At the Scottsbluff Summer Reading Wrap-Up Party, the SS4A team hosted a lively and engaging popup event that combined learning with fun. A standout feature was the Quick-Quiz Poster Dice Game, where kids rolled dice, matched their total to a quiz question, and discussed their answer with SS4A team members and their parents. The questions, tailored for different age groups, focused on traffic signals, helmet safety, crosswalk use, and "think-it-through" safety scenarios. Silly questions were included to boost laughter and participation while reinforcing key messages.

Kids also enjoyed cornhole and giant Jenga, with SS4A-themed prizes for different cornhole outcomes: a drawstring bag for missing the board, bike lights for a shot on the board ("Woody"), and a van-shaped zoomie for getting a bag in the hole ("Cornhole"). A themed "I Walk/Bike/Roll to Read!" photo booth with themed props and word bubbles offered another way for kids to interact, while encouraging families to share photos with SS4A hashtags. Finally, each child received a Safety Starter Kit to take home, including a transportation coloring sheet and a flyer with safe travel tips invitation for parents to explore the project website, complete the survey, and add comments to the online map. The event successfully combined summer fun with meaningful safety education.

Back to School Orientation at Scottsbluff High School, Bluffs Middle School, Westmoor Elementary School

Dates: Saturday, August 12-13, 2025
Times: 5-8 p.m.; 8 a.m.-3 p.m.; 3:30-6:00 p.m.
Locations: Scottsbluff High School, Scottsbluff Middle School, Westmoor Elementary School

The SS4A outreach team participated in multiple back-to-school orientation events, including the high school's freshmen and new student orientation, four middle school orientation sessions, and Westmoor Elementary orientation. At each location, the team set up in the lobby to greet parents and students, answer questions, and gather feedback on traffic safety concerns.

During the middle school sessions, the SS4A project was also highlighted in a presentation slide, adding visibility.

At Westmoor Elementary, the orientation featured a **scavenger hunt** for all parents and students, with the SS4A pop-up as one of the required stops. This interactive approach led to high participation, allowing the team to hand out **over 300 postcards** in just a few







hours. The event provided an opportunity to discuss parents' safety concerns and promote the project's online resources, including the website, survey, and comment map.

Overall, these pop-ups expanded community exposure to the SS4A project and fostered direct engagement with families across multiple school sites.

2nd Annual Beef, Beans & Bluegrass

Dates: Saturday, August 23, 2025
Times: 10:00 a.m.—8:00 p.m.
Location: Broadway, Downtown Scottsbluff

The SS4A outreach team hosted an interactive booth at the Beef, Beans & Bluegrass festival to engage residents and visitors from surrounding areas in the city's Safe Streets for All planning effort. The team shared key findings from local crash data (2014–2023), highlighting serious and fatal (KSI) crash trends, top contributing factors, and the importance of identifying priority safety improvements through community input.

Participants were invited to "vote with beans" for the types of safety projects they felt were most important. Each person received one lima bean worth five votes and five smaller beans worth one vote each, which they could distribute among project categories. A total of 263 people participated, casting votes across eleven categories. Results (lima votes, other bean votes) are shown below in order of total votes received:

Intersections / Signals / Speeding – 90 lima, 220 other (670 total)

School Zones & Parking – 39 lima, 126 other (321 total)

Highway Corridors – 30 lima, 121 other (271 total)

Bicycle Infrastructure – 27 lima, 116 other (251 total)

Broadway & Downtown – 15 lima, 133 other (208 total)

Pathway Connections – 15 lima, 83 other (158 total)

Crosswalks & Sidewalks – 8 lima, 105 other (145 total)

Streetscape Improvements – 13 lima, 79 other (144 total)

East Overland Corridor – 11 lima, 76 other (131 total)

Public Transit (Bus Pullouts) – 9 lima, 78 other (123 total)

West 27th Street – 6 lima, 67 other (97 total)

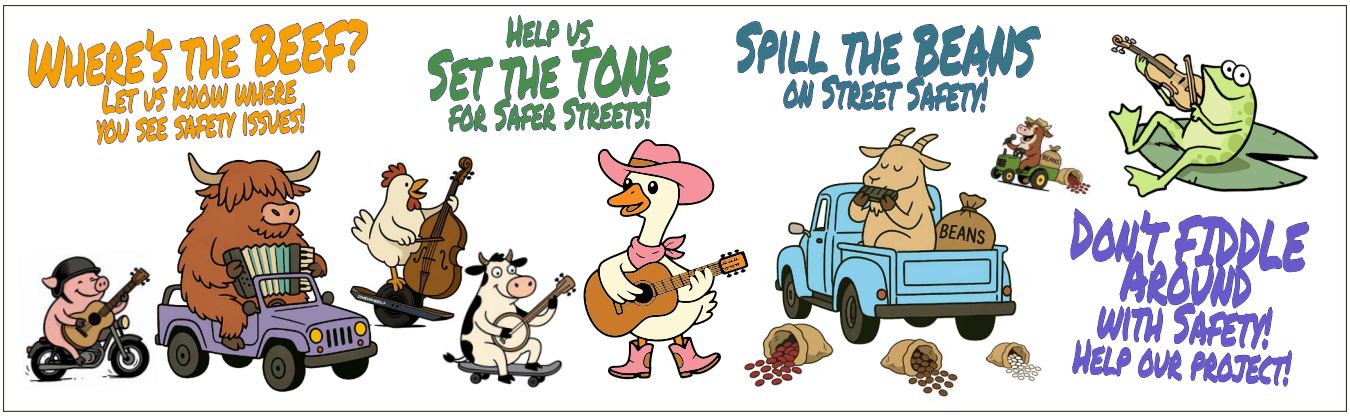
The results show that intersections, signal operations, and speeding are the community's top priorities, followed by school zone safety, corridor improvements, and active transportation connections.

In addition to voting, attendees engaged in numerous one-on-one conversations about local traffic safety, shared feedback on high-risk locations, and offered valuable context about daily travel challenges. Several participants also completed the public survey and contributed new points to the online comment map. The event successfully reached a broad regional audience and combined data education with a fun, hands-on activity—providing the SS4A team with strong, community-driven input to help guide project priorities and future implementation steps.









Rotary Club Presentation - Community Safety Insights

Dates: Saturday, October 7, 2025
Times: 11:00 a.m.—1:00 p.m.
Location: Scottsbluff Country Club

As part of ongoing community engagement for the Scottsbluff SS4A Safety Action Plan, the project team met with the Scottsbluff/Gering Rotary Club to present an overview of the plan and gather local insights on traffic safety. The presentation introduced the Safe Streets for All (SS4A) program and Vision Zero principles, emphasizing the goal of eliminating fatal and serious injury (KSI) crashes through a proactive, data-driven approach.

Upon arrival, Rotary members were invited to participate in an interactive activity to identify what they believed to be the most dangerous traffic locations in the Scottsbluff area. Members cast votes for intersections, corridors, or other areas they perceived as high-risk based on their personal experiences and observations.

During the presentation, the project team shared actual KSI crash data and maps, highlighting where severe crashes have occurred between 2014 and 2023. This comparison allowed participants to see how their perceptions of danger aligned with—or differed from—verified crash data.

The session concluded with a group discussion in which members shared their primary safety concerns and local insights, including common risk factors and potential improvement ideas. The exercise provided valuable feedback about community perceptions of risk, while also reinforcing how crash data supports the prioritization of safety projects across Scottsbluff.







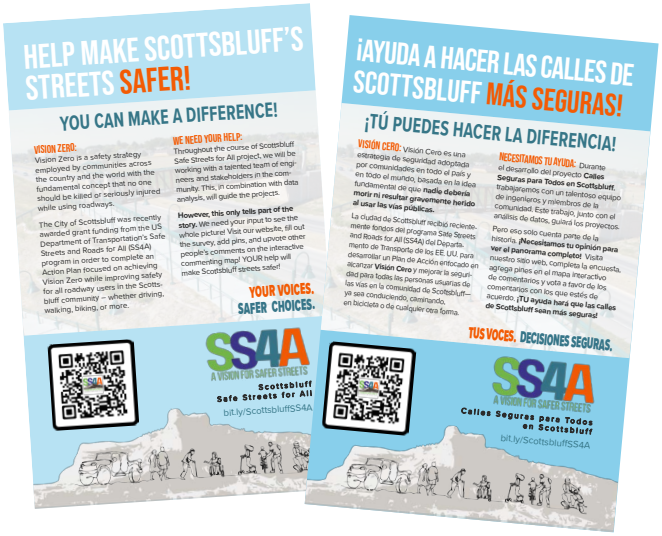
National Night Out Pop-Up Engagement Summary

Dates: Tuesday, August 5, 2025
Times: 6:00—8:00 p.m.
Location: Broadway, Downtown Scottsbluff

As part of the Safe Streets and Roads for All (SS4A) public engagement program, the project team participated in National Night Out (NNO), a nationwide annual event focused on community safety, crime prevention, and neighborhood connections. The event was held on along Broadway in downtown Scottsbluff and attracted a large number of families, children, and community members.

The project team hosted an SS4A pop-up tent and worked closely with the Scottsbluff Police Department to integrate transportation safety outreach into the event. Approximately 500 SS4A project postcards were provided to the Police Department for inclusion in participant gift bags, significantly expanding project visibility beyond direct interactions at the tent.

During the event, the team engaged in one-on-one conversations with residents, distributed project materials, promoted the SS4A project website, and encouraged participants to complete the online safety survey. Several short, paper-based surveys were also completed at the event.



Staff answered questions about the SS4A program and Vision Zero principles and discussed local safety concerns, particularly related to speeding, crossings, and school-area safety.

A key component of the pop-up was interactive safety conversations with children and families, reinforcing safe walking, biking, and street-crossing behaviors in an approachable and age-appropriate way. Participation in National Night Out allowed the project team to reach residents who may not attend traditional public meetings and to integrate transportation safety messaging into a trusted, community-oriented event focused on public safety.







Empowering Families Trick-or-treating Event at 18th Street Plaza

Dates: Friday, October 31, 2025
Times: 3:30—6:30 p.m.
Location: 18th Street Plaza

Western Nebraska Empowering Families hosted a community trick-or-treat event at the 18th Street Plaza in downtown Scottsbluff on Friday, October 31, 2025, providing a safe, family-friendly space for children to enjoy Halloween activities. The event featured local partners, giveaways, and supervised trick-or-treating in a well-lit public setting.

The SS4A Scottsbluff team partnered with director Maricia Guzman at the Western Nebraska Empowering Families trick-or-treat event, hosting a pop-up table where we handed out candy and invited grandparents, parents, and older children to vote—using candy corns and candy pumpkins—on priority project categories. We collected 1,158 votes and distributed bilingual English/Spanish info cards about the SS4A program.

