A2

collisions

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A2.1 Overview of Crash Trends (10-Year and 5-Year Review)

To understand systemic safety risks in Scottsbluff, crash data were evaluated over both a **10-year period** (2014–2023) and a **5-year period** (2019–2023). Reviewing two time horizons allows the City to identify persistent patterns while also detecting emerging trends.

Over the **10-year** analysis period (2014-2023), within the corporate limits, Scottsbluff experienced:

- Total crashes: 4,907
- Fatal crashes: 9
- Serious injury crashes: 62
- Total KSI (Fatal + Serious Injury) crashes: 71
- People killed or seriously injured (KSI persons): 9 fatalities, 128 serious injuries

During the most recent **5-year** period (2019–2023), the City experienced:

- Total crashes: 2,354
- Fatal crashes: 5
- Serious injury Crashes: 35
- Total KSI crashes: 40

Trend Summary

Crash frequency over time has shown:

- Overall crash trend: Increasing
- KSI trend: Stable
- PDO trend: Stable

While total crash counts are important, SS4A prioritization emphasizes fatal and serious injury crashes (KSI) as the primary performance measure.

Key Finding

Severe crashes are concentrated along high-volume arterial corridors, particularly US 26 and major signalized intersections.

A2.2 Crash Severity Distribution

Crash severity distribution provides insight into the relative burden of different crash types.

10-Year Severity Breakdown (ETJ Project Area)

- Property Damage Only (PDO): 4,134; 77.1%
- Possible/Minor Injury: 1,134; 21.2%
- Serious Injury: 79; 1.5%
- Fatal: 14, 0.3%

Although fatal crashes represent a small percentage of total crashes, they account for a disproportionate share of community impact and are the primary focus of Vision Zero and SS4A strategies.

Key Observation

A relatively small percentage of crashes account for the majority of severe outcomes, reinforcing the need for targeted corridor and intersection interventions.

A2.3 Contributing Factors

Crash reports were reviewed to identify primary contributing factors. The most common contributing factors in Scottsbluff include:

- Speeding
- Failure to Yield / Left Turn
- Distracted Driving
- Impaired Driving
- Red-Light Running

Contributing Factor	Percent Involved	Percent Unknown
Failure to Yield	57.0%	2.2%
Speeding	9.7%	48.4%
Impairment	14.0%	5.4%
Red Light or Stop Sign Running	20.4%	10.8%
Distracted Driving	9.7%	71.0%

Behavioral Patterns Identified

- T-bone/angle crashes are common at signalized intersections.
- Rear-end crashes occur frequently along high-volume corridors.
- Speed and distraction increase both crash frequency and crash severity.

Key Finding

The majority of severe crashes are associated with predictable, preventable behaviors—reinforcing the need for a balanced approach combining engineering, enforcement, and education.

A2.4 High-Risk Users and Vulnerable Populations Mode Involvement

Over the 10-year period:

- Crashes involving pedestrians: 51
- Crashes involving bicyclists: 36
- Crashes involving motorcycles: 15 (known for KSI crashes only)

Although pedestrians and bicyclists represent a smaller portion of total crashes, their risk of serious injury or fatality per crash is significantly higher.

Age-Based Trends - KSI Crashes

- 152 total drivers involved in KSI crashes (93 crashes)
- Youth drivers (under 20): 17 total, 11.1%
- Drivers under 25: 25 total, 16.4%
- Older drivers (65+): 33 total, 21.7%

Equity Considerations

Crash exposure and vulnerability were evaluated alongside demographic data. Areas with:

- Higher concentrations of lower-income households
- School zones
- Transit-dependent populations
- Older adults

require additional consideration in prioritizing investments.

Key Finding

Protecting vulnerable road users is central to achieving the City's Vision Zero goal.

A2.5 High Injury Network (HIN)

A High Injury Network (HIN) was developed to identify corridors and intersections that account for a disproportionate share of severe crashes.

Network Findings

- Total roadway miles evaluated: 203.8 miles
- HIN mileage (intersections): 12.3 miles
- Percent of KSI crashes occurring on HIN corridors: 96.8%

Top-ranked intersections (based on 10Y Severity-Weighted Sum):

- US-26 & East 27th Street
- 20th Street & Broadway
- US-26 & Avenue I
- US-26 & 5th Avenue

The HIN analysis confirms that severe crashes are concentrated along:

- US Highway 26
- Avenue I
- Avenue B
- 27th Street
- 20th Street
- Broadway
- 5th Avenue
- 21st Avenue
- East Overland
- South Beltline Highway

Several intersections remain high-ranked in both the 10-year and 5-year severity analyses, indicating persistent systemic risk rather than short-term fluctuation.

Key Finding

A relatively small portion of the network accounts for a large share of severe crashes, supporting corridor-based and intersection-focused interventions.

A2.6 Railroad-Related and Special Context Crashes

Railroad crossings and skewed approaches present unique operational challenges. While total crash counts at railroad crossings may be low relative to major corridors, surface condition, visibility, and delay concerns increase overall safety risk and driver frustration.

Additional context on railroad operations, crossing conditions, and related safety considerations is provided in **APPENDIX A12 – SUPPLEMENTAL ASSESSMENTS.**

A2.7 Key Collision Analysis Takeaways

The collision analysis reveals several consistent themes:

- Severe crashes are concentrated along high-volume arterial corridors.
- Signalized intersections account for a large share of injury crashes.
- Speeding, distraction, and failure to yield are dominant contributing factors.
- Vulnerable users face disproportionately severe outcomes.
- Community perceptions of high-risk locations strongly align with crash data findings.

These findings directly informed the prioritization of capital projects (J-series), programs (P-series), and policy updates (O-series) included in the Safety Action Plan.

A2.8 Top crash locations or corridors

Analysis of the High Injury Network (HIN) identifies key corridors and intersections where crashes—particularly fatal and serious injury (KSI) crashes—are concentrated. These locations reflect recurring patterns of exposure, traffic volume, and conflict, and represent the highest-priority areas for safety improvements.

Primary East–West KSI Corridors include US-26, West 27th Street, 24th Street (near Bluffs Middle School and Lincoln Heights), 20th Street, East and West Overland, and South Beltline Highway.

Primary North–South KSI Corridors include Avenue I (Highway 71), Avenue B, Broadway, 5th Avenue, 10th Avenue, and 21st Avenue.

Spatial patterns indicate that the central and southeastern portions of Scottsbluff experience a higher concentration of KSI crashes, particularly along US-26, Avenue I, Broadway, and corridors serving schools and commercial areas. Across the community, KSI crashes are disproportionately concentrated along arterial and higher-speed roadways rather than local residential streets, where lower speeds generally result in lower severity outcomes.

Intersection-level analysis further highlights critical locations. Using 10 years of crash data (2014–2023), the highest-ranked intersections include:

- US-26 & East 27th Street
- 20th Street & Broadway
- US-26 & Avenue I
- US-26 & 5th Avenue

A 5-year analysis (2019–2023) shows similar patterns, with the following intersections consistently ranking among the highest severity locations:

- South Beltline & Broadway
- West 27th Street & Avenue B
- South Beltline & 21st Avenue

These corridors and intersections represent persistent safety challenges and serve as the foundation for the project and program recommendations identified in this plan.

A2.9 Equity overlays (analyzed by demographics or geography)

An equity overlay analysis was conducted to compare crash patterns with demographic and geographic indicators, including areas identified as historically disadvantaged. This analysis highlights a concentration of crashes—particularly along local streets—within the southeast portion of Scottsbluff, where several census block groups meet criteria for higher vulnerability.

While high-crash corridors are present throughout the community, the southeast neighborhood stands out for the presence of Tier 1 and Tier 2 High Injury Network (HIN) segments on local streets, combined with factors such as incomplete sidewalk infrastructure, proximity to high-speed corridors (e.g., East Overland), and increased pedestrian exposure. These conditions contribute to elevated risk for vulnerable users in an area with fewer built-in safety redundancies.

This finding reinforces the importance of pairing corridor-level improvements with neighborhood-scale investments. Projects such as the Southeast Neighborhood Improvements (**J11**) and the Southeast Pathway Spine (**J5**) are directly responsive to these conditions, improving connectivity, reducing exposure, and addressing safety needs in areas where both crash risk and community vulnerability are present.

A2.10 Understanding Crash Density (Heat Maps)

Crash heat maps illustrate where crashes are most concentrated across Scottsbluff's transportation network. Warmer colors (yellow and dark orange) indicate higher crash density, helping to quickly identify corridors and intersections where crashes are recurring—not just isolated events.

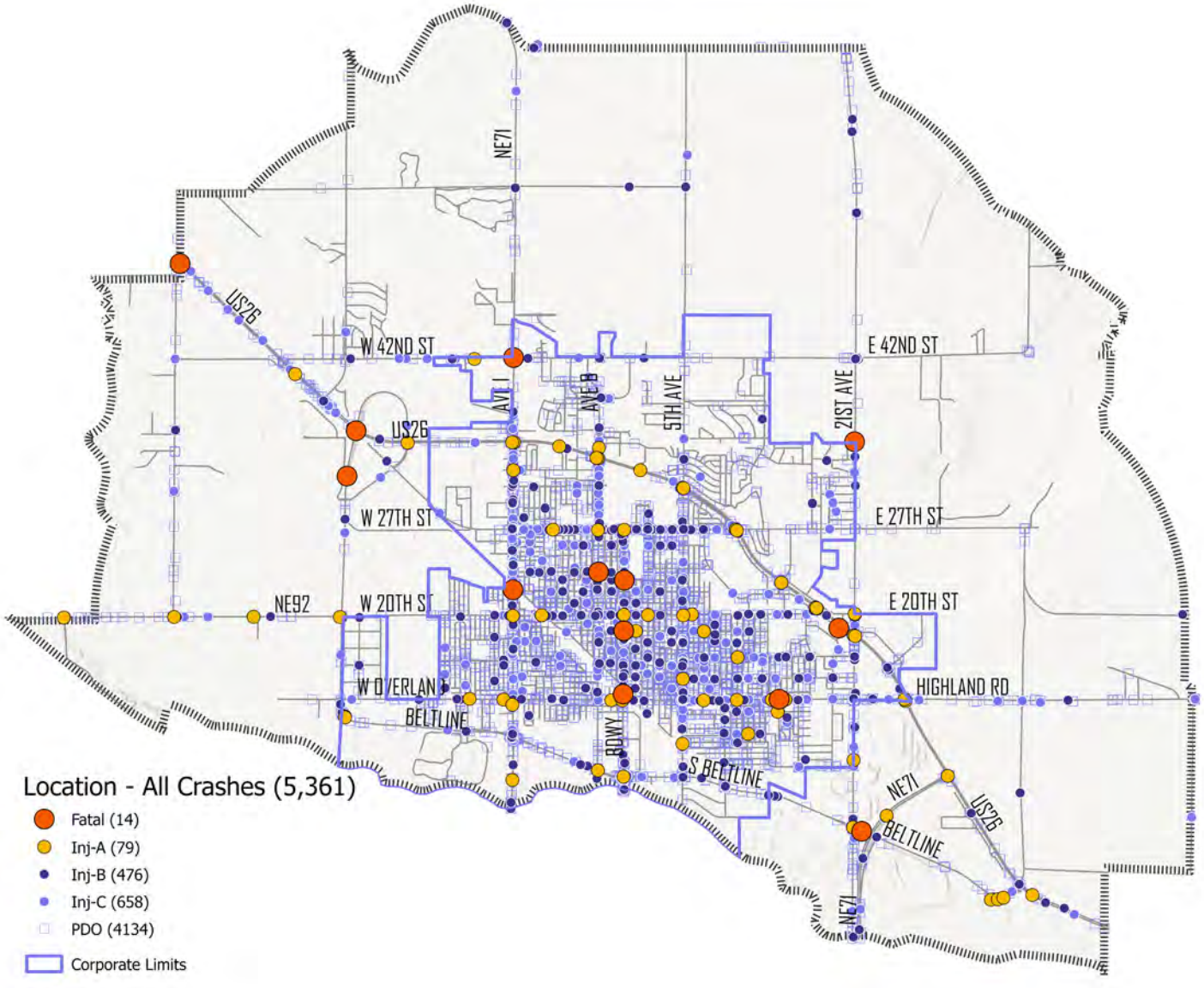
A2.11 Heat Maps and Crashes by Crash Types

While the preceding map highlights individual crashes by severity (including fatal and serious injury crashes), the heat maps provide a broader view of systemic risk by showing where crashes cluster over time. These patterns help distinguish between one-time incidents and locations with consistent safety concerns.

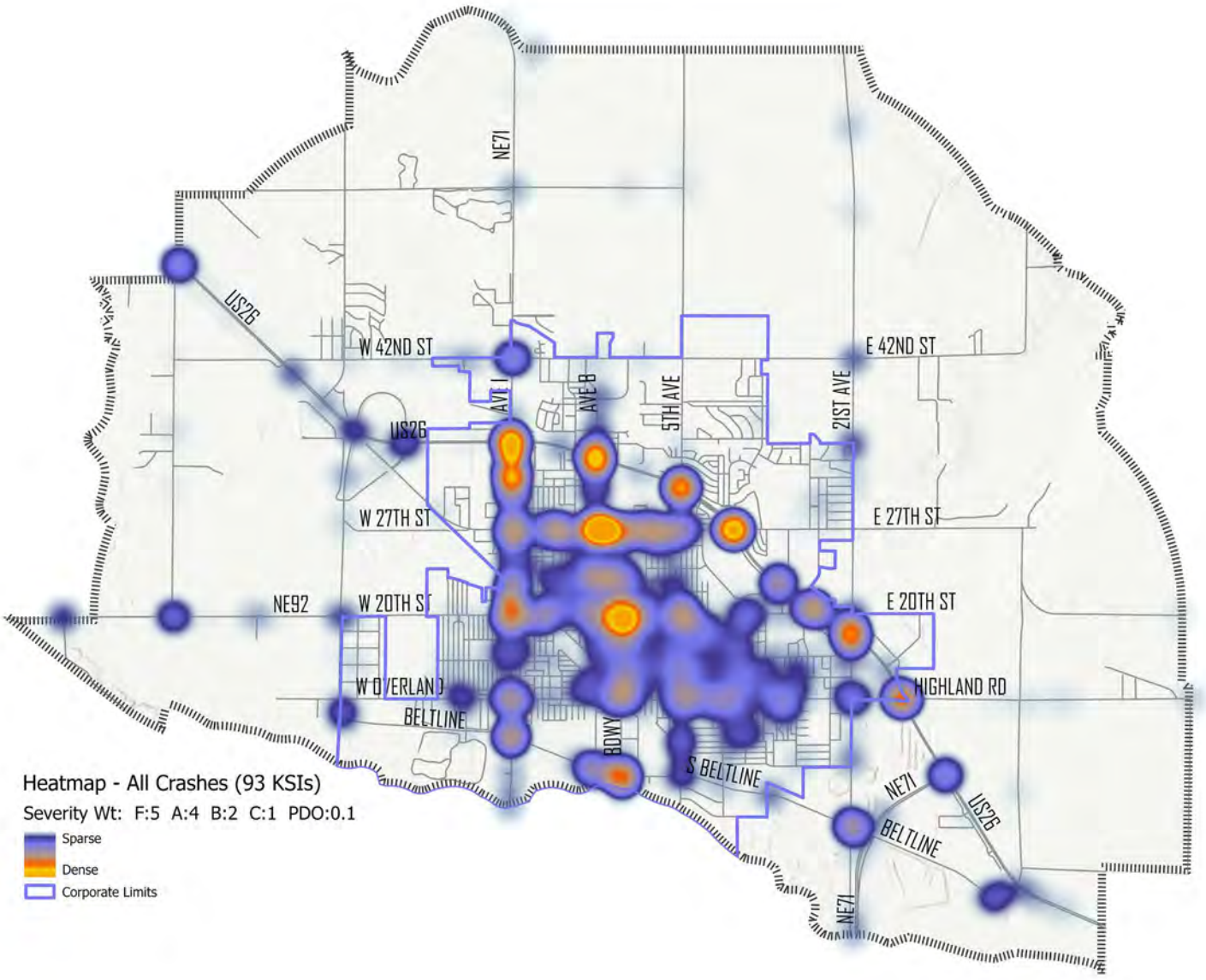
It is important to note that crash density does not always equate to crash severity. High-density areas often reflect higher traffic volumes and more conflict points, while severe crashes may also occur in lower-density locations. For this reason, heat maps are used in combination with severity analysis to identify priority areas for safety improvements.