Regional West Medical Center (RWMC) Annual Open Enrollment Benefits Fair

Dates: Thur.-Fri., November 7, 2025
Times: 1:00—7:00 p.m., 7:00 a.m.—Noon
Location: RWMC

The SS4A team also hosted a project-category voting and information booth at the RWMC Annual Open Enrollment Fair, where ~130 employees and local vendors used beans to vote on priority projects and completed short surveys about their top traffic-related safety concerns. Participants were encouraged to engage for a chance to win a gift basket, resulting in strong turnout and valuable input for the plan.







Guadalupe Center Centennial Cinco de Mayo Fiesta

Date: Saturday, May 2, 2026
Time: 10:45 a.m.—1:30 p.m.
Location: Guadalupe Center, 1200 E 9th Street

The SS4A team hosted a project-category voting and information booth at the Centennial Cinco de Mayo Fiesta at the Guadalupe Center. Approximately 10 community members and local vendors participated by using beans to vote on priority project categories and completing short surveys focused on traffic safety concerns, preferred improvements, and feedback on the draft Safety Action Plan.

Participants were encouraged to engage through a small giveaway incentive, which contributed to strong turnout and meaningful community input. This event provided valuable feedback and helped ensure representation from residents who may not typically participate in formal public meetings or online engagement efforts.



A1.5 Media Outreach and Public Notice

Prior to the public open house kickoff for the Scottsbluff Safe Streets and Roads for All (SS4A) Safety Action Plan, the project team conducted advance public outreach through local media to promote awareness and encourage participation. A formal public notice[1] announcing the project and upcoming open house was published on July 3, 2025, in the Scottsbluff Star Herald. In addition, project representatives participated in a local radio interview to discuss the SS4A program, Vision Zero principles, and opportunities for community input.

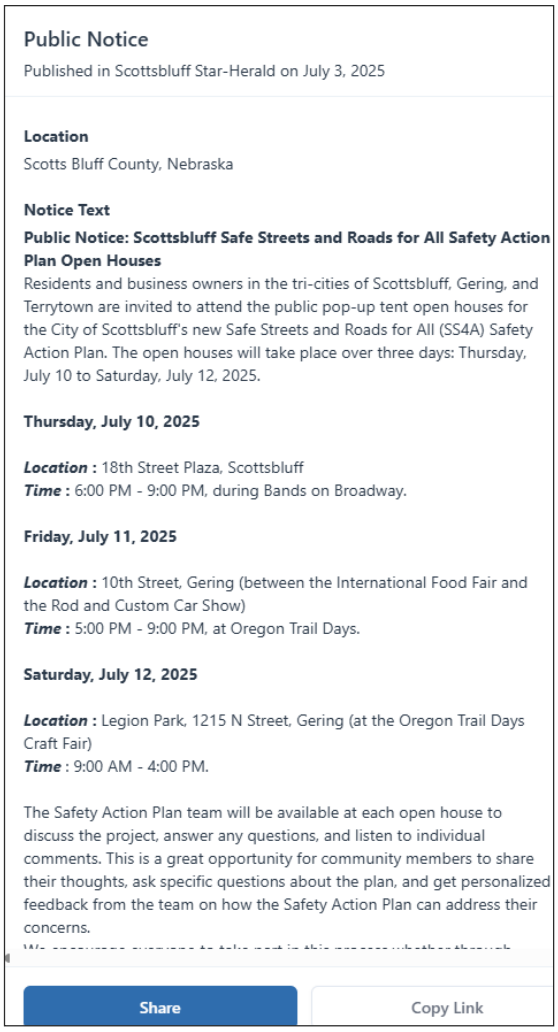
These efforts helped ensure the public was informed in advance of the kickoff event and supported broad, accessible outreach to residents who may not participate in traditional public meetings or online engagement activities.

[1]Public Notice: https://starherald.column.us/search?activeNotice=CcPm1oGscrnp17Ucx6kz-0

To announce the availability of the Scottsbluff Safety Action Plan draft for public review, the project team conducted targeted outreach through local media and social media to raise awareness and encourage participation. A formal public notice[2] was published in the Scottsbluff Star-Herald on May 7, 2026, directing residents to review the draft plan on the project website.

These efforts, combined with in-person outreach at the Guadalupe Center Cinco de Mayo Fiesta, helped broaden awareness of the review period and reach residents who may be less likely to participate in traditional public meetings or online engagement activities.

[1]Public Notice: https://starherald.column.us/search?activeNotice=Z0T835V7vcRZD1jE2K3j-0



Public Notice

Published in Scottsbluff Star-Herald on July 3, 2025

Location

Scotts Bluff County, Nebraska

Notice Text

Public Notice: Scottsbluff Safe Streets and Roads for All Safety Action Plan Open Houses

Residents and business owners in the tri-cities of Scottsbluff, Gering, and Terrytown are invited to attend the public pop-up tent open houses for the City of Scottsbluff's new Safe Streets and Roads for All (SS4A) Safety Action Plan. The open houses will take place over three days: Thursday, July 10 to Saturday, July 12, 2025.

Thursday, July 10, 2025

Location **:** 18th Street Plaza, Scottsbluff
Time **:** 6:00 PM - 9:00 PM, during Bands on Broadway.

Friday, July 11, 2025

Location **:** 10th Street, Gering (between the International Food Fair and the Rod and Custom Car Show)
Time **:** 5:00 PM - 9:00 PM, at Oregon Trail Days.

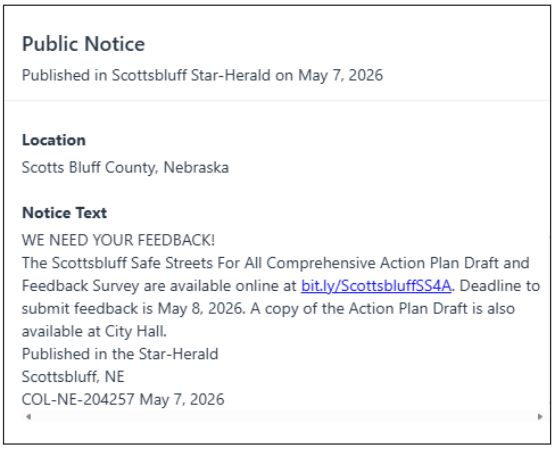
Saturday, July 12, 2025

Location **:** Legion Park, 1215 N Street, Gering (at the Oregon Trail Days Craft Fair)
Time **:** 9:00 AM - 4:00 PM.

The Safety Action Plan team will be available at each open house to discuss the project, answer any questions, and listen to individual comments. This is a great opportunity for community members to share their thoughts, ask specific questions about the plan, and get personalized feedback from the team on how the Safety Action Plan can address their concerns.

Share | Copy Link

Screenshots of public notices published in Scottsbluff Star Herald, July 3, 2025 (above) and May 7, 2026 (below).



Public Notice

Published in Scottsbluff Star-Herald on May 7, 2026

Location

Scotts Bluff County, Nebraska

Notice Text

WE NEED YOUR FEEDBACK!
The Scottsbluff Safe Streets For All Comprehensive Action Plan Draft and Feedback Survey are available online at bit.ly/ScottsbluffSS4A. Deadline to submit feedback is May 8, 2026. A copy of the Action Plan Draft is also available at City Hall.
Published in the Star-Herald
Scottsbluff, NE
COL-NE-204257 May 7, 2026

Articles featured in Scottsbluff Star-Herald newspaper

Scottsbluff aims to reduce crashes through safer Streets for All effort (July 11, 2025)

https://starherald.com/news/local/government-politics/article_f17a18f3-2f30-47af-bb0a-b8d4e69eb0df.html

POLITICS

Scottsbluff aims to reduce crashes through Safer Streets for All effort



Maunette Loeks | Jul 11, 2025

Like other cities throughout Nebraska, the City of Scottsbluff has seen its fair share of tragedies as a result of vehicle crashes. The commun...

From Crosswalks to Overpasses, Scottsbluff's Safer Streets Plan Takes Shape (February 4, 2026)

https://starherald.com/news/local/article_37eebe04-4c9e-49da-b688-9895dd0e93ac.html

LOCAL NEWS

From crosswalks to overpasses, Scottsbluff's Safe Streets Plan takes shape



Grace Ptak | Feb 4, 2026

The Scottsbluff Safe Streets for All Safety Action Plan is in its final analysis and draft development phase, with a finalized draft set to be presented to the city council this spring.

Scottsbluff City Council adopts 'Vision Zero' street safety policy (May 6, 2026)

https://starherald.com/news/local/article_44d213a0-b317-4111-a143-c32fb2f58ed8.html

LOCAL NEWS

Scottsbluff City Council adopts 'Vision Zero' street safety policy



Grace Ptak | May 6, 2026

The Scottsbluff City Council put safety at the forefront of Monday's meeting, approving a resolution adopting a "Vision Zero" policy regarding serious car crashes, part of the ongoing Safe Streets for All initiative.

Public Notice (May 7, 2026)

https://starherald.column.us/search?activeNotice=Z0T835V7vcRZD1jE2K3j-0

Location

Scotts Bluff County, Nebraska

Notice Text

WE NEED YOUR FEEDBACK!
The Scottsbluff Safe Streets For All Comprehensive Action Plan Draft and Feedback Survey are available online at bit.ly/ScottsbluffSS4A. Deadline to submit feedback is May 8, 2026. A copy of the Action Plan Draft is also available at City Hall.
Published in the Star-Herald
Scottsbluff, NE
COL-NE-204257 May 7, 2026

A1.6 School Stakeholder Summaries

Roosevelt Elementary—Parents and Teachers Association

Dates: Tuesday, September 16, 2025
Location: Roosevelt Elementary School

The Scottsbluff SS4A outreach team met with approximately six members of the Roosevelt Elementary School Parents and Teachers Organization (PTO), along with school staff and the project team (Susan, Katherine, and Adolfo). The purpose of the meeting was to listen to parent and staff concerns regarding traffic safety around the school and identify possible focus areas for future SS4A safety improvements.

Key issues discussed centered on the challenges of student drop-off and pick-up operations. Participants noted that morning drop-off is more problematic than afternoon pick-up, with traffic backing up along East Overland Drive and onto 8th and 9th Avenues. The school's after-school program, serving about 165 students, helps reduce congestion during dismissal, but the morning period remains highly congested. Suggestions included exploring whether 8th Avenue could be made one-way during school hours to help alleviate backups caused by parents stopping and idling in the travel lane.

Attendees identified several specific intersections and traffic control issues, including:

The intersection of East Overland and 9th Avenue, described as consistently problematic, especially during school traffic periods.

The need for additional stop control at 15th and 9th (currently through on 9th) and potentially at 9th and 17th, to improve safety and manage speeds.

A general concern that while the posted speed limit on East Overland is appropriate, it is not consistently followed or enforced.

Additional issues raised included limited parking availability around the school, the impact of the school bus parking directly in front of the building, and the importance of maintaining crossing guard coverage—with the City providing one on East Overland and the school typically assigning another on 8th Avenue.

Participants also mentioned other problem areas across Scottsbluff, including visibility issues at West Overland and Avenue Z, jaywalking concerns related to the homeless population along East Overland, ordinance enforcement for campers and trailers parked on streets, and safety challenges at Highway 26 and 27th Street.

The group expressed strong support for continued engagement and offered outreach opportunities, including distributing SS4A flyers through newsletters or parent–teacher conferences (with district approval). Roosevelt has approximately 265 students, and Principal Frances invited the SS4A team to visit during school dismissal times to engage directly with parents or attend a staff meeting to discuss transportation and safety concerns with teachers.

This listening session provided detailed, location-specific feedback to inform the SS4A plan's school zone safety strategies, circulation improvements, and enforcement coordination for East Overland and adjacent neighborhood streets.



Lincoln Heights Elementary

Date: Thursday, September 25 , 2025
Location: Lincoln Heights Elementary School

The Scottsbluff SS4A outreach team met with Principal Jeremy Behnke of Lincoln Heights Elementary School to discuss current school traffic operations, safety challenges, and potential improvements around the campus.

Arrival and Dismissal Operations: Lincoln Heights begins classes at 7:55 a.m., with breakfast starting at 7:20 a.m. when students may enter through the front doors. Afternoon pick-up occurs around 3:10 p.m. The principal described the system as generally well organized, though limited parking continues to make circulation and parent access challenging.

Bus and Daycare Operations: School buses and daycare vans load and unload along Avenue C, directly east of the school. Parents are not permitted to park in this area, and most follow posted signage. This arrangement helps reduce parent–bus conflicts and maintains orderly traffic flow.

School Zones and Signage: Principal Behnke identified school zone signage and speed enforcement as the top safety priorities for the Lincoln Heights area. Existing signage is limited and could be improved for both clarity and coverage, particularly along:

- West 22nd Street, from Avenue B to midway between Avenues D and E
- West 23rd Street, from Avenue B to midway between Avenues D and E

Parents frequently park and travel along Avenues C and D, as well as W. 22nd and W. 23rd Streets, creating congested areas during arrival and dismissal.

Crossing Guards and Supervision: School staff serve as crossing guards at Avenue C and W. 22nd/23rd Streets, while Principal Behnke and Assistant Principal Mrs. Rodriguez monitor Avenue D and the same intersections. Staff do not currently wear high-visibility vests but assist informally as needed. It is difficult to maintain morning crossing guard coverage, though no major incidents have been reported. One staff member uses a stop sign on 23rd Street north of the school (between Avenues C and D) to assist students crossing.

Pedestrian Access and Safe Routes to School: Most students who walk to Lincoln Heights live east of the school. The principal expressed interest in exploring a Safe Routes to School program to formalize and improve walking and biking connections in this area.

Emergency Evacuation & Secondary Location: The designated secondary evacuation site for Lincoln Heights is Bluffs Middle School (BMS), though reaching it requires crossing Avenue B and Broadway, which presents safety challenges. The school is evaluating alternative locations for emergency evacuations.

Weather and Drainage Issues: Snow removal around the school is generally prompt, but a major drainage issue along Avenue C causes persistent standing water in gutters, especially near bus loading zones. This results in splashing from buses, icy conditions in winter, and leaf decay accumulation in fall months.

Overall, Lincoln Heights has a functioning circulation system but would benefit from enhanced school-zone visibility, stronger speed enforcement, improved drainage, and potential Safe Routes to School coordination to better support students who walk or bike.

Bluffs Middle School

Date: Thursday, September 25, 2025
Location: Bluffs Middle School

The Scottsbluff SS4A outreach team met with Principal Jana Mason and School District Safety Officer James Todd at Bluffs Middle School (BMS) to discuss current school traffic operations, safety challenges, and ongoing coordination with the City.

Arrival and Dismissal Operations: BMS begins



classes at 7:45 a.m. and dismisses students at 3:00 p.m. School buses load in the west parking lot near the gym entrance, typically clearing out by 3:08 p.m. Once buses depart, parents move into the second and third rows of parking spaces to pick up students. Parent vehicles begin forming a queue in the southern circular drive as early as 2:15–2:30 p.m., often resulting in double parking and complete blockage of the circle drive during peak dismissal periods.

Traffic and Congestion Issues: Heavy congestion occurs when parents attempt left turns from East 23rd Street onto Broadway, frequently blocking traffic before and after school. These bottlenecks are consistent daily and impact both circulation and visibility. The school benefits from crossing guards stationed at Broadway and 24th Street, and at 2nd Avenue and 24th Street, who assist students after school and, in most cases, before school as well.

Street Configuration and Safety Observations: Maintaining two-way traffic on 2nd Avenue has been viewed positively, as the natural congestion helps reduce vehicle speeds near the school. After dismissal, many students walk to Pioneer Park, the public library, or Runza, which has raised concerns regarding supervision and student safety beyond school property. The school and city have worked together to clarify responsibility for student behavior in nearby public spaces, particularly in response to occasional altercations.

Event and After-Hours Traffic: Traffic flow during football games and other school events generally functions adequately, though congestion leaving the parking areas is unavoidable and managed steadily without significant safety concerns.

Overall, Bluffs Middle School maintains well-structured bus operations and consistent crossing supervision, but faces persistent congestion from early parent queues and turning movements at East 23rd and Broadway. These insights highlight opportunities to improve circulation design, signage, and coordination for both daily dismissal and community events.

Longfellow Elementary

Date: Thursday, September 25 , 2025
Location: Longfellow Elementary School

The Scottsbluff SS4A outreach team met with Principal Lukas Benzel of Longfellow Elementary School to discuss school zone safety, circulation challenges, and areas for potential improvement around the campus.

Arrival and Dismissal Operations: Longfellow's school day runs from 7:50 a.m. to 3:05 p.m. Students may arrive for breakfast beginning at 7:20 a.m., with general drop-off starting around 7:40 a.m. The morning drop-off process operates smoothly, but afternoon pick-up remains a major challenge due to congestion and queuing behavior around the school.

Traffic and Congestion Issues: Parents often begin arriving up to two hours before dismissal to secure parking or queue positions for pick-up. This early arrival contributes to extended congestion along adjacent streets, particularly near 5th Avenue, where frequent U-turns by drivers further complicate traffic flow and create safety concerns. Despite this, conflicts between buses and parent vehicles are relatively limited.

Safety Concerns and Observations: Traffic speeds on 7th Avenue and East 21st Street were reported as generally acceptable; however, the intersection of East 21st and 6th Avenue was identified as a notable safety concern due to a prior incident in which a staff member was

struck by a vehicle. The area around the north side of the school near the picnic tables also experiences persistent ice, slush, and water buildup following snow events, leading to slippery conditions for students and staff.

Overall, Longfellow Elementary maintains a functional morning arrival routine, but the afternoon pick-up process and winter maintenance issues present ongoing safety and circulation challenges. The feedback gathered from Principal Benzel underscores the importance of addressing queue management, driver behavior, and localized drainage or icing problems in future school zone safety planning.

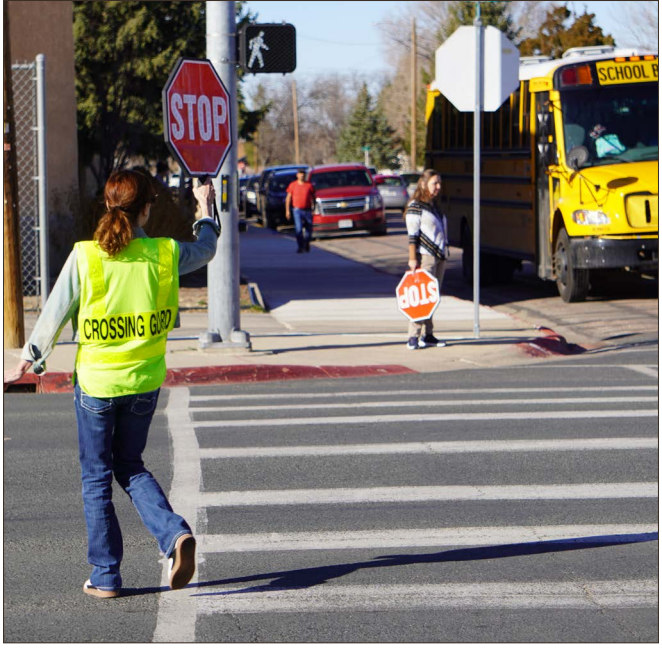
Westmoor Elementary

Date: Thursday, September 25 , 2025
Location: Westmoor Elementary School

Members of the Scottsbluff SS4A outreach team met with Principal Bethany Jolliffe of Westmoor Elementary to discuss school circulation, safety procedures, and opportunities for improvement around the campus.

Arrival and Dismissal Operations: Westmoor begins classes at 8:00 a.m., with students allowed to arrive starting at 7:45 a.m. Dismissal begins at 3:15 p.m., and all students are typically picked up within 7–8 minutes. The school has established a highly efficient pick-up system with designated zones for each grade level to ensure accountability and smooth traffic flow. Staff use walkie-talkies to coordinate movement and verify that each student connects safely with their parent or guardian.

Supervision and Crossing Support: A staff member wearing a safety vest and holding a stop sign assists on West 18th Street near the 2nd- and 3rd-grade pick-up area, while additional staff monitor gates and escort students to parents. Fewer than 20 students regularly walk to school, and only a small number cross Avenue I, not enough to justify a formal crossing guard at this time. Students are not permitted to cross mid-block to reach cars; instead, parents are



encouraged to pull up to the sidewalk adjacent to their child's zone or park farther away and walk to meet them.

Signage and School Zone Needs: Principal Jolliffe noted that enhanced school-zone signage—both for speeding awareness and for internal traffic routing—would be helpful. Expanded and more visible signage identifying student zones and reinforcing speed limits were identified as the most useful potential improvements.

Bus Operations: Westmoor serves three to four buses, which currently load and unload on the north side of the school using designated pull-outs. While ongoing nearby construction has minimized parent–bus conflicts, the situation may need to be re-evaluated once construction concludes.

Crosswalks, Sidewalks, and Accessibility: Existing crosswalk placement is considered adequate, but the school is considering additional internal sidewalks to improve on-site pedestrian circulation between pick-up zones. The current ADA accommodations meet student needs—particularly since the building is single-level—but ADA curb ramps around the school could be improved or added at several corners.

Outreach: The SS4A team provided informational postcards for distribution at an upcoming staff meeting to encourage participation in the public survey and awareness of the citywide Safety Action Plan.

This discussion reinforced that Westmoor's on-site circulation procedures are well managed, but that improved school-zone signage, ADA ramp upgrades, and pedestrian connectivity would further enhance safety for students, staff, and families.

St Agnes Catholic School

Dates: Tuesday, October 7, 2025
Location: St Agnes Catholic School

The Scottsbluff SS4A outreach team met with Principal Julie Brown of St. Agnes Catholic School to discuss existing school transportation conditions, safety issues near the campus, and opportunities for future improvements.