The following pages present crash heat maps by crash type, offering additional insight into the underlying causes and patterns of crashes across the city. This information supports the development of targeted, data-driven safety strategies aligned with the Safe System approach.

> *Locations that appear consistently across multiple heat maps and severity analyses represent the highest priority candidates for safety improvements.*



All Crashes Heatmap



All Crashes Modes (2014-23)						
Mode	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Motor Vehicle in Transport	4	57	331	549	2468	**3409**
Parked Motor Vehicle	0	0	22	21	749	**792**
Single Vehicle - Pedestrian	3	5	28	13	2	**51**
Single Vehicle - Bicycle	0	1	17	10	8	**36**
Single Vehicle (non-pedestrian/bicycle)	6	16	73	54	701	**850**
Other/Unknown	1	0	5	11	206	**223**
Totals	***14***	***79***	***476***	***658***	***4134***	***5361***

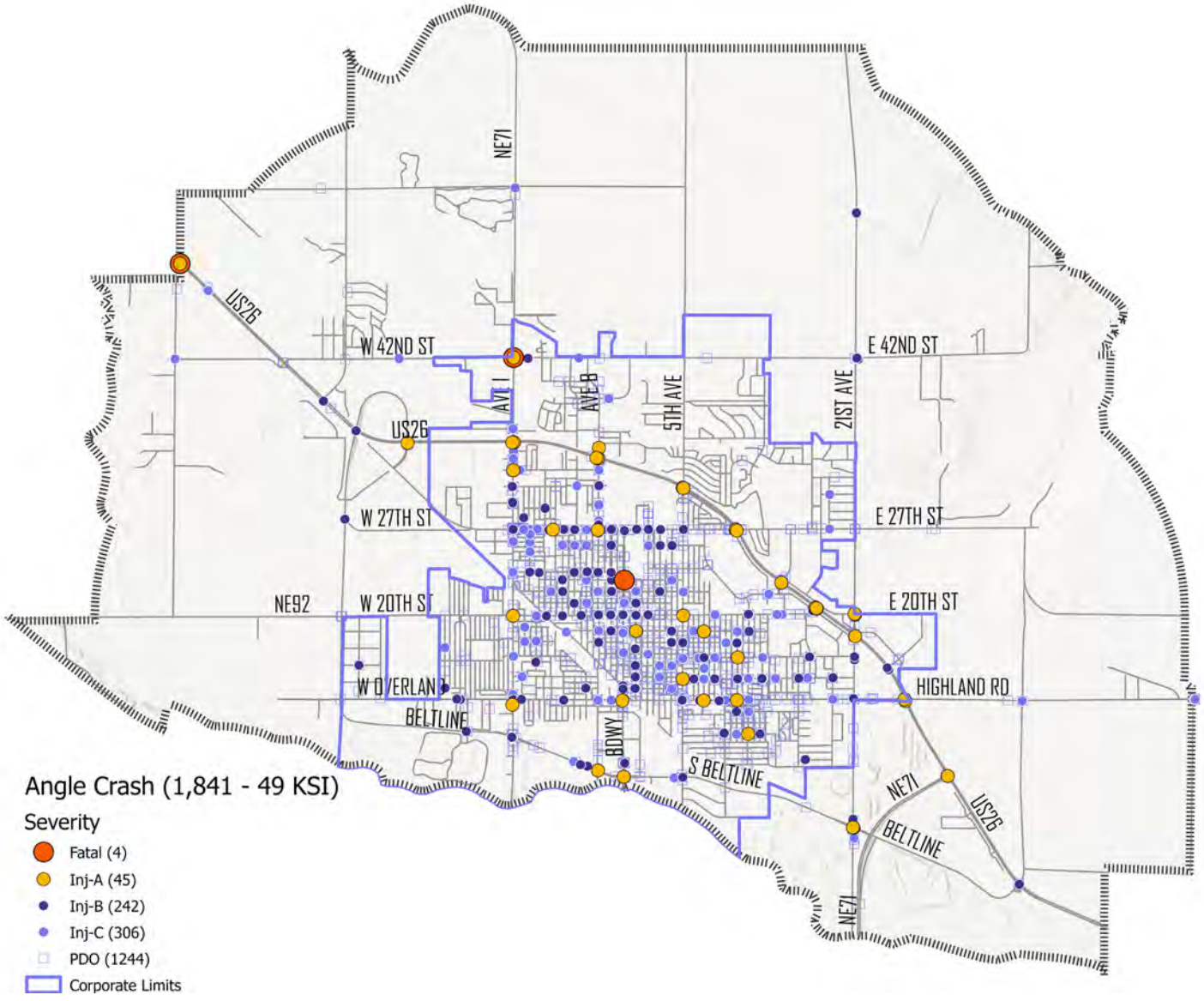
A2.11.1 Angle Crashes

1,841 Crashes, 49 KSIs

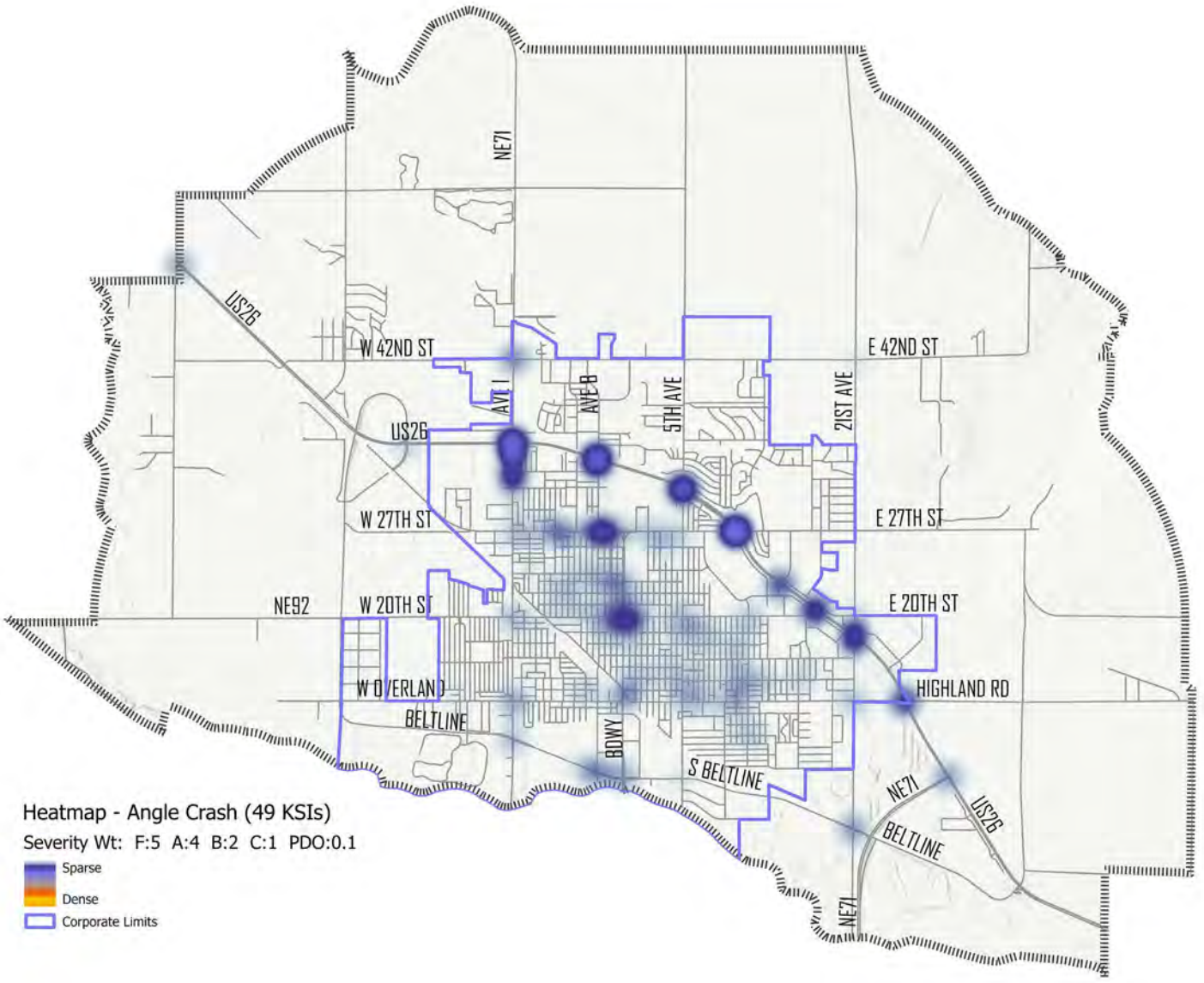
Angle crashes represent one of the most common and highest-risk crash types in Scottsbluff, with 1,841 total crashes and 49 fatal and serious injury crashes (KSIs) over the study period. These crashes typically occur at intersections and are often associated with left-turn conflicts, failure to yield, and signal or stop-control violations. While many angle crashes result in property damage only, they account for a disproportionate share of severe outcomes due to the side-impact nature of these collisions.

The crash map and heat map show strong clustering along major corridors and signalized intersections, particularly where traffic volumes and turning movements are highest. The concentration of angle crashes in these areas highlights the importance of improving intersection operations and visibility. The first harmful event data indicates that the vast majority involve collisions between moving vehicles, reinforcing the need for countermeasures such as protected turn phases, improved signal timing, high-visibility crosswalks, and enhanced intersection control to reduce conflict points and crash severity.

> *Angle crashes are concentrated at high-volume intersections and are a leading contributor to serious injuries—making intersection-focused improvements a top safety priority.*



Angle Crashes Heatmap



Angles Crashes First Harmful Event (2014-23)						
FHE	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Motor Vehicle in Transport	4	45	236	304	1170	**1759**
Parked Motor Vehicle	0	0	6	2	73	**81**
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0	0	0	0	1	**1**
Totals	***4***	***45***	***242***	***306***	***1244***	**1841**

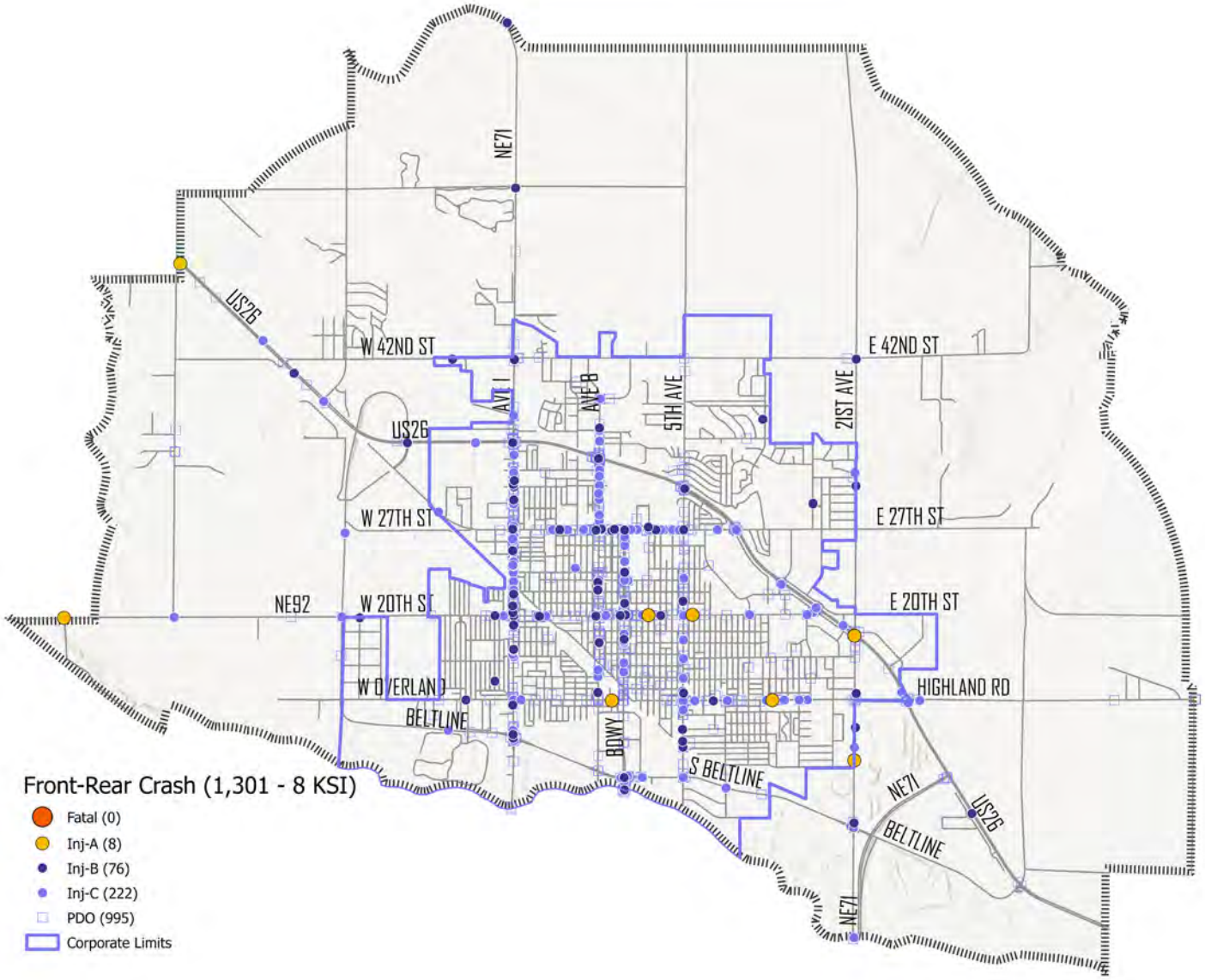
A2.11.2 Front-Rear Crashes
1,301 Crashes, 8 KSIs

Front-rear crashes account for 1,301 total crashes in Scottsbluff, but only 8 fatal and serious injury crashes (KSIs), indicating that while frequent, they are generally lower in severity. These crashes are typically associated with following too closely, sudden stopping, and congestion-related conditions, particularly along higher-volume corridors and near signalized intersections.