Arrival and Dismissal Operations:
St. Agnes operates from 8:00 a.m. to 3:15 p.m., with buses arriving around 7:30 a.m. to drop off students. The school's schedule is intentionally offset by about 15 minutes from Bluffs Middle School (BMS) to minimize conflicts between the two campuses.

Traffic and Crossing Safety: The intersection of 2nd Avenue and East 23rd Street was identified as a major concern. A crossing guard stationed at 2nd Avenue and 24th Street has helped to slow traffic somewhat, but Principal Brown noted that a 4-way stop at 2nd and 23rd would likely improve safety. Parking on both sides of residential avenues creates visibility and congestion issues, particularly near intersections; increasing no-parking zones near corners could help improve sight distance. Students also experience difficulty crossing at 23rd Street and 3rd/4th Avenues, and missing crosswalks along 23rd and 24th Streets east to 5th Avenue were noted as gaps. Additional yield or stop control at uncontrolled intersections would enhance pedestrian safety.

Speeding and Parking Behavior: The principal emphasized speeding on 2nd and 3rd Avenues, especially from high school drivers traveling to Scottsbluff High School (SHS). Parking along the narrow residential avenues also frustrates nearby residents and contributes to limited sight distance. It was suggested that along 3rd Avenue, added stop signs could help calm traffic. Team notes also discussed the possibility of retaining two-way traffic on 2nd Avenue while introducing other speed-remediation measures if one-way conversions were ever considered.

Winter and Drainage Conditions: During heavy snow events, snow piles up along 24th Street and 2nd Avenue, sometimes spilling into the intersection and obstructing visibility and pedestrian access near the school.

Bus and Shared Campus Circulation: St. Agnes students ride on BMS bus routes, and Principal Brown personally meets students at the BMS parking lot to escort them back to St. Agnes. Afternoon bus drop-off arrangements are still being reviewed to ensure safe and consistent procedures.

Outreach and Coordination: The SS4A team provided 75 informational postcards for distribution to families during parent–teacher conferences to encourage participation in the citywide Safety Action Plan survey.

In summary, crosswalk visibility, speeding, and parking near 2nd and 3rd Avenues emerged as St. Agnes's primary concerns. The discussion highlighted opportunities for additional stop control, expanded crosswalk markings, sight-distance improvements, and speed management coordination with nearby BMS and SHS campuses.

Community Christian Elementary School

Dates: Thursday, October 16, 2025
Location: Community Christian School Administrator Building
Grades Served: Preschool–8th Grade
Enrollment: ~100 Students + Daycare Program (infants to toddlers)

Overview

Community Christian School staff provided information on school operations, pickup and drop-off procedures, parking needs, pedestrian

activity, and safety concerns around the campus. The discussion included both school-day operations and daycare movements.

School Operations & Traffic Patterns

School Day: 8:00 AM–3:30 PM.

Pickup/Drop-off Patterns:

Grades 1–8: All pickup occurs along Avenue E, on the east side of the school. Staff monitor to prevent students from crossing the street to reach vehicles.

Preschool–Kindergarten: Pickup and drop-off occur at the front entrance, with parents required to walk in to sign children in/out.

Daycare (Infants–Toddlers): Pickup/drop-off also at the front entrance on 14th Street, with peak times from 7–8 AM and 3:30–5:00 PM (open until 6 PM).

Crossing Guards: None are used or needed based on current operations.

Congestion: No major queuing or traffic conflicts; parking availability is a larger challenge.

Parking & Site Circulation Issues

Parking Shortages: The largest operational concern. CCS is considering adding parking north of 14th Street in an existing gravel area.

Foot Traffic & Staff Safety: Some safety concerns due to evening foot traffic in the area; teachers walking to cars after dark have experienced vehicle vandalism (e.g., windows broken).

Pedestrian & Roadway Safety Concerns

15th Street:

Speeding is a recurring issue.

Additional crosswalk markings and/or Children at Play warnings may be beneficial.

Students cross 15th Street to reach McCaffree Park for PE activities.

14th Street:

Lighting deficiencies noted; improved lighting would improve visibility and security.

General safety concerns after dark (lighting + desire for cameras).

Seasonal and Weather Considerations

Snow/Flooding on Playground: City snow removal on 15th Street is strong, while 14th Street takes longer to clear.

Summer Walking Trips: Daycare groups walk to the Zoo, parks, and occasionally downtown.

Key Needs Identified for the SS4A Plan

- Improved lighting on 14th Street for both safety and security.
- Speed management on 15th Street, including potential markings or signage.
- Crosswalk improvements on routes to McCaffree Park.
- Parking expansion north of 14th Street to serve school and daycare operations.
- General security improvements, including interest in cameras.

Additional Notes

CCS distributed project postcards at Parent–Teacher Conferences on October 28 and 30.

A1.7 Public Safety Stakeholders

Scottsbluff Police & Fire, Regional West EMS, Nebraska State Patrol

Dates: Thursday, November 6, 2025
Location: Scottsbluff PD Conference Room

Present: Captain Lance Kite, Captain Cody Enlow, Sgt. Philip Eckerberg, Chief of Police Krisa Brass, Marisa Nicol (RWHS), Shawn Baumgartner (RWHS, Valley Ambulance), Fire Chief Thomas Schingle, Nebraska State Patrol Captain Art Frerich

1. Public Safety Overview

Common Concerns and Crash Patterns

Participants identified speeding, red-light and stop sign running, distraction, and impaired driving (including an increase in daytime DUI) as the most frequent and severe traffic safety



concerns in Scottsbluff. High-speed motorcycle incidents were also cited as a growing risk. State Patrol noted that the divided US 26 corridor carries as much, or more, morning traffic between Mitchell and Scottsbluff as the interstate in western Nebraska, underscoring its regional role and congestion levels.

The pedestrian countdown signals on US 26 were described as both beneficial and problematic—helping some drivers slow down, while prompting others to accelerate to "beat the light."

High-Crash Locations

- Avenue I & US 26 – repeatedly described as the most problematic intersection.
- East 27th Street & US 26 – sight distance limited to approximately 700 ft due to the skewed angle.
- Avenue B & US 26 – recurring T-bone and injury crashes.
- 14th Avenue & 20th Street – issues with stop-sign compliance.
- Broadway between 20th and 27th Streets – excessive speeds and lane-weaving, with similar problems north of Beltline to the railroad tracks.

Crash Characteristics

T-bone collisions along the US 26 corridor were identified as producing the highest numbers of severe injury responses.

Primary contributing factors: inattention/ distraction, excessive speed, and impairment.

2. Enforcement & Driver Behavior

Behavioral Issues

Speeding, red-light running, distracted driving, and impaired driving dominate local enforcement efforts. Officers report limited staffing and competing service calls as barriers to consistent traffic enforcement.

Enforcement Priorities & Support

Grants such as the Selective Traffic Enforcement Program (STEP) help fund targeted operations and increased community engagement (e.g., National Night Out, school bicycle safety programs).

Visibility challenges are noted at angled intersections along US 26, particularly East 27th Street where sight distance is poor.

3. Emergency Response & Access

Difficult Locations

•Broadway & 24th Street: frequent driver non-compliance with the crossing guard. Enforcement presence in the median temporarily improves compliance.

- Broadway & 20th / 24th / 27th Streets: considered candidates for roundabout or signal improvements to slow and steady traffic flow.

- E 17th Street (5th – 21st Avenues): narrow geometry and tight turning radius at 5th Avenue hinder large-vehicle access.
- 2nd Avenue near the Middle School: functions effectively as a one-lane street; congestion improved since the Bearcub relocation, but parking management during school hours remains a challenge.
- Southeast neighborhoods: many non-conforming, narrow streets pose difficulties for fire and sanitation trucks.

Public Compliance During Response

Drivers often fail to yield appropriately to emergency vehicles, particularly on narrow or high-volume corridors.

4. Crash Scenes, Coordination & Communication

Fatal crashes remain the most challenging incidents to manage on scene. Agencies reported strong working relationships but emphasized the need for better direct communication with the Nebraska State Patrol, which currently requires routing through intermediaries rather than direct radio contact.

The group expressed interest in adopting E-ROC patch radio integration and in acquiring drones to assist with crash investigation and documentation. Two drones were cited as an appropriate local need.

5. Vulnerable Users & Community Safety

Pedestrians, Cyclists, and E-Bikes

- Increasing use of e-bikes has created enforcement and safety challenges. Current city ordinances mirror state statute but are difficult to interpret and enforce.
- Recommendation: simplify e-bike classifications, limit multi-use pathways to Class 1 e-bikes, and maintain the 15-mph pathway speed limit.
- Avenue I crossing guard position (vacant since 2020) was noted; while the need has declined, the position remains unfilled.

School-Area Concerns

- Inconsistent school-zone signage and speed limits citywide (some 15 mph, others 20 mph).
- Recommendation: standardize all school zones to a uniform speed (20 mph preferred), simplify ordinances for enforceability, and ensure flashing beacons operate consistently.
- Speeds are generally self-limited during active drop-off/pick-up due to congestion.

6. Infrastructure & Design Feedback

Visibility, Lighting, and Safety Issues

- Avenue I railroad crossing: poor visibility; vehicles can become airborne at higher speeds.
- Broadway bulb-outs: obstruct driver visibility near crosswalks.
- Lighting deficiencies:
  - Railway Street – entire corridor needs lighting upgrades.
  - West Overland & South Beltline – skewed alignment, limited sight distance, 45 mph limit too high.
  - 24th & Broadway – inadequate pedestrian visibility at night.
  - 14th & Broadway – poor visibility at railroad crossing.
  - 24th & Avenue B – dark eastbound approach, narrow roadway.
  - 24th & Avenue I – steep hump at rail crossing and low nighttime visibility.

Signalization and Signage

- US 26 corridor: add advance flashing signal-ahead warning lights at all major signals (not only at city limits) to alert heavy-vehicle drivers.
- Stop bars missing along US 26 — recommend installing per MUTCD.
- E 27th Street signal head does not meet

MUTCD standards and should be updated.

Quick-Build & Enforcement Enhancements

- Install double-fine zone signage in school and construction areas.
- Continue exploring roundabout feasibility at Broadway & 20th/24th/27th Streets.

Rail Delays

Trains continue to block emergency responses; an overpass at 5th Avenue was strongly recommended to maintain north–south access.

7. Data, Technology & Training

Current Data Use

- SPD maintains citation records from 2018 to present and will share for analysis.
  - 2025 to date: 6,003 citations/warnings (3,018 citations + 2,615 warnings).
  - SPD/Terrytown typically responds to ~700 crashes per year.
  - 2025 so far: ~838 total crashes (600+ PDO, 122 injury, 1 fatality).
  - Nebraska State Patrol reported 12 Panhandle fatalities in 2025.

Technology & Equipment Needs

- Drones for crash reconstruction (two recommended).
- Improved inter-agency radio connectivity (direct patch to State Patrol).
- Mapping and data-sharing tools to enhance coordination and analysis.

8. Programs, Education & Outreach

Current Initiatives

- SPD actively participates in National Night Out and school bicycle safety programs.
- STEP grants now sought annually rather than seasonally, increasing capacity for enforcement and outreach.
- Nebraska State Patrol performs 13k–14k traffic stops per year in western Nebraska using selective STEP operations.

Educational Gaps & Opportunities

- Driver's education no longer offered in schools; SPD expressed strong interest in reinstatement.
- Families face high private-course costs (~$300).
- Discussion of potential funding through SS4A or Nebraska Trauma Program to reintroduce school-based driver education.

9. Vision & Priorities

Top Issues to Address

- Corridor-wide speed management (especially US 26 and Broadway).
- Lighting and visibility upgrades on key urban arterials.
- Signal-ahead warning lights throughout the US 26 corridor.
- Railroad crossing safety and an additional grade-separated crossing (5th Avenue overpass).
- Standardized, enforceable school-zone speeds and signage.
- Enhanced inter-agency communication and data tools.

Departmental Needs

- Staffing and sustained enforcement funding.
- Updated signal and signage infrastructure.
- Technology investments (drones, mapping, communication).
- Consistent, simplified ordinances for enforceability (e-bikes, school zones).

Overall Themes

The discussion underscored that Scottsbluff's public safety professionals are highly aligned around a shared set of priorities:

1. Speed and visibility management on primary corridors (US 26, Broadway).
2. Consistent school-zone safety standards.
3. Improved lighting, signage, and access to

support safe operations and emergency response.

4. Enhanced interagency coordination through data sharing, communication upgrades, and joint planning.
5. Education and outreach, including youth driver programs and continued Safe Routes and bicycle safety efforts.



These insights will directly inform the SS4A Safety Action Plan's short- and mid-term strategies for engineering, enforcement, and education improvements.

A1.8 Public Transit Stakeholder

Public Transit Manager, Roadrunner Public Transit

Dates: Thursday, October 9, 2025
Location: MCS Family of Companies office

Purpose: Discuss operational needs, safety concerns, and transit related improvement opportunities for inclusion in the Scottsbluff SS4A Safety Action Plan.

Overview

The Public Transit Manager provided updates on Roadrunner operations, funding changes, planned routing adjustments, and key safety challenges affecting fixed-route and flex-route service. He also provided scanned rider and driver surveys and will supply ridership data, project lists, and sample questions for a future rider-focused survey.

Operational and Funding Notes

Funding changes are anticipated for the upcoming fiscal year; more information will be available from City Administration.

Planned transit-related projects will be forwarded for inclusion in the Safety Action Plan.

Roadrunner re-branded from Tri-City Roadrunner in approximately January 2018, aligning with the introduction of flex-route service.

Planned Route Adjustments

Residency & Dome Rock Manor: Due to schedule delays when entering complexes, stops will move out to the main roadway; flex-route deviations will continue to be available by advance request.

E 24th → E 26th Alignment: Routing will shift north to better serve the higher density of apartments along East 26th Street.

Key Safety Concerns

Stopping in travel lanes: On East Overland and 27th Street, the absence of parking lanes forces buses to stop in live traffic.

Bus stop shelters and lighting: Additional shelters and pedestrian-scale lighting are needed at high-volume stops. Six shelter structures have been donated (from a previous partnership), but installation funding remains a barrier.

Driver behavior and enforcement: Frequent failures to yield at 4-way stops and inconsistent compliance with bus right-of-way indicators (e.g., flashing lights).

Parking conflicts at bus stops: Vehicles park too close to stops, causing buses to block traffic when boarding passengers. A flexible "No Parking Within [i.e. **30**] Feet of a Bus Stop" ordinance is recommended.

ADA access: The Manager supports requiring ADA landing pads or mats at bus stops whenever sidewalks or curbs are replaced.

Facilities and Coordination

KCTS and Open Plains have discussed shared facility use (particularly the bus barn), but available space is insufficient.

Major Priorities Identified for the SS4A Plan

Bus turnouts/pull-outs at constrained or high-conflict stops.

Adoption of a no-parking buffer near bus stops to maintain accessibility and reduce operational conflict.

Consistent ADA improvements at and around bus stop locations.

Survey and Data Notes

The Public Transit Manager will provide:

- Ridership data (including flex-route vs. scheduled-route trips).
- A list of planned transit infrastructure and operational projects.
- A set of draft questions for a rider-facing public transit survey to be deployed on buses and at stops.

Copies of scanned rider and driver survey responses (already provided).

Driver Survey – Key Safety Feedback

Drivers identified several recurring safety challenges:

Intersections and Driver Behavior

- **Avenue I, 4-way stop**: Frequent failure of motorists to yield properly; buses are often cut off.
- **5th & East Overland**: Traffic control devices and signage are placed close to the intersection, reducing visibility.
- **School zones**: High congestion during start, lunch, and dismissal periods.

Boarding and Stopping Challenges

- **27th Street**: Heavy traffic makes boarding unsafe or difficult. Specific stops include SB Pawnshop, SB Subway, NB Arby's, NB Essential Fuel.
- **East Overland**: High-volume stops at Roosevelt, Eastwood, 5th & O, and Family Dollar; drivers report motorists often ignore flashing bus lights.
- **High-Speed and Visibility Issues**
- **42nd Street & Highway 71 (SB)**: Limited sight distance caused by bus A-frame design and fast-moving traffic; most severe around 7:30 AM.
- **YMCA & Beltline**: Difficult left-turn movements with limited sight lines.
- **Walmart Area**: High traffic volumes, fast-moving vehicles, and numerous conflict points when entering/exiting the lot.

A1.9 Community Traffic Safety Comment Map Summary

As part of the Scottsbluff SS4A Safety Action Plan engagement process, the project team developed and hosted an interactive Community Traffic Safety Comment Map to allow residents to share location-specific safety concerns, observations, and suggestions (see Figure A1-1.). The map was available online throughout the public engagement period and complemented in-person outreach activities, surveys, and stakeholder meetings.

Participants were invited to drop pins and submit comments identifying locations where they experience safety challenges while walking, biking, driving, or accessing transit. This tool provided an accessible way for community members to share detailed, place-based input that might not be captured through traditional surveys alone.

Key Themes from Map Comments

Comments submitted through the interactive map showed strong consistency with crash analysis findings, High Injury Network (HIN) results, and input received through other outreach efforts. Common themes included:

- *Speeding and aggressive driving, particularly along major corridors such as US Highway 26, Broadway, and Avenue B*
- *Red-light and stop-sign violations at high-volume and skewed intersections*
- *Pedestrian crossing safety concerns, including limited visibility, lack of signals or warning devices, and poor nighttime lighting*
- *School-area safety issues, including congestion during arrival and dismissal, driver non-compliance, and inadequate crossing protection*
- *Sidewalk gaps and accessibility barriers, especially for people using mobility aids, strollers, or bicycles*
- *Railroad crossing safety and delay concerns, affecting both daily travel and emergency response*

Many comments referenced the same corridors and intersections identified through crash data and stakeholder interviews, reinforcing the systemic nature of these safety challenges.

Geographic Patterns

Map comments were concentrated along:

- *US Highway 26 and adjacent intersections*
- *Broadway corridor*
- *School areas and routes frequently used by students*
- *Railroad crossings and east–west travel routes*
- *Neighborhood streets experiencing cut-through traffic or speeding*

These geographic patterns closely matched the High Injury Network and Top 25 intersection analysis, providing additional validation that the plan's priority locations reflect lived experience.

Role in Shaping the Safety Action Plan

Input from the Community Traffic Safety Comment Map directly informed several components of the Safety Action Plan, including:

- *Identification of priority corridors and intersections for further analysis*
- *Development of project concepts emphasizing safer crossings, speed management, and visibility improvements*
- *Refinement of the Countermeasure Toolbox to reflect community-identified issues*
- *Consideration of equity and access, particularly in areas with known infrastructure gaps*

The interactive map also helped elevate concerns that may not be apparent in crash records alone, such as near-misses, perceived danger, and accessibility challenges.

Key Takeaway

The Community Traffic Safety Comment Map provided a valuable platform for residents to share firsthand experiences and location-specific safety concerns. When combined with crash data, stakeholder input, and survey results, the map confirmed that Scottsbluff's most pressing safety challenges are concentrated along major corridors, in school areas, and at high-conflict intersections. This community-driven input played a critical role in shaping the SS4A Safety Action Plan's priorities and recommendations.