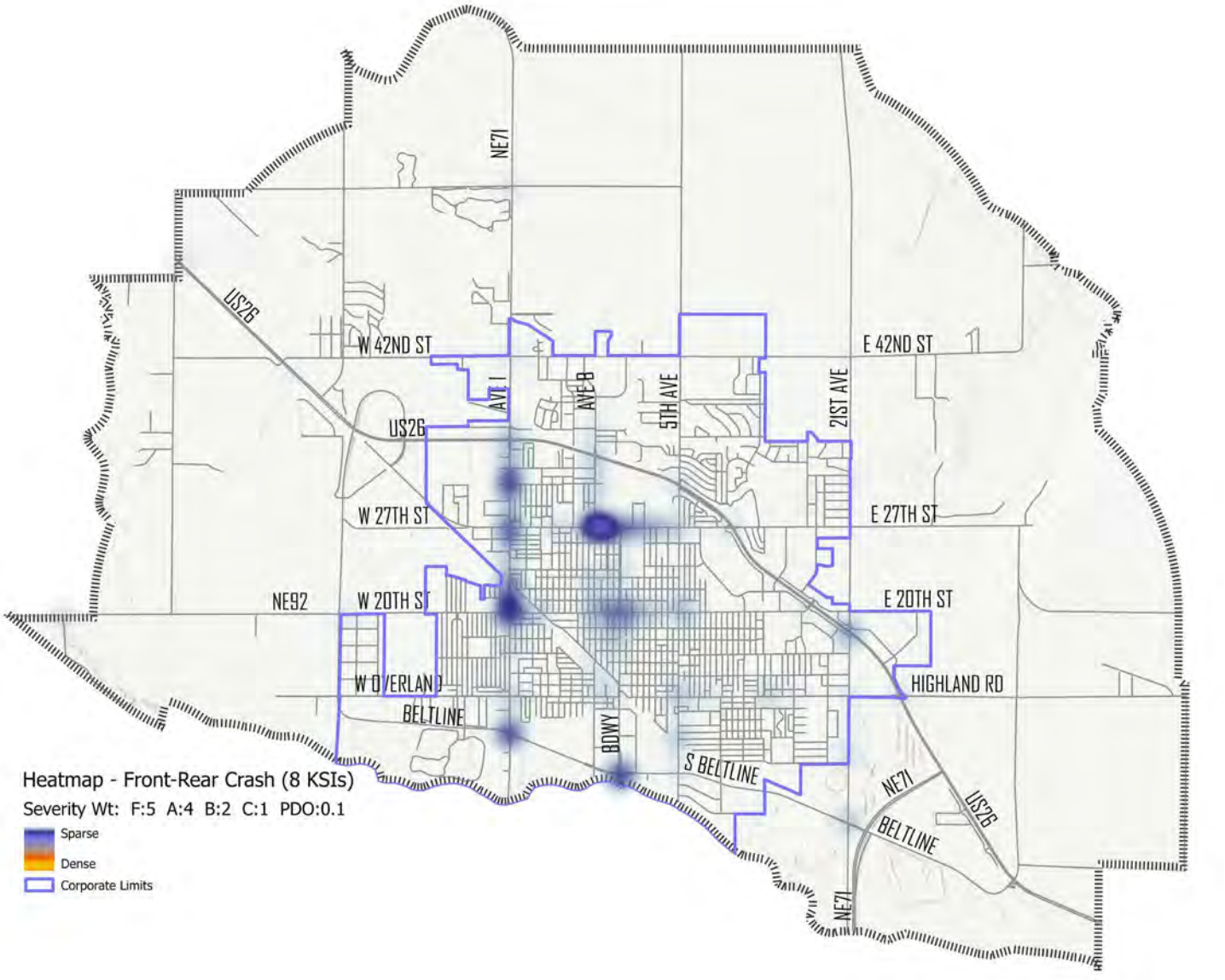
The crash map and heat map show concentrations along major routes where traffic queues and turning movements are common. The first harmful event data confirms that most front-rear crashes involve vehicle-to-vehicle contact with relatively low injury severity. While these crashes are less likely to result in serious injuries, their frequency contributes to overall system inefficiency and can indicate operational issues such as signal timing, access density, or driver expectancy.

Targeted improvements such as signal coordination, access management, improved signage, and speed management can help reduce the occurrence of these crashes.

> *Front-rear crashes are frequent but typically less severe, often signaling congestion and operational issues rather than high-risk crash conditions.*



Front-Rear Crashes Heatmap



Front-Rear Crashes First Harmful Event (2014-23)						
FHE	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Motor Vehicle in Transport	0	8	73	219	971	**1271**
Parked Motor Vehicle	0	0	3	3	24	**30**
Totals	***0***	***8***	***76***	***222***	***995***	**1301**

A2.11.3 Single Vehicle Crashes

1,519 Crashes, 31 KSIs

Single vehicle crashes account for 1,519 total crashes in Scottsbluff, including 31 fatal and serious injury crashes (KSIs), representing a higher severity rate compared to many other crash types. These crashes typically involve a vehicle leaving the roadway and striking a fixed object, overturning, or otherwise losing control. Common contributing factors include speed, impairment, weather conditions, and roadway characteristics such as curves, shoulders, and roadside hazards.

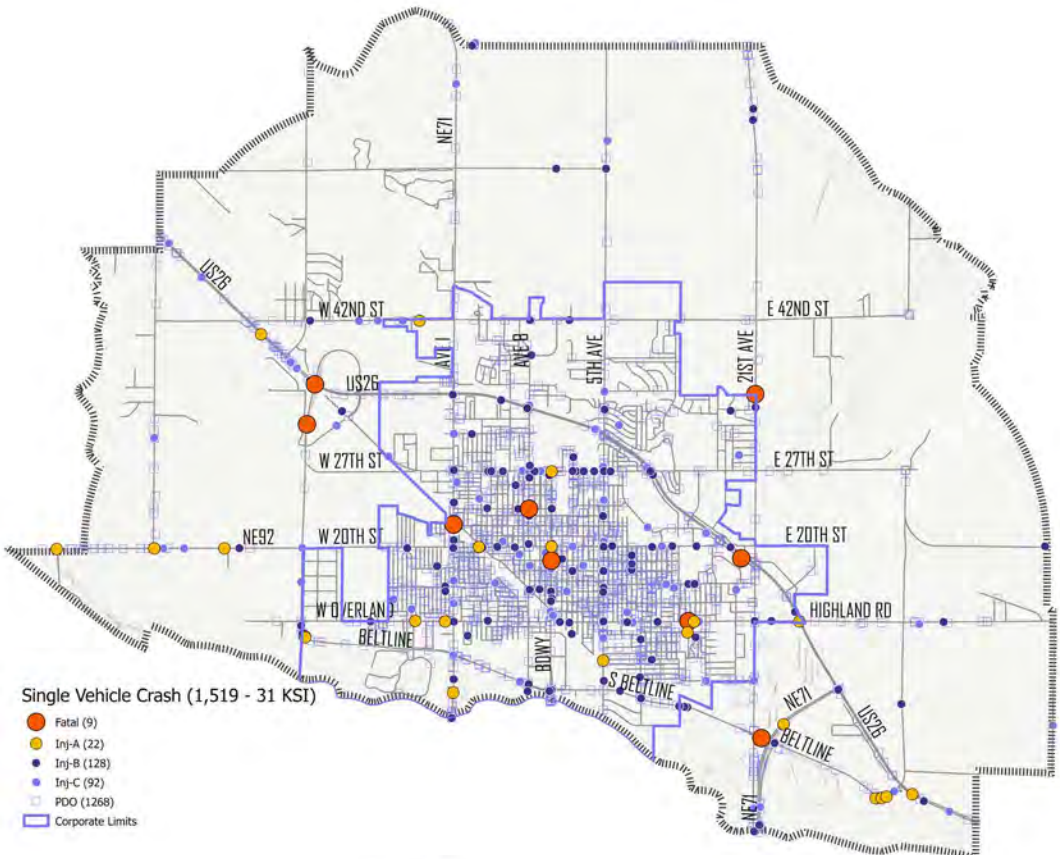
The crash map and heat map show that single vehicle crashes are more dispersed than other crash types but tend to cluster along higher-speed corridors and at the edges of the developed area. The first harmful event data indicates that many crashes involve collisions with fixed objects such as poles, utility supports, fences, and ditches, reinforcing the role of roadside conditions in crash outcomes. Effective countermeasures may include speed management, improved delineation and signage, shoulder and clear zone enhancements, and targeted roadway design improvements to reduce the likelihood and severity of run-off-road crashes.

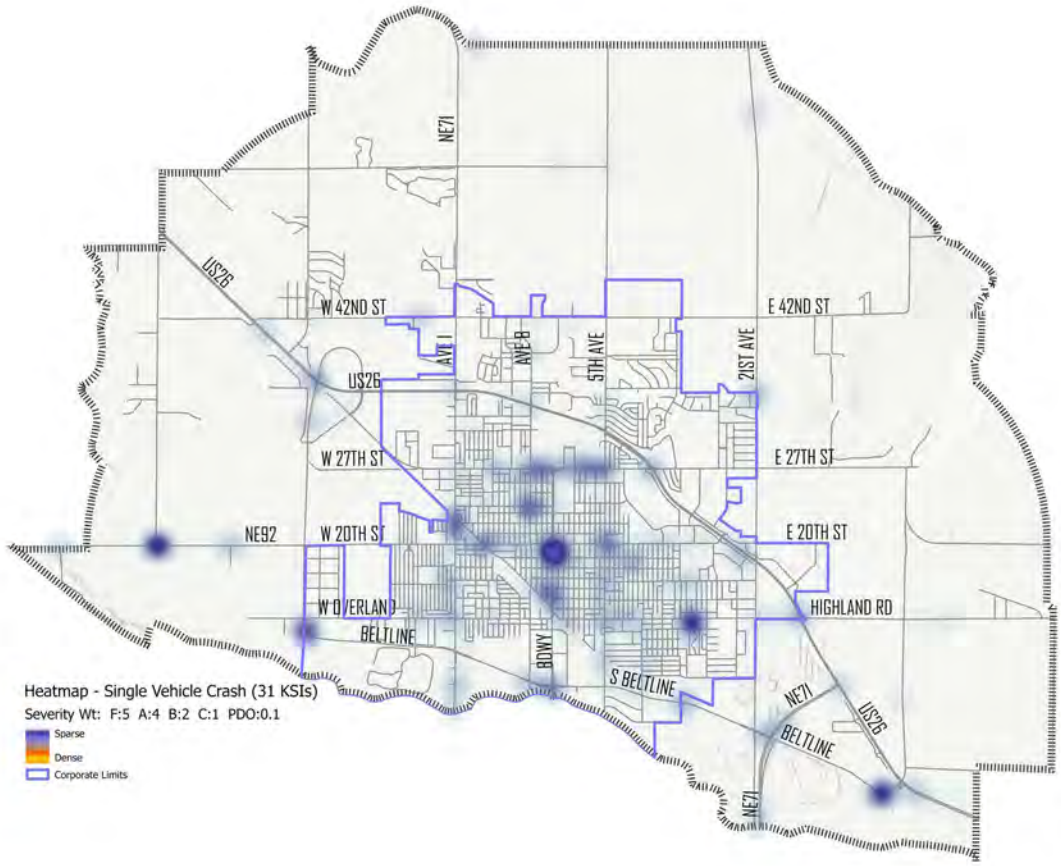
Single vehicle crashes are less concentrated but more severe, often linked to speed and roadside hazards along higher-speed corridors.

Single Vehicle Crashes First Harmful Event (2014-23)

FHE	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Animal (Live)		1	1	5	119	**126**
Bridge Pier or Support					1	**1**
Bridge Rail			2		13	**15**
Cable Barrier		1			4	**5**
Cargo/Equipment Loss or Shift					2	**2**
Culvert		1	3		2	**6**
Curb	1			3	14	**18**
Ditch			3	2	23	**28**
Embankment		1	1	2	2	**6**
Fell/Jumped from Motor Vehicle		1				**1**
Fence			7	1	60	**68**
Fire/Explosion					2	**2**
Guardrail End Terminal					1	**1**
Guardrail Face		1	3		8	**12**
Immersion, Full or Partial					1	**1**
Jackknife					2	**2**
Mailbox			2		10	**12**
Other Fixed Object (wall, building, tunnel, etc.)	1		8	6	65	**80**
Other Non-Collision			4	4	5	**13**
Other Non-Fixed Object	1		3	1	50	**55**
Other Post, Pole, or Support		2	3	3	47	**55**
Overturn/Rollover	2	3	13	13	35	**66**
Parked Motor Vehicle			10	15	557	**582**
Pedalcycle		1	17	10	8	**36**
Pedestrian	3	5	28	13	2	**51**
Railway Vehicle (train, engine)				1	1	**2**
Strikes Object at Rest from MV in Transport					1	**1**
Traffic Sign Support		3	5	3	123	**134**
Tree (standing)		1	3		25	**29**
Utility Pole/Light Support	1	1	12	10	84	**108**
Work Zone/Maintenance Equipment					1	**1**
Totals	***9***	***22***	***128***	***92***	***1268***	**1519**

Single Vehicle Crashes and Heatmap



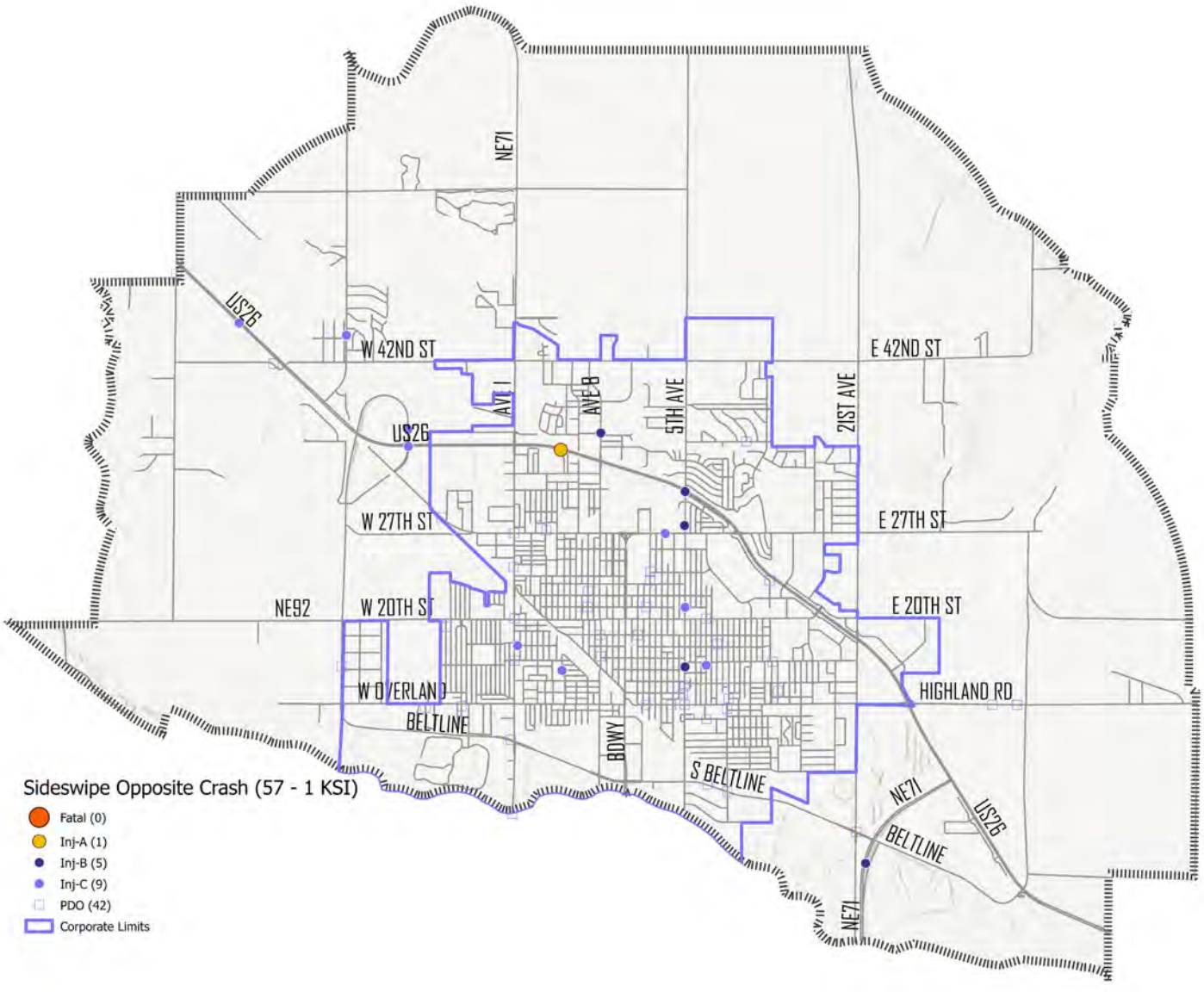


A2.11.4 Sideswipe Opposite Crashes 57 Crashes, 1 KSIs

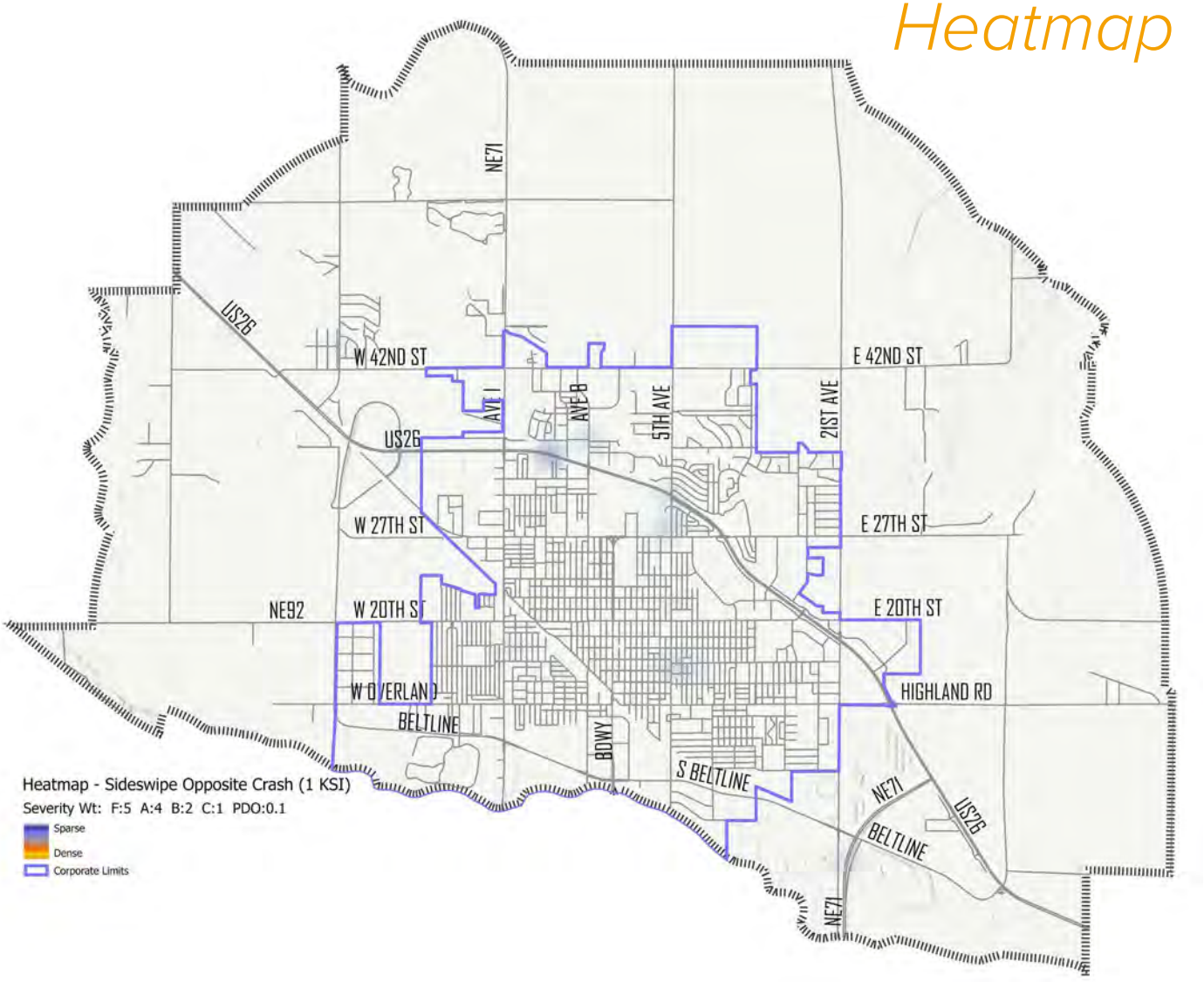
Sideswipe opposite-direction crashes are relatively uncommon in Scottsbluff, with 57 total crashes and only 1 fatal or serious injury crash (KSI) over the study period (2014-2023). These crashes typically occur when vehicles traveling in opposite directions encroach into the opposing lane, often due to improper passing, lane drift, or loss of control.

The crash map and heat map show these incidents are dispersed across the network, with occasional clustering along higher-speed or undivided corridors where opposing traffic is in close proximity. The first harmful event data indicates that most involve vehicle-to-vehicle contact with limited severity. While infrequent, these crashes can be serious when they occur at higher speeds. Potential countermeasures include centerline delineation, edge line striping, speed management, and targeted corridor treatments to reinforce lane discipline and reduce the likelihood of crossover conflicts.

> *Sideswipe opposite crashes are rare but often linked to lane departure on higher-speed, undivided roadways.*



Sideswipe Opposite Crashes Heatmap



Sideswipe (Opposite) Crashes First Harmful Event (2014-23)						
FHE	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Cargo/Equipment Loss or Shift	0	0	0	0	1	**1**
Motor Vehicle in Transport	0	1	5	9	36	**51**
Parked Motor Vehicle	0	0	0	0	4	**4**
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0	0	0	0	1	**1**
Totals	***0***	***1***	***5***	***9***	***42***	**57**

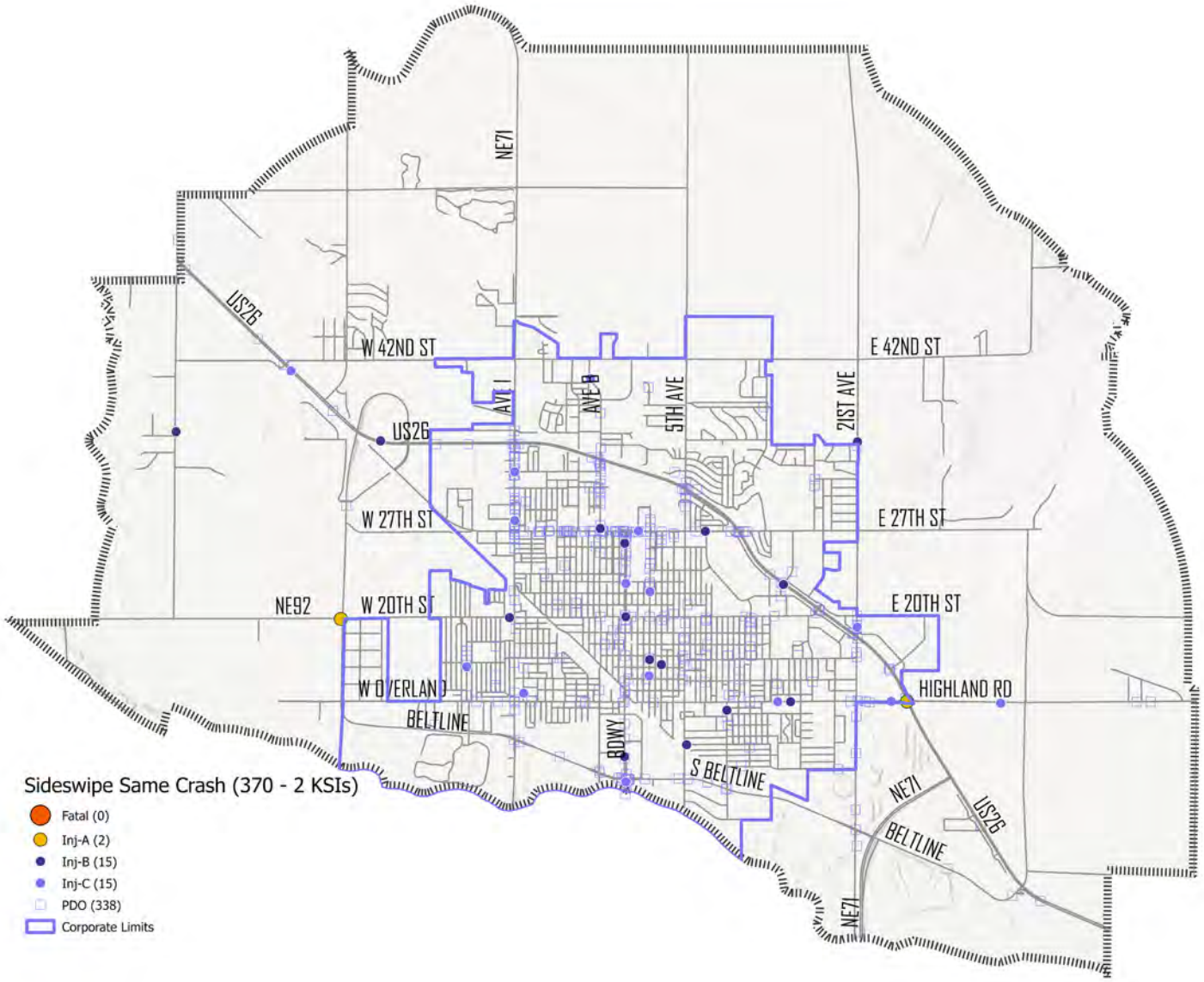
A2.11.5 Sideswipe (Same) Crashes 370 Crashes, 2 KSIs

Sideswipe crashes involving vehicles traveling in the same direction account for 370 total crashes in Scottsbluff, with only 2 fatal or serious injury crashes (KSIs), indicating generally low severity outcomes. These crashes typically occur during lane changes, merging, or when drivers fail to maintain their lane position, often in areas with multiple lanes, turning movements, or higher traffic volumes.

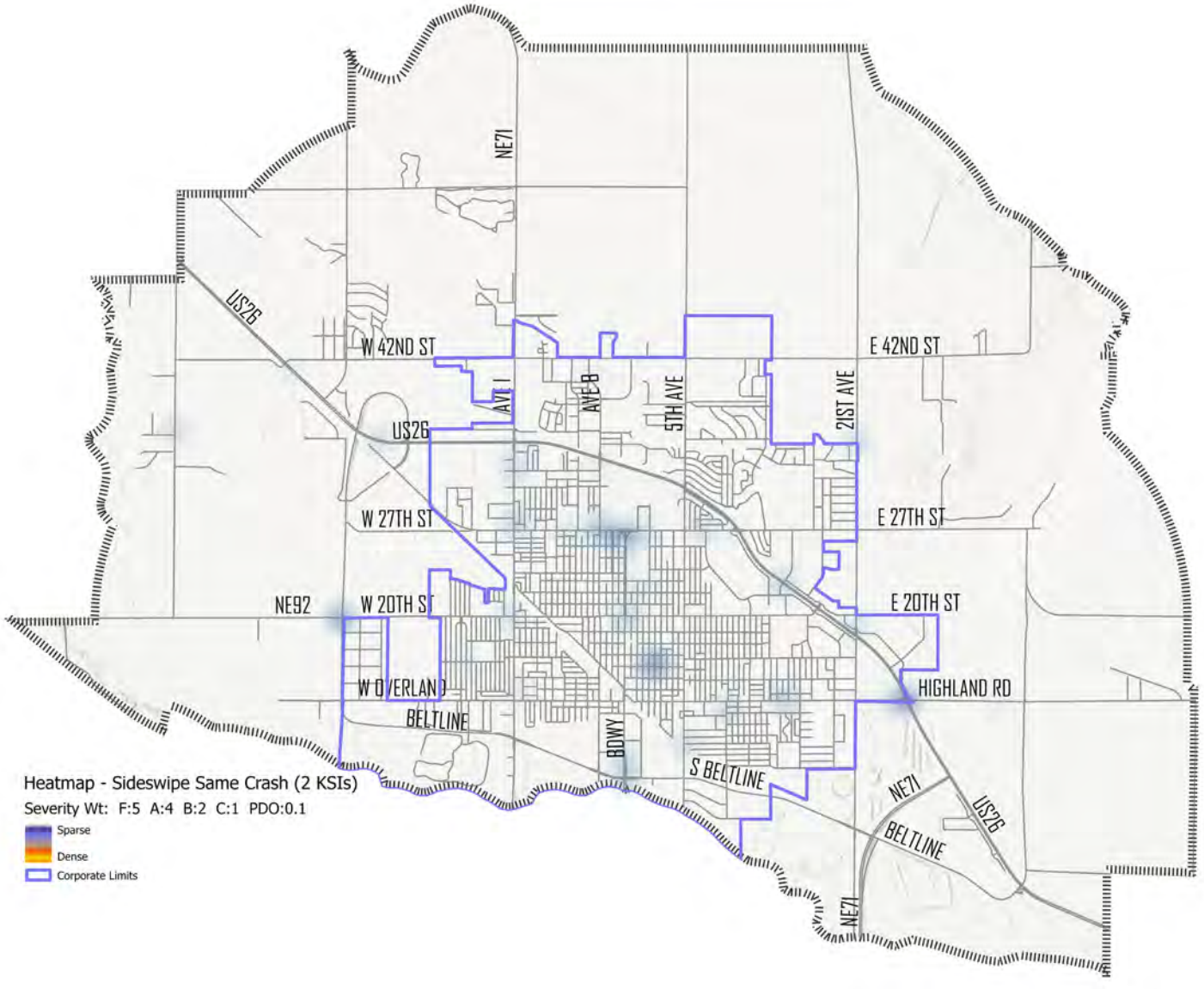
The crash map and heat map show these crashes are concentrated along major corridors and multi-lane roadways, where traffic density and lane-changing activity are greatest. The first harmful event data confirms that most involve vehicle-to-vehicle contact with limited injury severity. While not typically severe, these crashes can indicate issues related to lane clarity, driver expectancy, and corridor operations.

Potential countermeasures include improved lane markings, access management, turn lane delineation, and corridor design strategies that reduce unnecessary weaving and conflict points.

Sideswipe same-direction crashes are common on multi-lane corridors and are typically linked to lane changes and merging behavior.



Sideswipe (Same) Crashes Heatmap



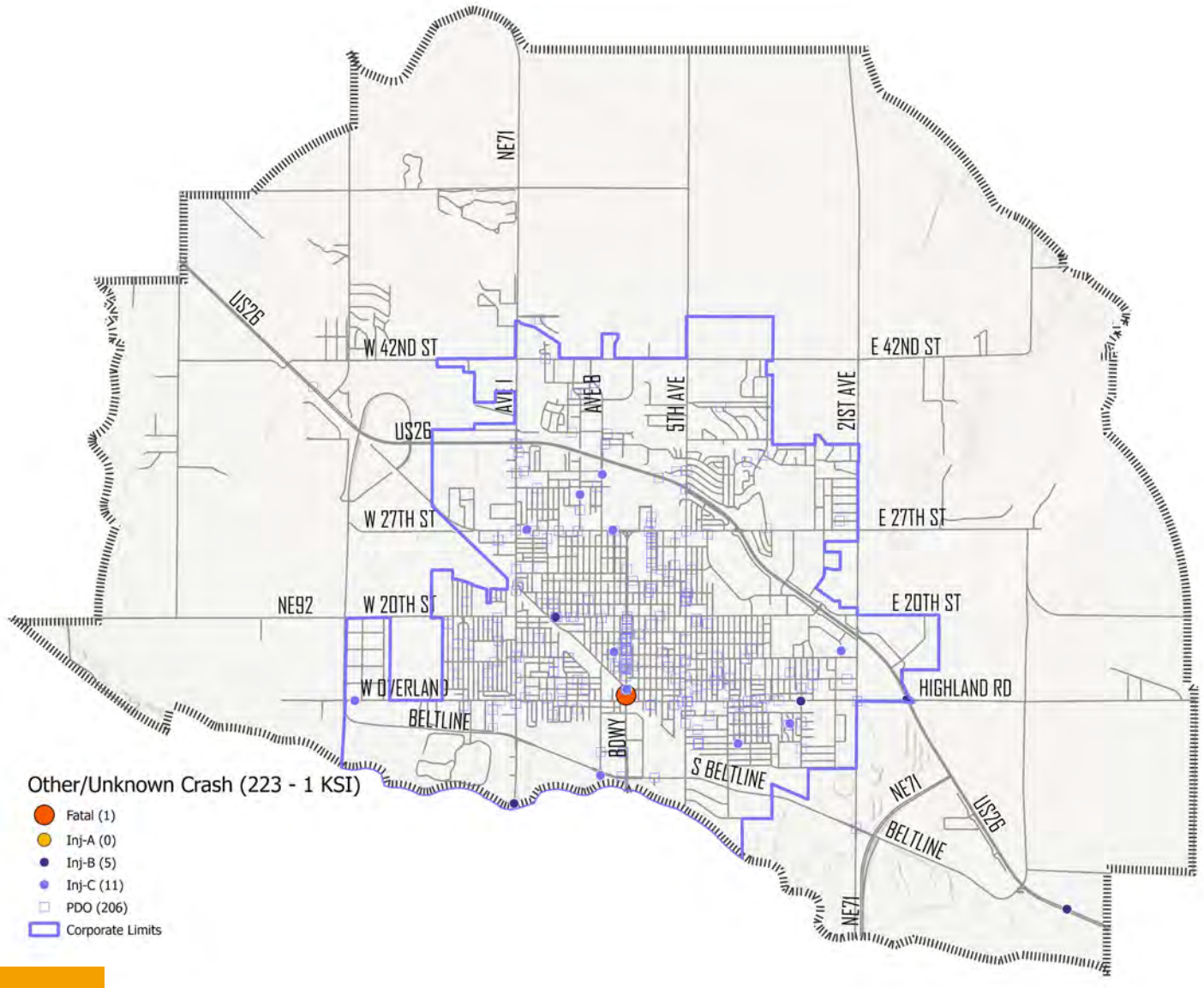
Sideswipe (Same) Crashes First Harmful Event (2014-23)						
FHE	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Motor Vehicle in Transport	0	2	12	14	267	**295**
Parked Motor Vehicle	0	0	2	1	71	**74**
Work Zone/Maintenance Equipment	0	0	1	0	0	**1**
Totals	***0***	***2***	***15***	***15***	***338***	**370**