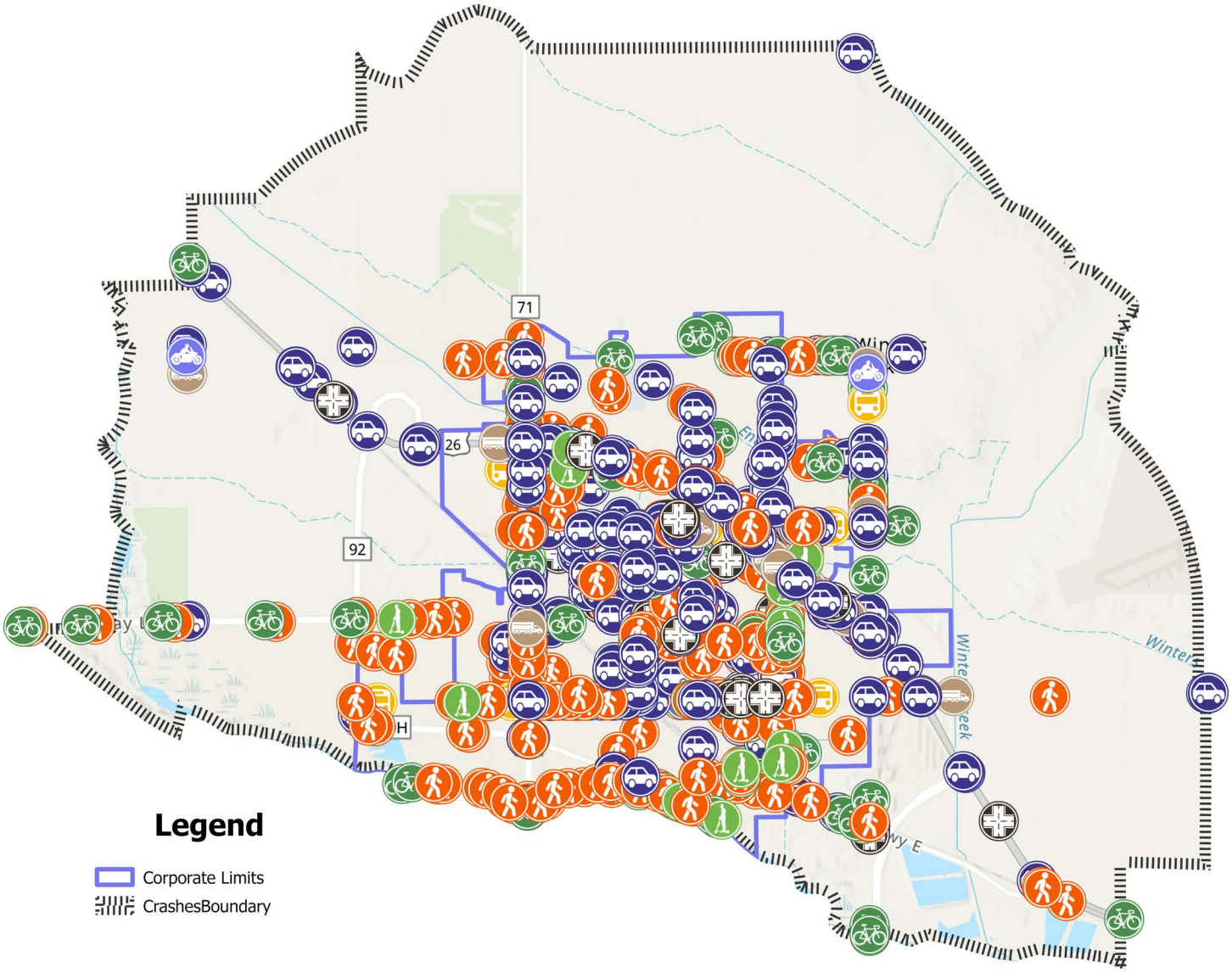


Figure A1-1. Crowdsource Commenting Map

A1.10 Key Takeaways & Themes from Public Input

Across all engagement activities—including surveys, public events, stakeholder meetings, school outreach, and the Community Traffic Safety Comment Map—several consistent themes emerged. Regardless of how input was provided, residents, stakeholders, and regional users repeatedly identified the same safety challenges and priorities, reinforcing the plan's data-driven findings.

Speeding and driver behavior were the most frequently cited concerns. Community members consistently described excessive speeds, red-light running, and failure to yield—particularly along major corridors such as US Highway 26 and Broadway—as everyday safety issues that increase crash risk for all users.

Intersections and crossings were widely viewed as the most stressful and dangerous locations. Residents expressed concern about visibility, signal timing, and the lack of pedestrian-focused treatments at high-volume intersections, especially where school routes, commercial access, or skewed approaches are present.

School-area safety emerged as a top priority. Parents, school staff, and residents emphasized congestion during arrival and dismissal, inconsistent school-zone standards, and the need for clearer, more predictable traffic control and crossing protection near schools.

Pedestrian and bicycle safety was a recurring theme across engagement methods. Participants highlighted sidewalk gaps, limited crossing opportunities, poor nighttime lighting, and discomfort sharing the roadway, particularly for children, older adults, and people with disabilities. At the same time, there was strong support for expanding pathways and improving connectivity.

Major corridors and railroad crossings were repeatedly identified as barriers to safe and efficient travel. Input consistently pointed to US Highway 26, Avenue I, 27th Street, Broadway, and railroad crossings as locations where geometry, speed, visibility, and delays create both safety and access challenges.

Enforcement, education, and visibility were frequently mentioned as necessary complements to infrastructure improvements. Many participants called for stronger enforcement of speed and signal compliance, improved lighting and signage, and expanded safety education—particularly for young drivers and in school areas.

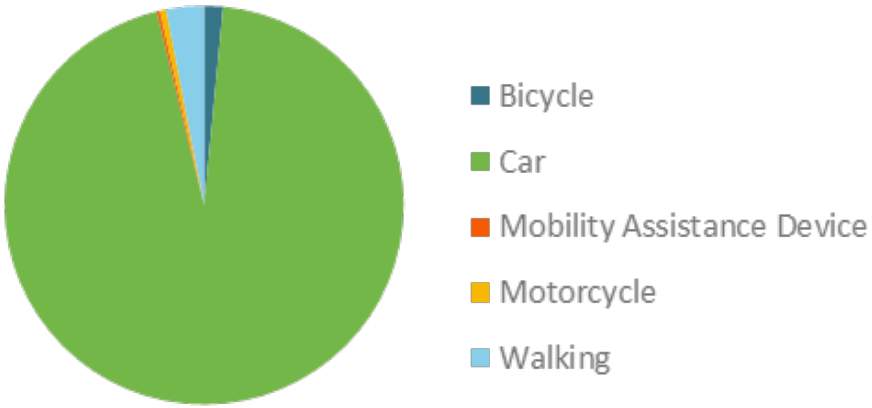
Collectively, these themes demonstrate strong alignment between public input, crash analysis, and High Injury Network findings. Community members clearly support a balanced approach that combines engineering improvements, operational strategies, education, and enforcement to address systemic safety risks. These recurring themes directly informed the prioritization of corridors, intersections, and strategies included in the Scottsbluff SS4A Safety Action Plan.

Table A1-1. Outreach methods and participation counts

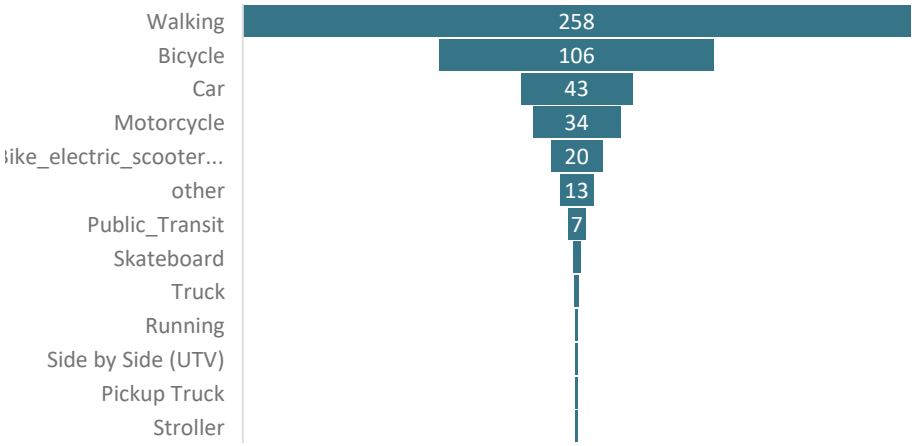
Outreach Method	Description	Participation / Responses	Notes
Online Community Survey (Long)	Project-specific SS4A survey distributed online and promoted through City channels	**395** responses	Captured broad input on safety concerns, priorities, and locations
In-Person Short Survey & Voting Activities	Paper surveys and interactive voting (e.g., jars, boards) used at public events	**720** participants	Allowed quick, accessible participation at community events
Community Traffic Safety Comment Map	Interactive online map allowing users to submit location-based safety concerns	**2,166** comments	Provided place-based input tied to specific corridors and intersections
Public Open House / Pop-Up Events	Outreach booths at community events and gatherings	**7** events / **1,530** attendees	Engagement conducted in English and Spanish
School Outreach Meetings	Meetings and discussions with school staff, parents, and students	**13** meetings / **217** participants	Focused on school zones, crossings, and arrival/dismissal safety
Stakeholder & Agency Meetings	Meetings with City departments, law enforcement, fire, EMS, transit, and partner agencies	**2** meetings	Provided operational, enforcement, and emergency-response perspectives
Task Force Meetings	Formal SS4A Task Force meetings guiding plan development	**4** meetings	Reviewed data, priorities, and draft recommendations
Comprehensive Plan Update Survey (City-Led)	Citywide survey conducted as part of the ongoing Comprehensive Plan Update (Oct 2024–Mar 2025)	**~300** respondents (≈290 transportation responses)	Independent input reinforcing SS4A findings
Comment & Follow-Up Emails	Direct emails and written comments submitted to the project team	**6** comments	Included corridor- and issue-specific feedback
Regional Input	Feedback from commuters and regional users accessing Scottsbluff for work, school, shopping, and services	Included across methods	Reflects Scottsbluff's regional role as a service hub
Total Engagement Reach	**Combined participation across all outreach methods**	**~2100 individuals**	**Includes in-person and online participation**

A1.12 Summary Charts from Public Input Survey

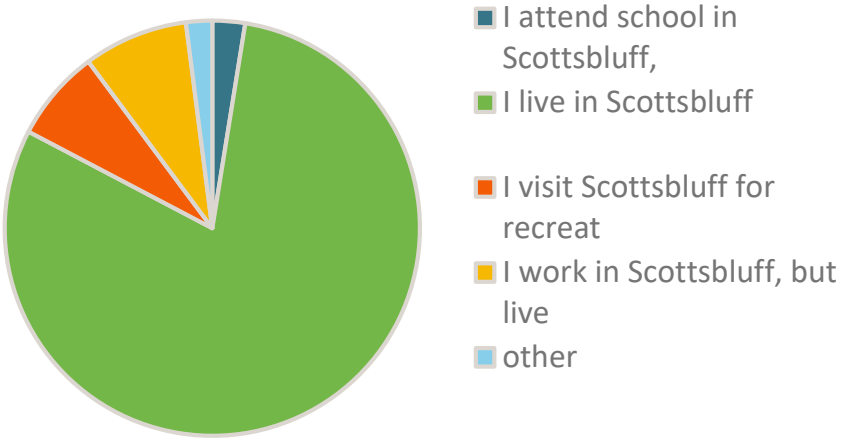
2. What is your PRIMARY mode of transportation?



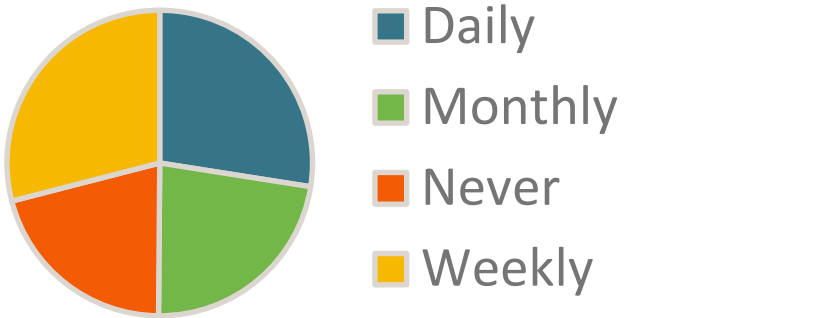
3. Please also select all other transportation modes you TYPICALLY use.