A2.11.6 Other / Unknown Crashes 223 Crashes, 1 KSIs

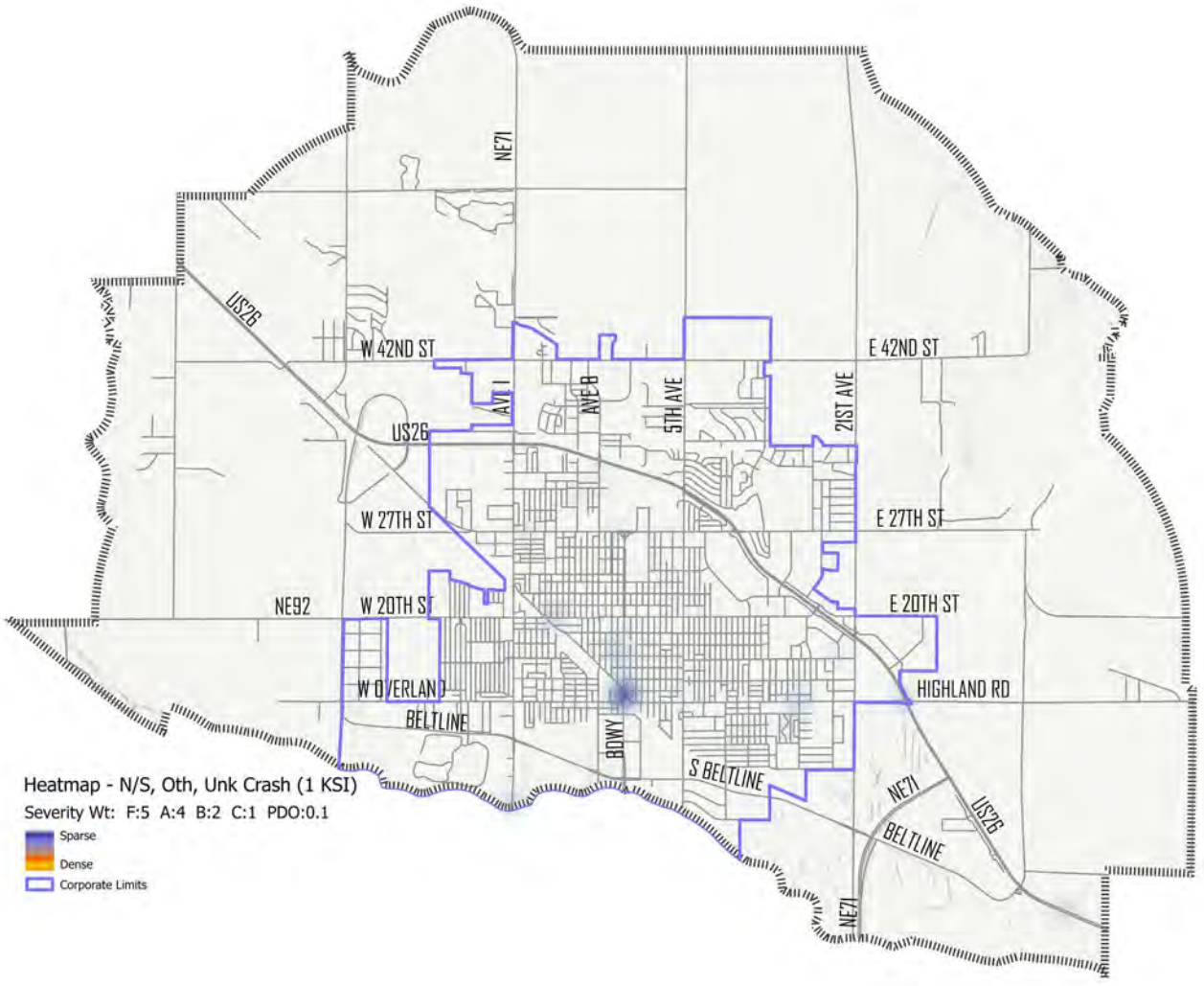
Crashes categorized as “Other” or “Unknown” account for 223 total crashes in Scottsbluff, including 1 fatal or serious injury crash (KSI). These crashes include incidents that do not fit standard collision categories or where sufficient detail was not recorded to classify the crash type. As a result, this category represents a mix of conditions and contributing factors.

The crash map and heat map show a relatively dispersed pattern with no strong clustering, reflecting the varied nature of these incidents. The first harmful event data indicates a mix of vehicle-related and miscellaneous impacts, with the majority resulting in property damage only. While these crashes provide less actionable insight individually, they still contribute to overall system risk and underscore the importance of continued data quality improvements and consistent reporting. Safety strategies for these crashes are generally addressed through broader system-wide improvements, including roadway design consistency, driver awareness, and ongoing monitoring.

> *“Other/Unknown” crashes are diverse and dispersed, reinforcing the need for consistent data collection and system-wide safety improvements.*



Other/Unknown Crashes Heatmap



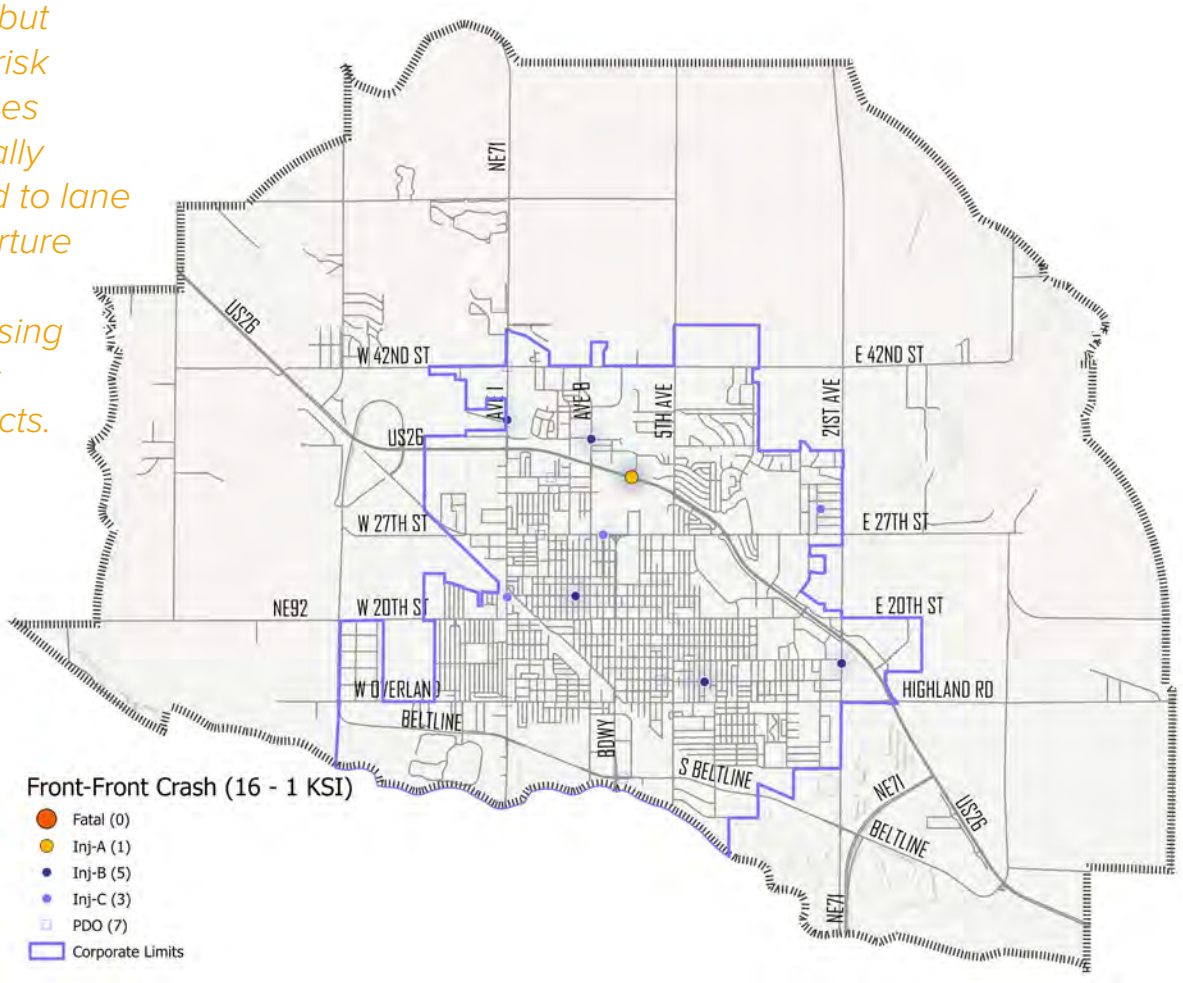
Other/Unknown/Non-Specified Crashes First Harmful Event (2014-23)						
FHE	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Motor Vehicle in Transport	0	0	5	11	152	**168**
Parked Motor Vehicle	0	0	0	0	52	**52**
Railroad - Train and Pedestrian	1	0	0	0	0	**1**
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0	0	0	0	1	**1**
Work Zone/Maintenance Equipment	0	0	0	0	1	**1**
Totals	***1***	***0***	***5***	***11***	***206***	**223**

A2.11.7 Front-Front Crashes
16 Crashes, 1 KSIs

Front-front crashes are among the least common crash types in Scottsbluff, with 16 total crashes and 1 fatal or serious injury crash (KSI) over the study period (2014-2023). These crashes typically occur when a vehicle crosses the centerline into opposing traffic, often due to loss of control, distraction, impairment, or passing maneuvers.

The crash map shows these incidents are rare and widely dispersed, with no strong clustering pattern. Despite their low frequency, front-front crashes can result in severe outcomes due to the combined speeds of opposing vehicles. The first harmful event data confirms most involve direct vehicle-to-vehicle impact. Preventative strategies focus on maintaining lane discipline and reducing crossover risk through measures such as centerline delineation, speed management, and targeted treatments on higher-speed or undivided roadways.

Rare but high-risk crashes typically linked to lane departure and opposing traffic conflicts.



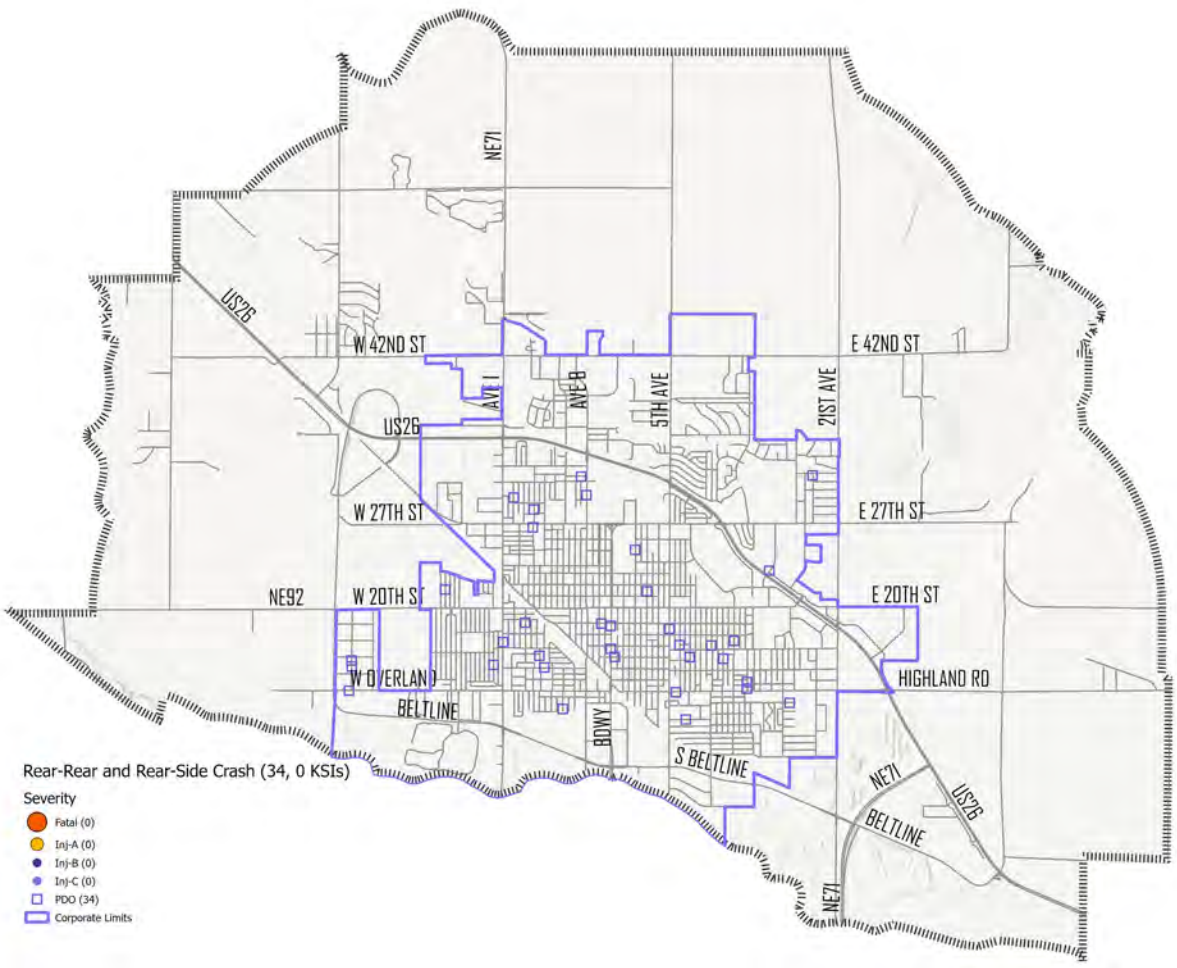
Front-Front Crashes First Harmful Event (2014-23)						
FHE	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Motor Vehicle in Transport	0	1	4	3	6	**14**
Parked Motor Vehicle	0	0	1	0	1	**2**
Totals	***0***	***1***	***5***	***3***	***7***	**16**

A2.11.8 Rear-Rear and Rear-Side Crashes 34 PDO Crashes, 0 KSIs

Rear-rear and rear-side crashes are relatively infrequent, with 34 total crashes and no fatal or serious injury crashes (KSIs) recorded (2014-2023). These crashes generally occur at low speeds and are often associated with parking maneuvers, queuing conditions, or constrained spaces such as intersections, driveways, or parking areas.

The crash map indicates a dispersed pattern with minor clustering in more developed areas where vehicle interactions are more frequent. The first harmful event data shows these crashes are overwhelmingly property damage only, reflecting their lower severity. While not a primary safety concern in terms of serious injuries, these crashes may indicate localized operational or access issues. Improvements such as clearer pavement markings, access management, and improved visibility can help reduce their occurrence.

> *Low-speed, low-severity crashes often tied to parking, access, and tight maneuvering conditions.*



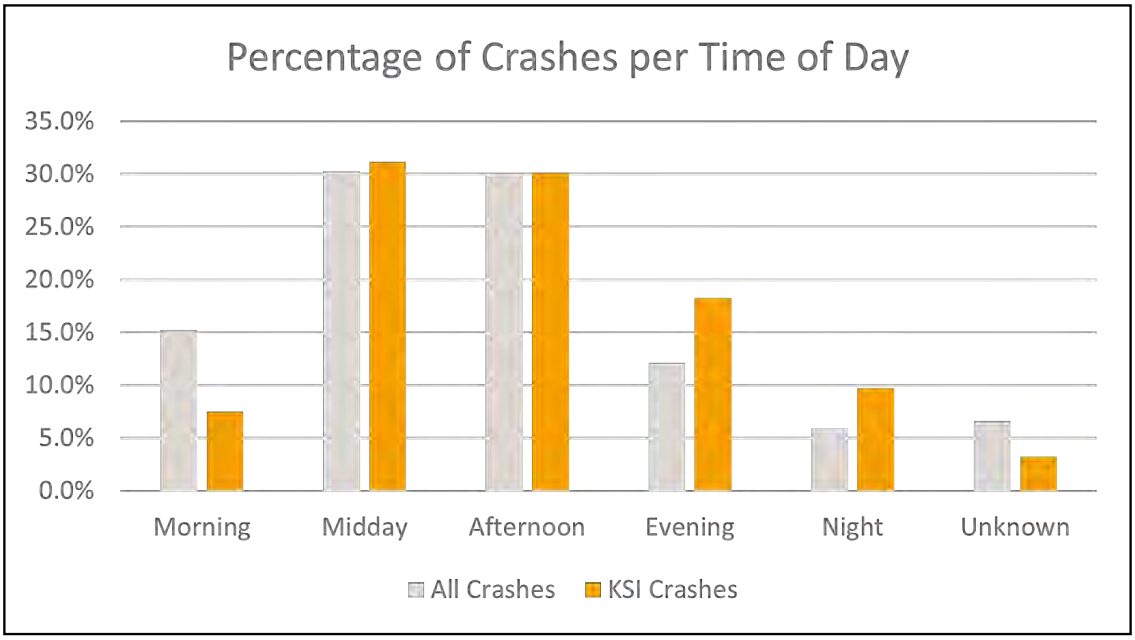
Rear-Rear and Rear-Side Crashes First Harmful Event (2014-23)						
FHE	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Motor Vehicle in Transport	0	0	0	0	15	**15**
Parked Motor Vehicle	0	0	0	0	19	**19**
Totals	***0***	***0***	***0***	***0***	***34***	**34**

A2.12 Crashes by Time of Day

Crash patterns in Scottsbluff vary by time of day, with the highest concentration of crashes occurring during the midday and afternoon periods. Together, these timeframes account for the majority of total crashes, reflecting increased traffic volumes, daily activity patterns, and a higher number of vehicle interactions across the system.

While fewer crashes occur during the evening and nighttime hours, these periods show a relatively higher proportion of fatal and serious injury crashes (KSIs), suggesting more severe outcomes when crashes do occur. In contrast, morning crashes account for a smaller share of severe crashes relative to their total volume. This variation highlights the influence of factors such as speed, lighting conditions, and driver behavior at different times of day. Understanding these patterns supports targeted safety strategies, including speed management, visibility improvements, and enforcement efforts aligned with higher-risk time periods.

Most crashes occur during midday and afternoon travel, but crashes in the evening and nighttime are more likely to result in serious injuries.

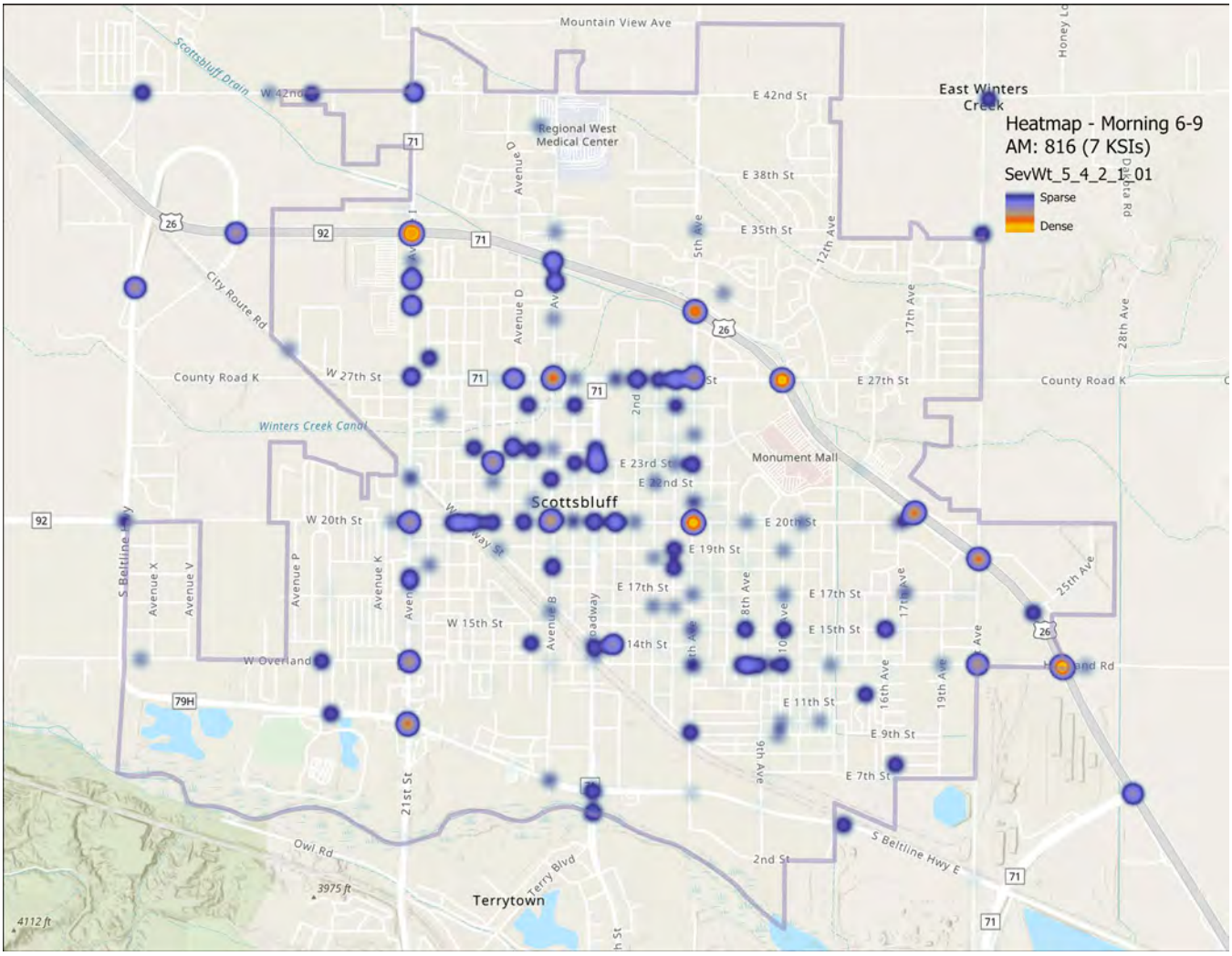


All Crashes by Weekday and Time of Crash (2014-23)

Weekday	Morning (6–9 AM)	Midday (10 AM–2 PM)	Afternoon (3–6 PM)	Evening (7–10 PM)	Night (11 PM–5 AM)	Unknown	**Totals**
Sun	26	136	143	64	60	50	**479**
Mon	125	267	262	67	32	48	**801**
Tue	170	263	235	68	34	44	**814**
Wed	132	241	273	79	30	49	**804**
Thu	156	257	290	79	31	51	**864**
Fri	145	276	269	154	61	44	**949**
Sat	62	183	132	138	68	67	**650**
Totals	***816***	***1623***	***1604***	***649***	***316***	***353***	**5361**

A2.12.1 Morning - 6 to 9 AM
816 Crashes, 7 KSIs

Morning crashes are largely commute-related and tend to be lower severity, reflecting more predictable traffic patterns and daylight conditions.



Despite steady crash volumes, morning crashes result in fewer severe outcomes, likely due to lower speeds and more consistent traffic flow during commute hours.

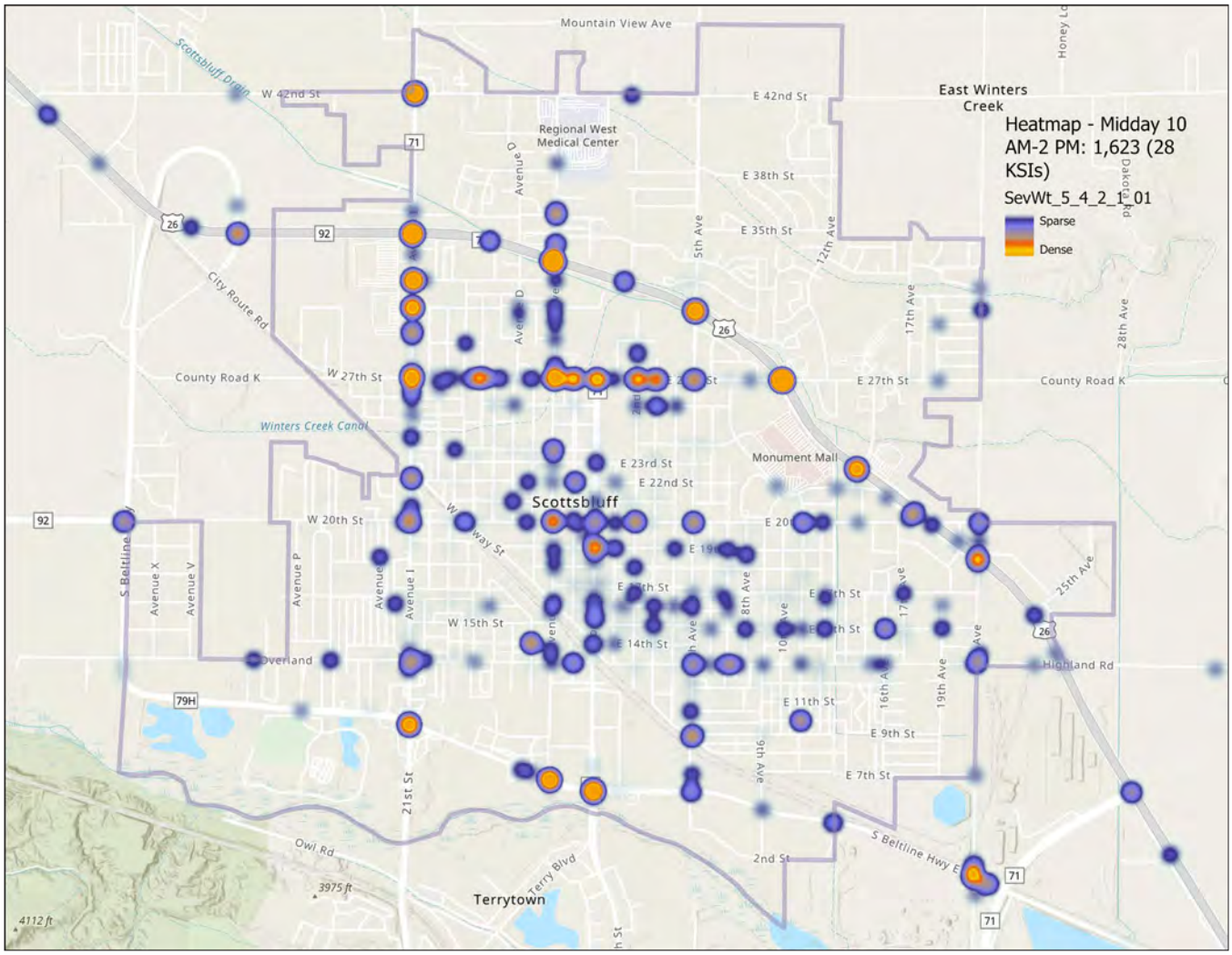
Morning Crashes by Weekday and Severity (2014-23)

	Fatal	Inj-A	Inj-B	Inj-C	PDO	Totals
Sun		1	4	3	18	**26**
Mon		1	12	23	89	**125**
Tue	1	1	21	24	123	**170**
Wed		1	8	16	107	**132**
Thu		1	13	24	118	**156**
Fri		1	13	19	112	**145**
Sat			6	7	49	**62**
Totals	***1***	***6***	***77***	***116***	***616***	**816**

A2.12.2 Midday - 10 AM to 2 PM
1,623 Crashes, 28 KSIs

Midday crashes are steady and broadly distributed, reflecting routine daytime travel with moderate volumes and generally lower severity outcomes.

While midday accounts for a high share of total crashes, it does not show a proportional increase in severe injury crashes.

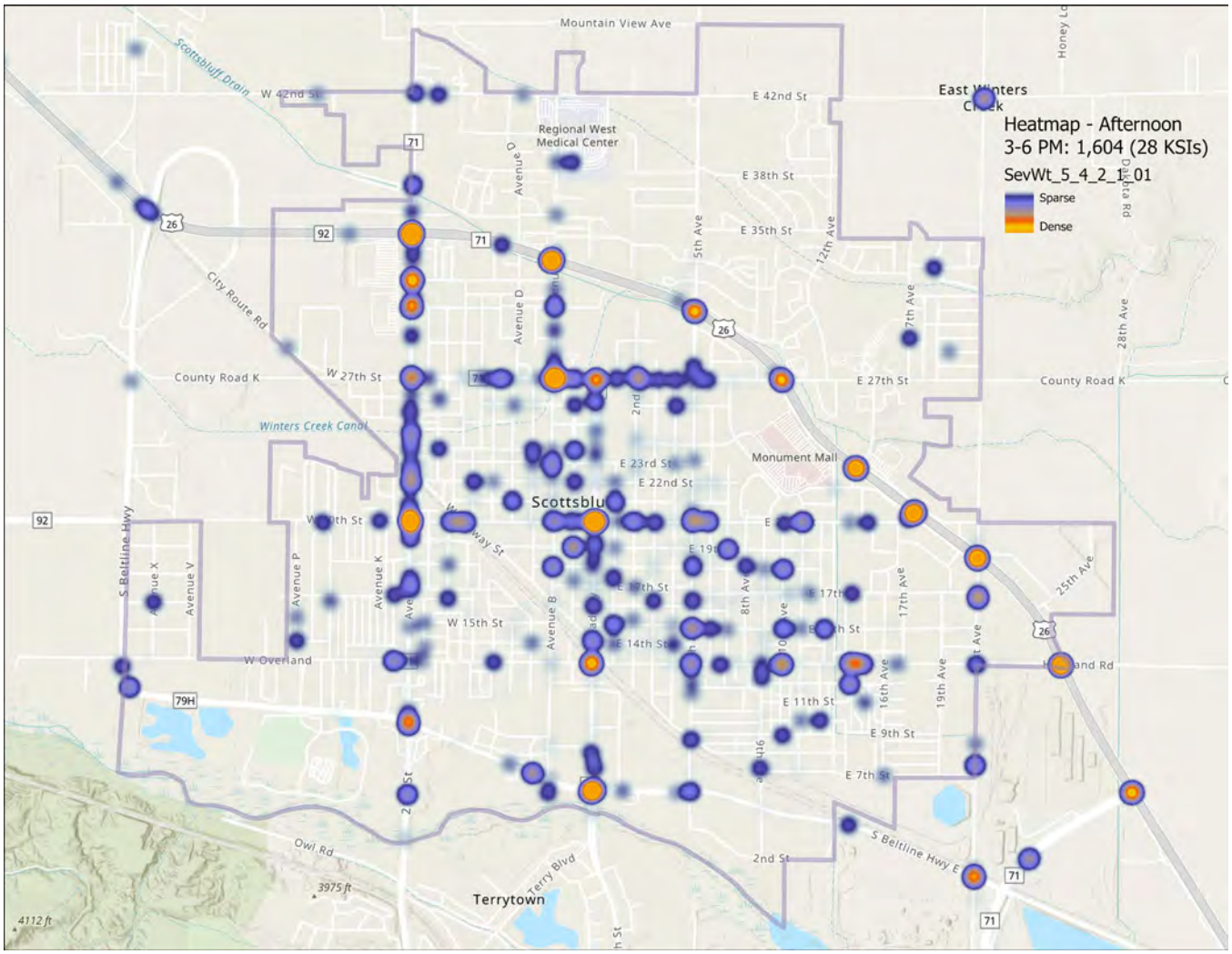


Midday Crashes by Weekday and Severity (2014-23)						
	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Sun	1	2	9	17	107	**136**
Mon		3	28	38	198	**267**
Tue	1	6	23	33	200	**263**
Wed	1	2	17	36	185	**241**
Thu	1	4	24	36	192	**257**
Fri		4	21	37	214	**276**
Sat		4	14	17	148	**183**
Totals	***4***	***25***	***136***	***214***	***1244***	**1623**

A2.12.3 Afternoon - 3 to 6 PM
1,604 Crashes, 28 KSIs

Afternoon crashes increase in concentration and severity, aligning with peak traffic volumes, congestion, and higher conflict at key intersections.