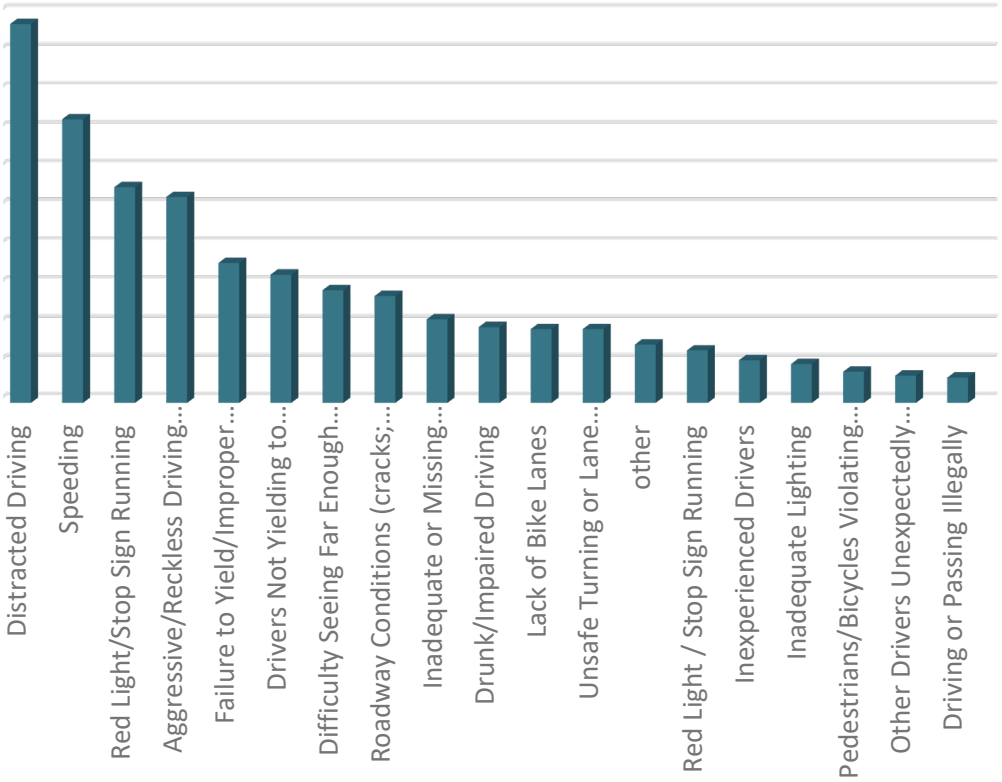


4. What is your PRIMARY connection to Scottsbluff, Nebraska? Please select one.

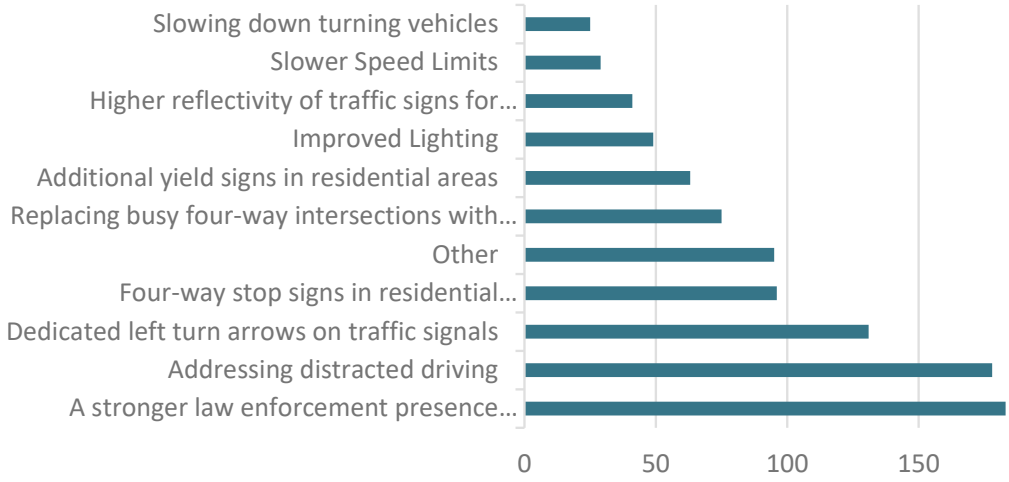


8. How often do you travel by WALKING in Scottsbluff (i.e. for work, school, shopping, recreation, etc.)?

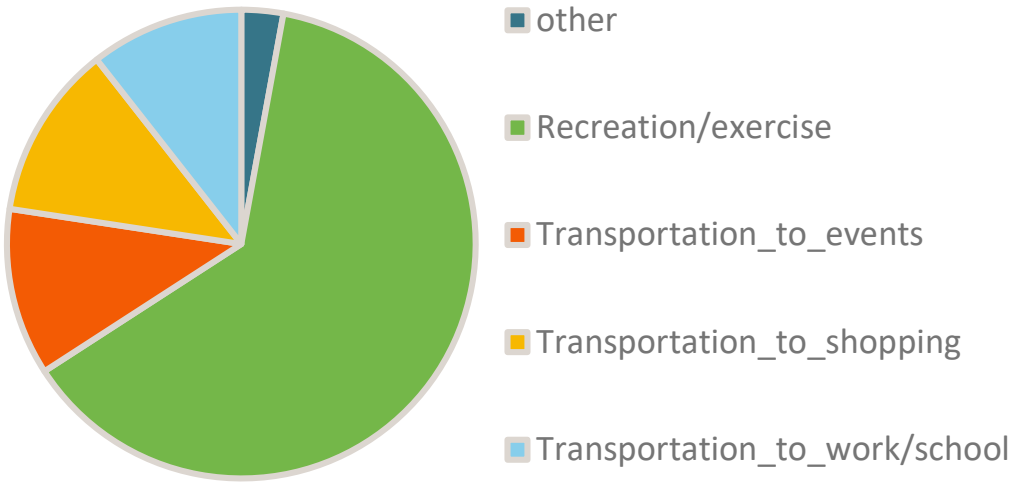




5. What are your top safety CONCERNS when traveling on Scottsbluff roads?



6. What would IMPROVE driving safety in Scottsbluff?

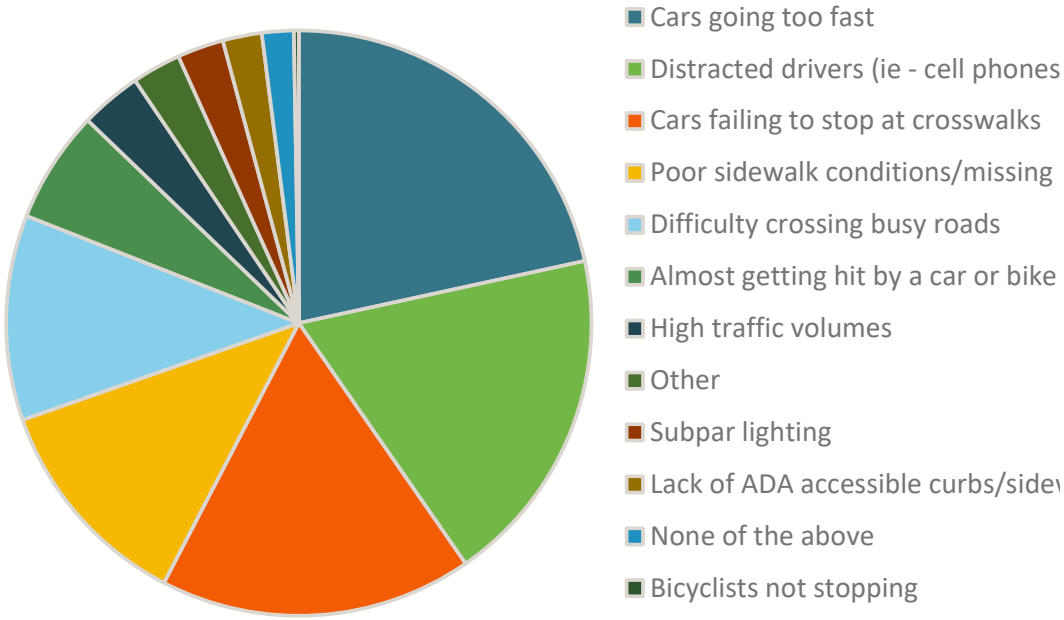


9. What do you tend to use walking for?

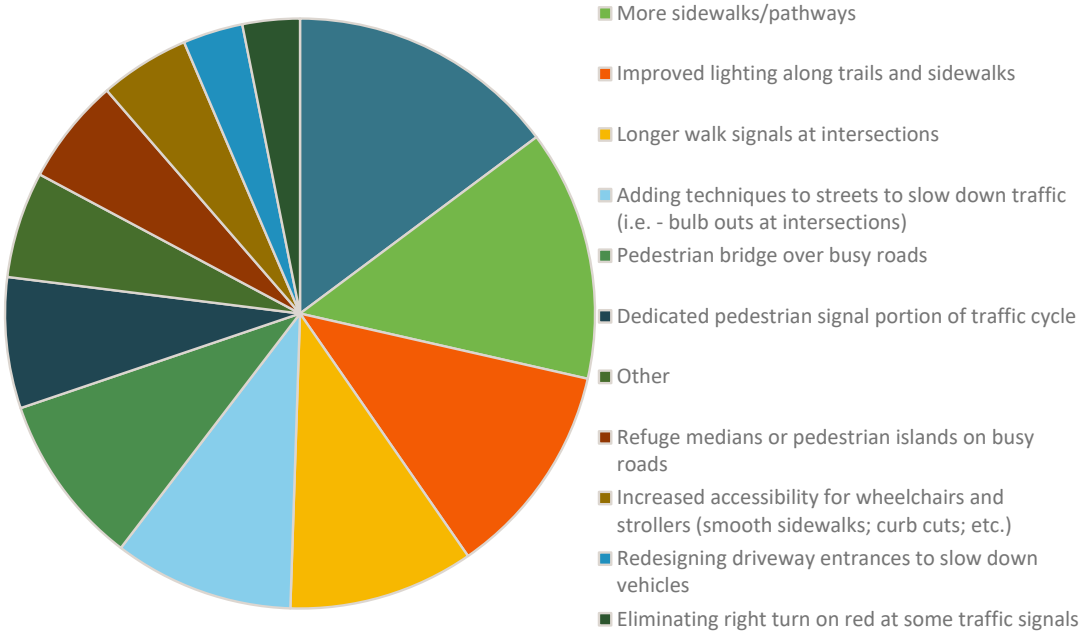
10. 10.On a scale of 1-5, how safe do you feel WALKING in Scottsbluff?

Safety Level	Counts	Total
1	13	13
2	37	74
3	121	363
4	101	404
5	39	195
AVERAGE SAFETY COUNT		
3.37		

11. Think of the times you have been a PEDESTRIAN in Scottsbluff in the last 6 months. What safety problems did you experience if any?