The afternoon period combines high crash frequency with elevated severity, making it the most critical window for safety improvements.

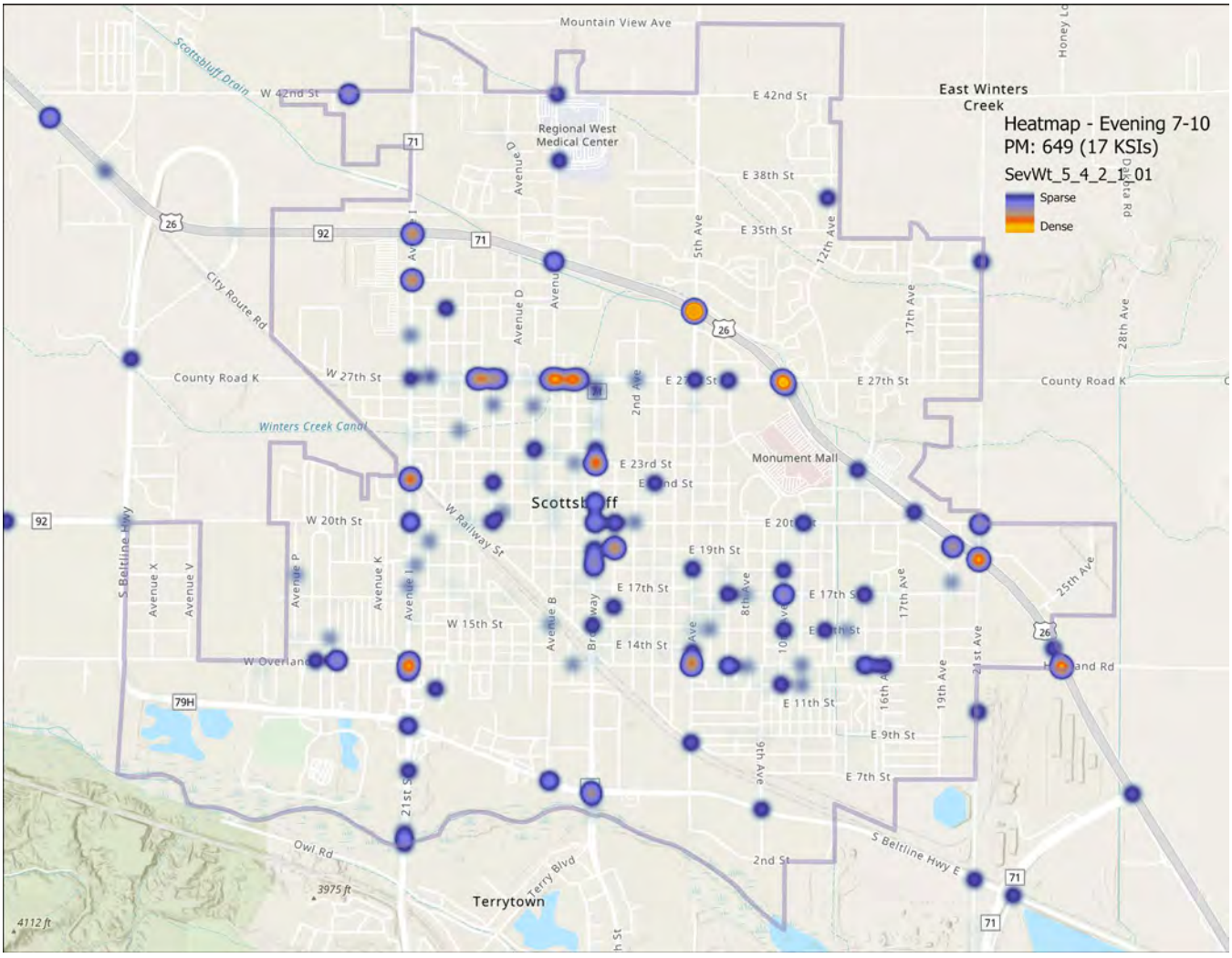


Afternoon Crashes by Weekday and Severity (2014-23)						
	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Sun		4	15	21	103	**143**
Mon		3	19	36	204	**262**
Tue	2		23	33	177	**235**
Wed		4	15	29	225	**273**
Thu		11	23	37	219	**290**
Fri		4	37	29	199	**269**
Sat			10	20	102	**132**
Totals	***2***	***26***	***142***	***205***	***1229***	**1604**

A2.12.4 Evening - 7 to 10 PM
649 Crashes, 17 KSIs

Evening crashes are moderately frequent and more dispersed, with activity extending beyond core corridors into local streets and activity areas.

Despite fewer total crashes than peak periods, the evening shows a noticeable increase in severe crash proportion.

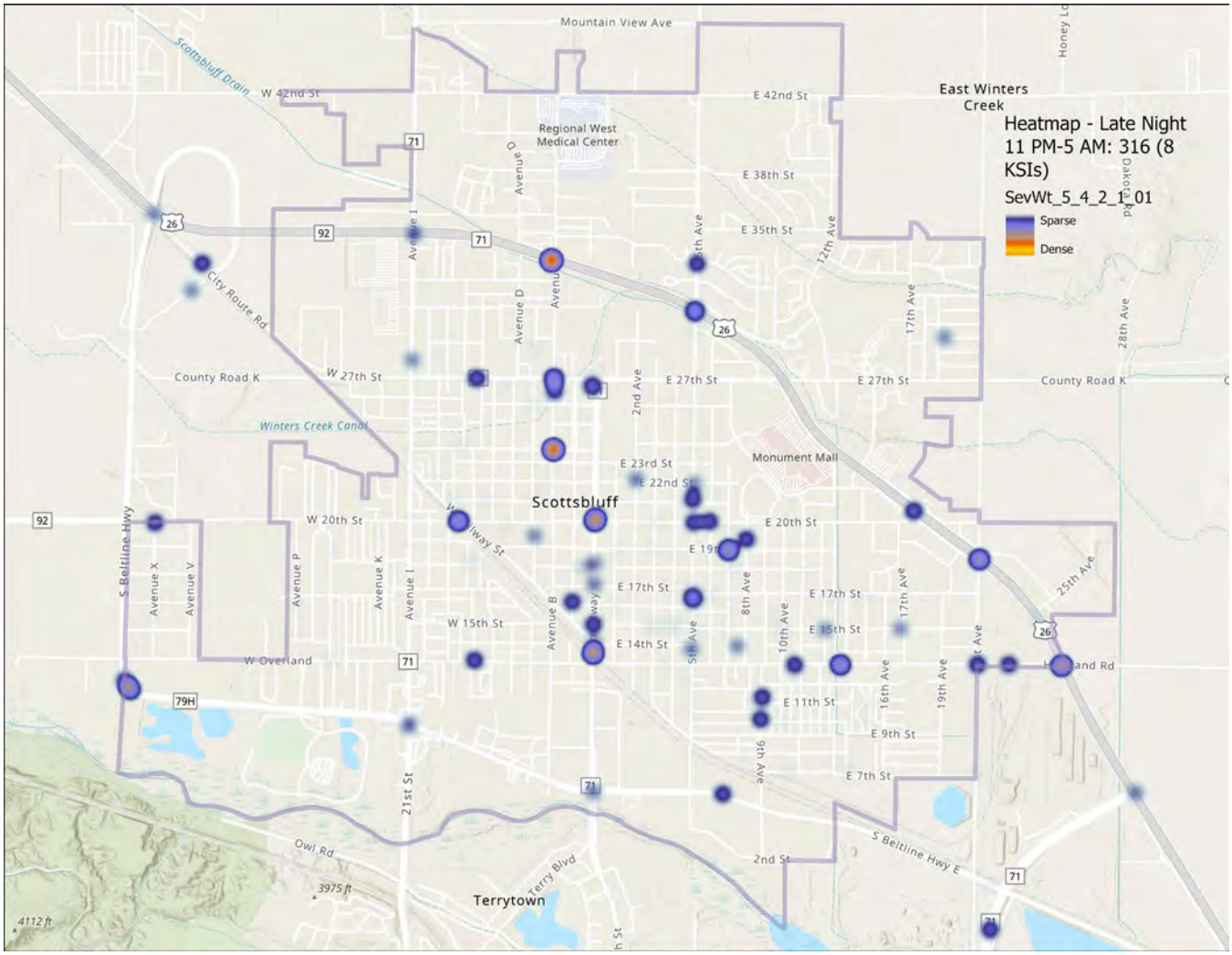


Evening Crashes by Weekday and Severity (2014-23)						
	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Sun	2	2	8	10	42	**64**
Mon		2	9	8	48	**67**
Tue		4	14	8	42	**68**
Wed			6	11	62	**79**
Thu		2	7	14	56	**79**
Fri			20	12	122	**154**
Sat	1	4	9	17	107	**138**
Totals	***3***	***14***	***73***	***80***	***479***	**649**

A2.12.5 Late Night - 11 PM to 5 AM
316 Crashes, 8 KSIs

Late night crashes are relatively infrequent but widely scattered, often occurring along higher-speed corridors and lower-visibility locations.

Late night has the highest severity rate relative to total crashes, indicating elevated risk despite low traffic volumes.



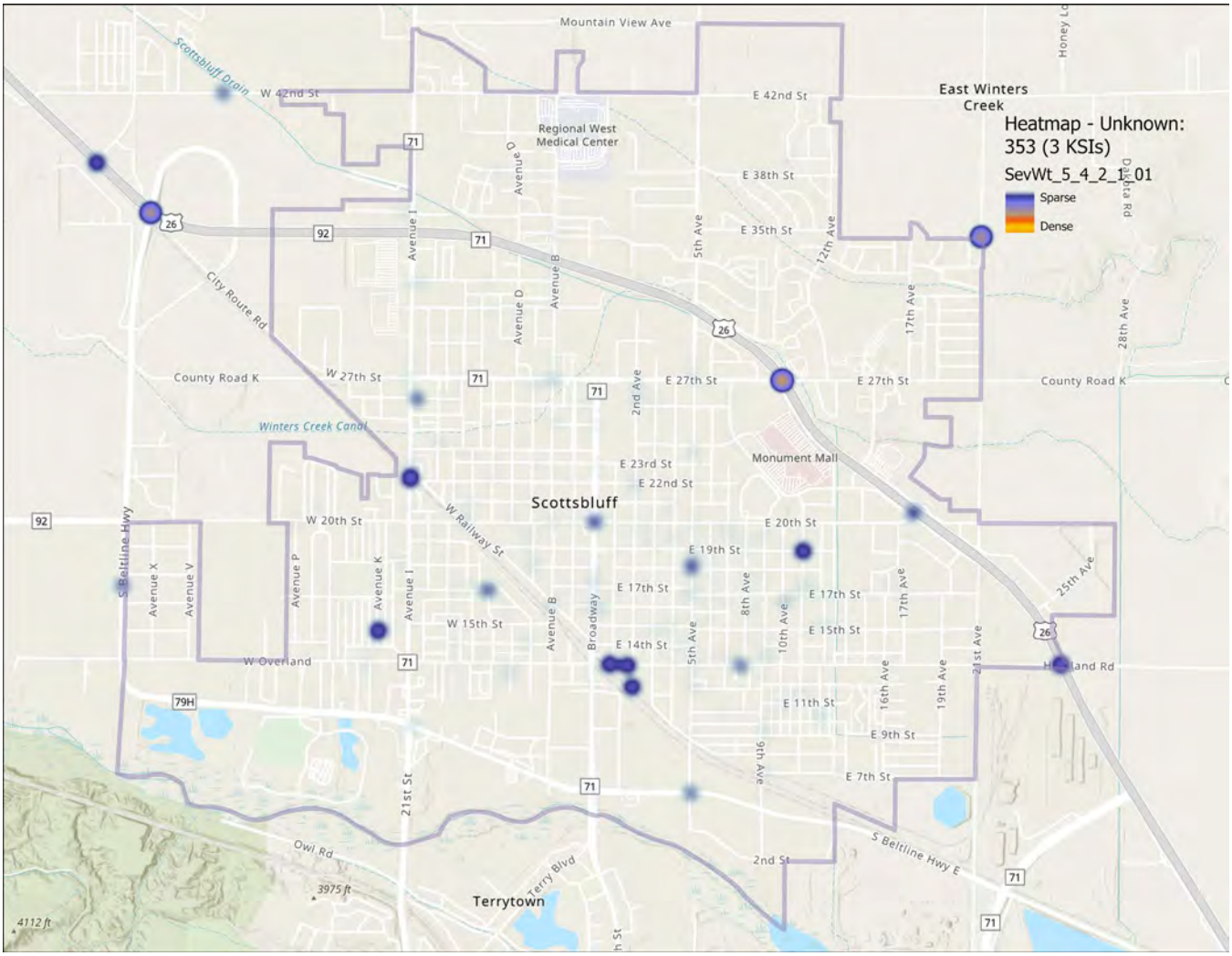
Late Night Crashes by Weekday and Severity (2014-23)

	Fatal	Inj-A	Inj-B	Inj-C	PDO	Totals
Sun		1	10	7	42	**60**
Mon	1	1	7	3	20	**32**
Tue			3	3	28	**34**
Wed	1	1	3	4	21	**30**
Thu			5	4	22	**31**
Fri		2	3	4	52	**61**
Sat		2	6	7	53	**68**
Totals	***2***	***7***	***37***	***32***	***238***	**316**

A2.12.6 Unknown Time Frame
353 Crashes, 3 KSIs

Crashes with unknown time of day are limited in number and broadly dispersed, reflecting gaps in reporting rather than a distinct temporal pattern.

Unknown-time crashes represent a small share of total incidents and do not significantly influence overall time-of-day trends.



Unknown Crashes by Weekday and Severity (2014-23)						
	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
Sun	1		2	2	45	**50**
Mon			2	1	45	**48**
Tue	1	1		1	41	**44**
Wed			3	4	42	**49**
Thu				2	49	**51**
Fri			1		43	**44**
Sat			3	1	63	**67**
Totals	***2***	***1***	***11***	***11***	***328***	**353**

KSI Crashes by Year and Severity (2014-23)			
Year	Fatal	Inj-A	**Totals**
2014		8	**8**
2015	2	6	**8**
2016		6	**6**
2017		6	**6**
2018	3	10	**13**
2019	2	13	**15**
2020	4	9	**13**
2021		4	**4**
2022	2	9	**11**
2023	1	8	**9**
Totals	***14***	***79***	**93**

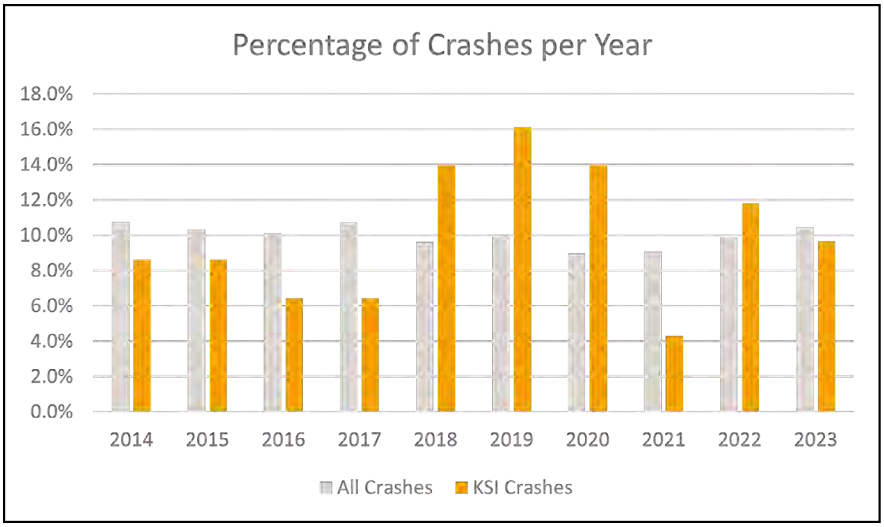
A2.13 Crashes by Year

Annual crash totals remain relatively consistent over the study period, with moderate fluctuations and no sustained upward or downward trend. Total crashes peaked in 2014 and declined to their lowest level in 2020, with volumes generally stabilizing in the years that followed.