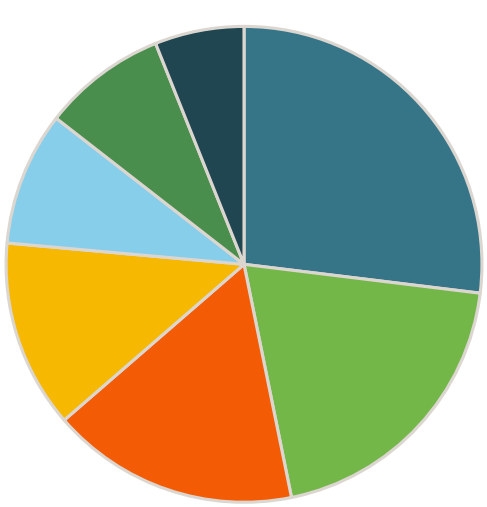


12. What would improve your safety while WALKING:



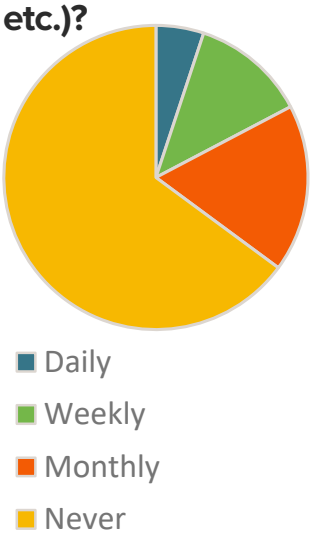
Safety Level	Counts	Total
5	11	55
4	25	100
3	49	147
2	37	74
1	16	16
AVERAGE SAFETY COUNT		
2.84		

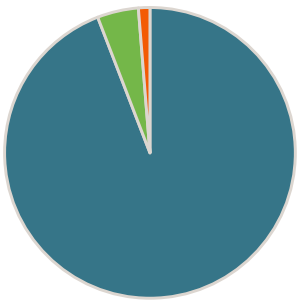
14. On a scale of 1-5, how safe do you feel bicycling in Scottsbluff?



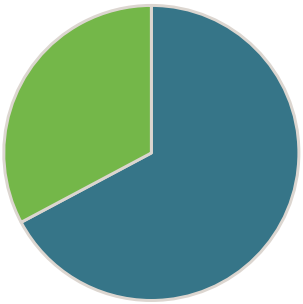
15. What would improve your safety and comfort while BIKING in Scottsbluff?

13. How often do you travel by BICYCLING in Scottsbluff (i.e. for work, school, shopping, recreation, etc.)?



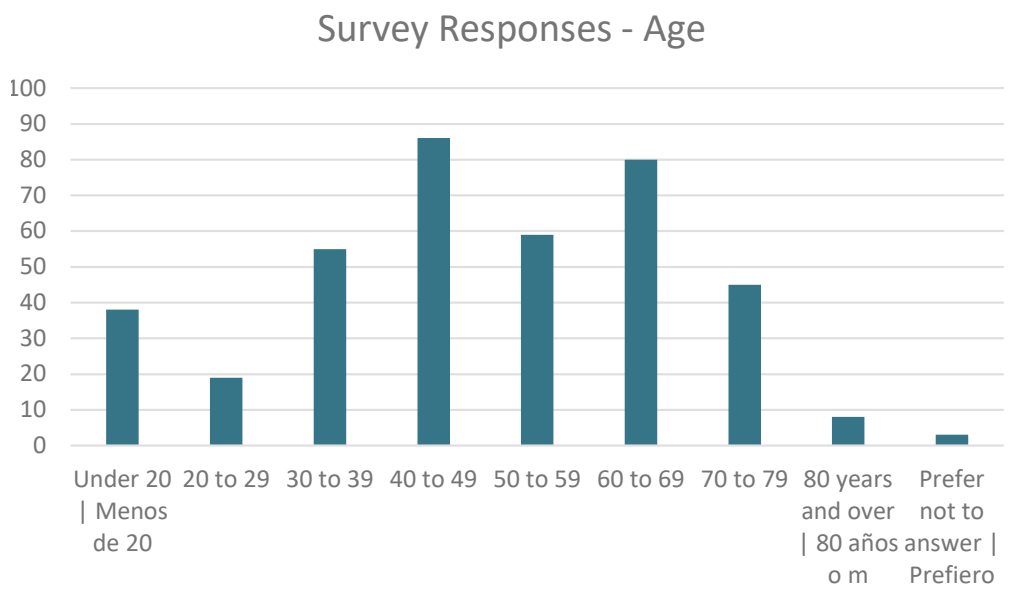


17. Do you use public transportation to get into or around Scottsbluff? (roadrunner bus, KCTS shuttle, etc)

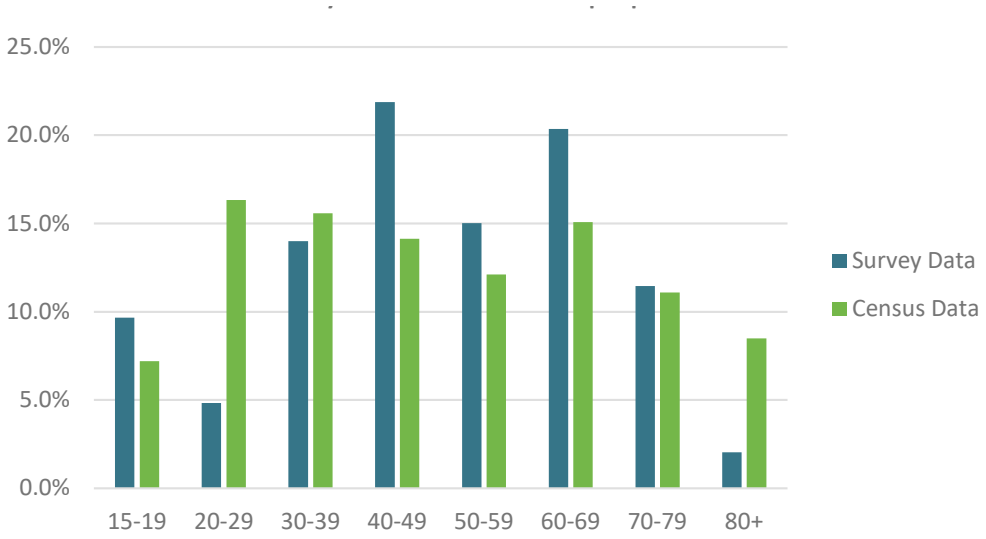


20. Have you experienced areas on Scottsbluff roadways/ pathways that need lighting upgrades?

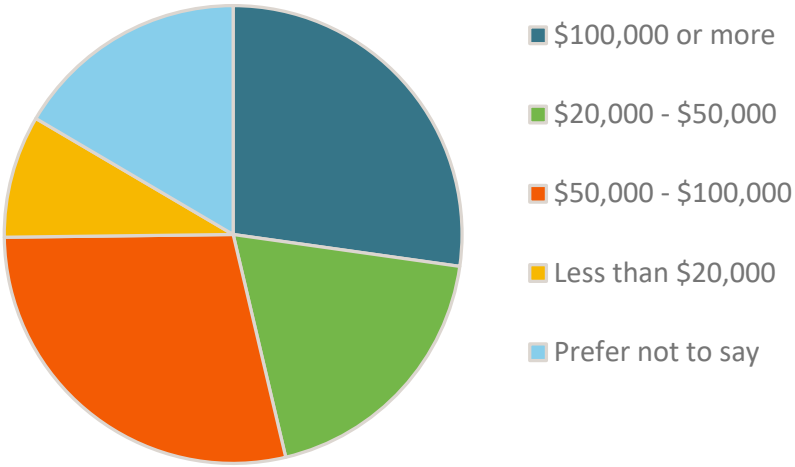
24. What is your age?

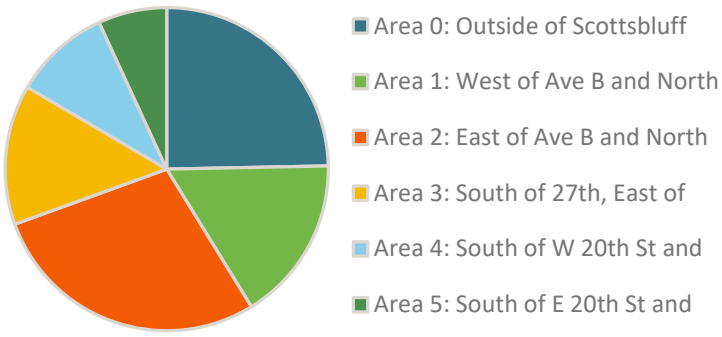


25. Help us ensure we are hearing from all ethnicities in our community.

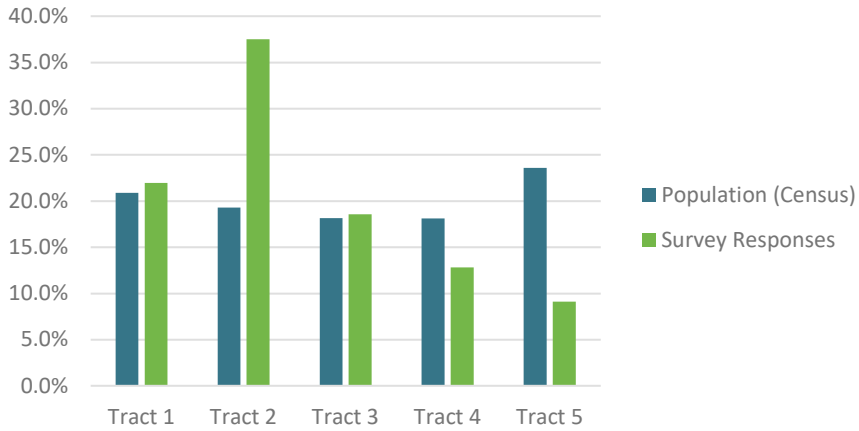


26. What income level best describes you?

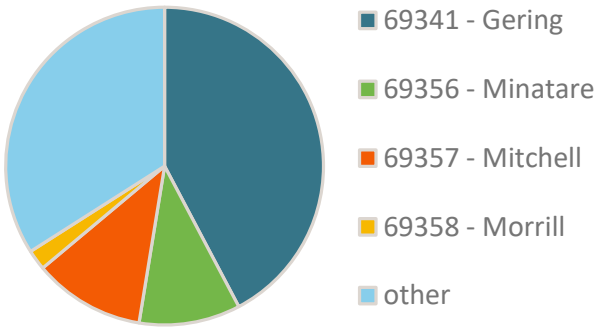




27. Where do you reside? (Area 0-5)



Proportion of Surveys vs. Actual Population



28. If "Area 0": What is your HOME zipcode?

A1.12 Free Responses to Public Input Survey

Due to space constraints, free responses are not included, however, a summary of all free response comments is provided in Chapter 2.

7. Are there any intersections in Scottsbluff where you tend to have near misses while driving? If so, where?

16. Are there parts of town where you avoid walking or bicycling for safety reasons? What makes them feel unsafe?

18. If #17 "yes/sometimes": What would improve the safety and comfort of using public transportation?

19. If #17 "no": Is there anything that would enable you to use public transportation more frequently?

21. If "yes": Which Scottsbluff roadway locations need lighting upgrades?

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

23. Please share any additional thoughts, questions, or concerns related to roadway safety in the area of Scottsbluff, Nebraska.

This page left intentionally blank