Fatal and serious injury (KSI) crashes show greater variability year to year, with the highest concentrations occurring between 2018 and 2020 and a peak in fatalities observed in 2020.

All Crashes by Year and Severity (2014-23)						
Year	Fatal	Inj-A	Inj-B	Inj-C	PDO	**Totals**
2014		8	25	72	471	**576**
2015	2	6	37	92	417	**554**
2016		6	52	75	410	**543**
2017		6	45	93	430	**574**
2018	3	10	37	66	400	**516**
2019	2	13	45	82	396	**538**
2020	4	9	32	76	360	**481**
2021		4	62	27	394	**487**
2022	2	9	75	37	408	**531**
2023	1	8	66	38	448	**561**
Totals	***14***	***79***	***476***	***658***	***4134***	**5361**

The lack of a consistent downward trend in total crashes—despite year-to-year variation—suggests that systemic risk factors have remained largely unchanged, reinforcing the need for targeted, systemwide safety interventions rather than isolated improvements.



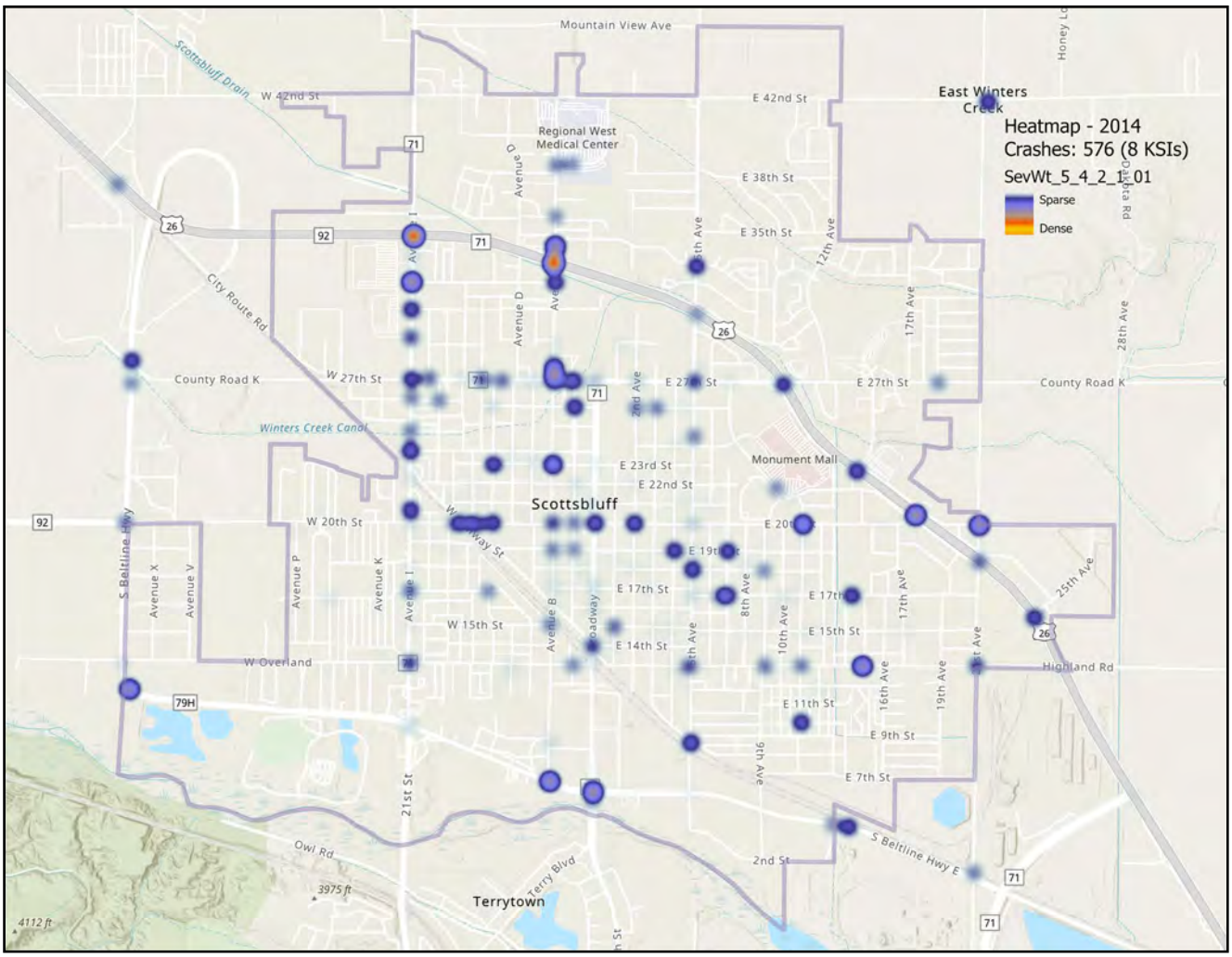
While total crashes are relatively stable, the variability in KSI crashes highlights the importance of focusing on severity—not just frequency—when identifying priority safety improvements.

A2.13.1 2014
576 Crashes, 8 KSIs

Crashes in 2014 are broadly distributed, with the highest concentrations along primary corridors and within the central street grid. Corridors such as US-26 and major north–south routes show recurring clusters, reflecting higher traffic volumes and turning conflicts at signalized intersections. Neighborhood streets show fewer crashes but still reflect localized risk near activity centers and corridor connections.

Monthly distribution is relatively steady, with modest increases in late summer and fall. No single month dominates, indicating crash risk is present year-round rather than driven by isolated spikes.

> *As the highest crash year in the study period, 2014 establishes a baseline of systemwide risk and recurring high-crash locations.*



2014 Crashes by Month and Severity

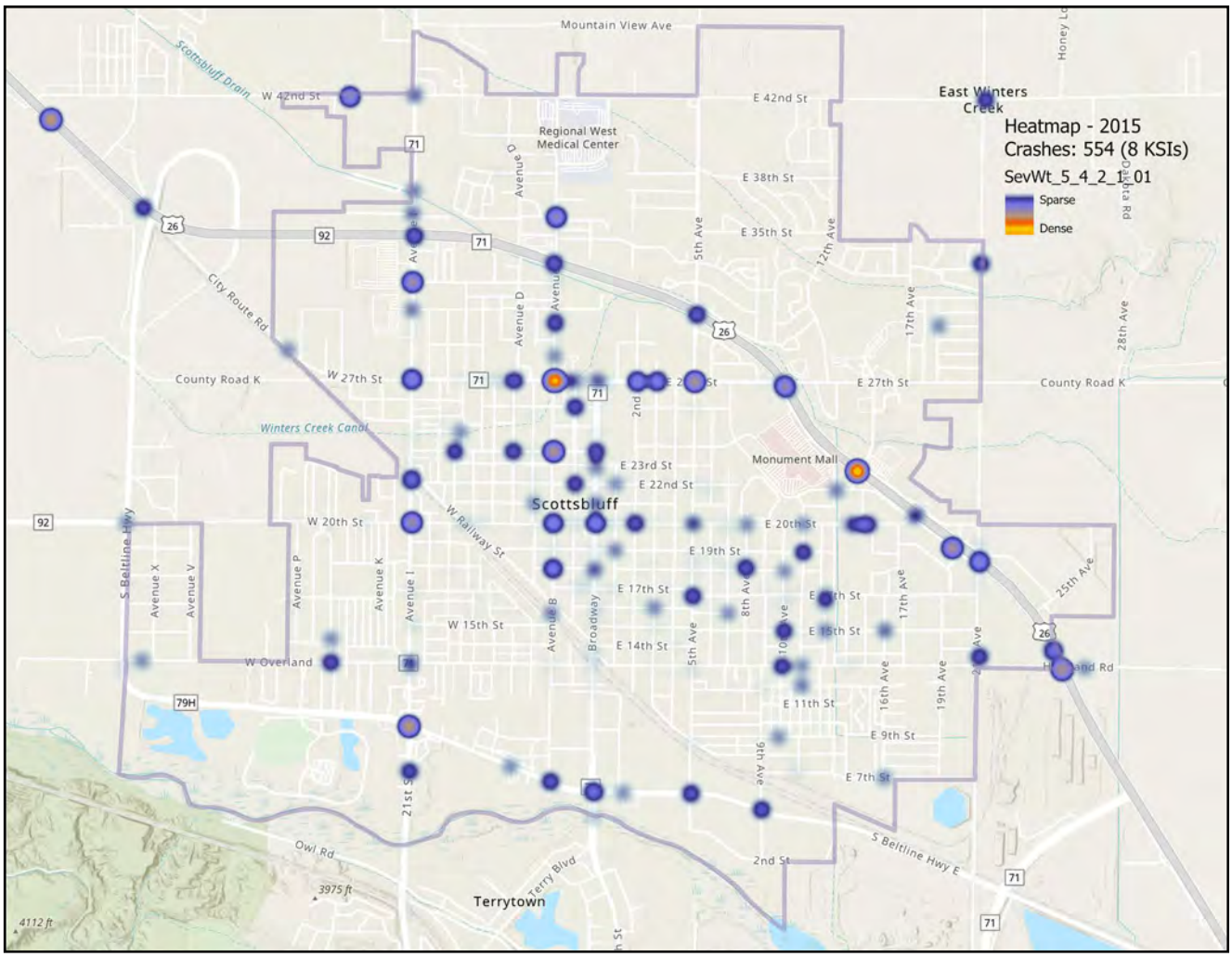
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal													**0**
Inj-A						1	2	1			3	1	**8**
Inj-B	1		2	2	5		1	1	1	5	6	1	**25**
Inj-C	3	10	5	5	7	5	2	3	5	11	7	9	**72**
PDO	39	56	35	27	36	29	33	29	34	33	51	69	**471**
Totals	***43***	***66***	***42***	***34***	***48***	***35***	***38***	***34***	***40***	***49***	***67***	***80***	**576**

A2.13.2 2015
554 Crashes, 8 KSIs

Crash patterns in 2015 closely mirror 2014, with concentrations again along major corridors and within the central grid. While total crashes decreased slightly, the spatial distribution remains largely unchanged, indicating the same roadway segments continue to experience recurring conflicts tied to volumes, access, and design.

Monthly trends remain relatively even, with minor fluctuations but no strong seasonal spike. This consistency reinforces that crashes occur throughout the year, particularly in locations with ongoing exposure and user conflict.

> *Persistent crash locations from 2014 to 2015 show that reduced totals alone do not reflect improved safety without changes in underlying risk conditions.*



2015 Crashes by Month and Severity

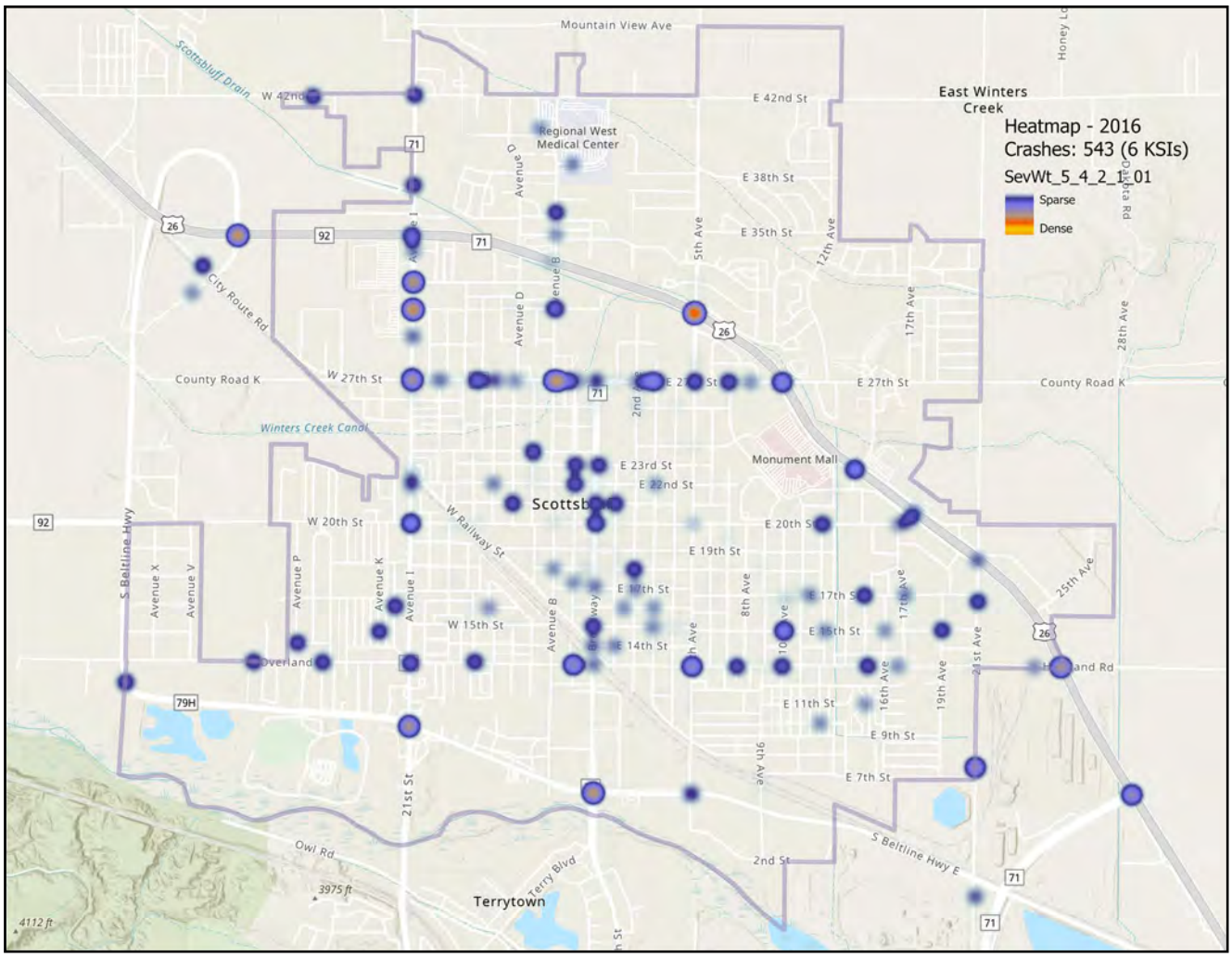
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal						1		1					**2**
Inj-A				1		1		2	1			1	**6**
Inj-B	4	1	1		5	5	5	3	8		2	3	**37**
Inj-C	4	3	9	9	10	9	6	10	5	8	9	10	**92**
PDO	47	32	28	28	39	31	25	26	34	30	47	50	**417**
Totals	***55***	***36***	***38***	***38***	***54***	***47***	***36***	***42***	***48***	***38***	***58***	***64***	**554**

A2.13.3 2016
543 Crashes, 6 KSIs

Crashes in 2016 show a slight reduction in overall volume, but the spatial pattern remains consistent, with concentrations along primary corridors and within the central street grid. Key intersections and corridor segments continue to experience recurring conflicts, indicating persistent exposure and operational challenges.

Monthly distribution remains relatively even, with modest variation throughout the year and no dominant peak period. This reinforces that crash risk is ongoing and tied more to location and roadway conditions than to seasonal spikes.

> *The reduction in total crashes does not correspond to a shift in where crashes occur, indicating continued systemic risk at established high-crash locations.*



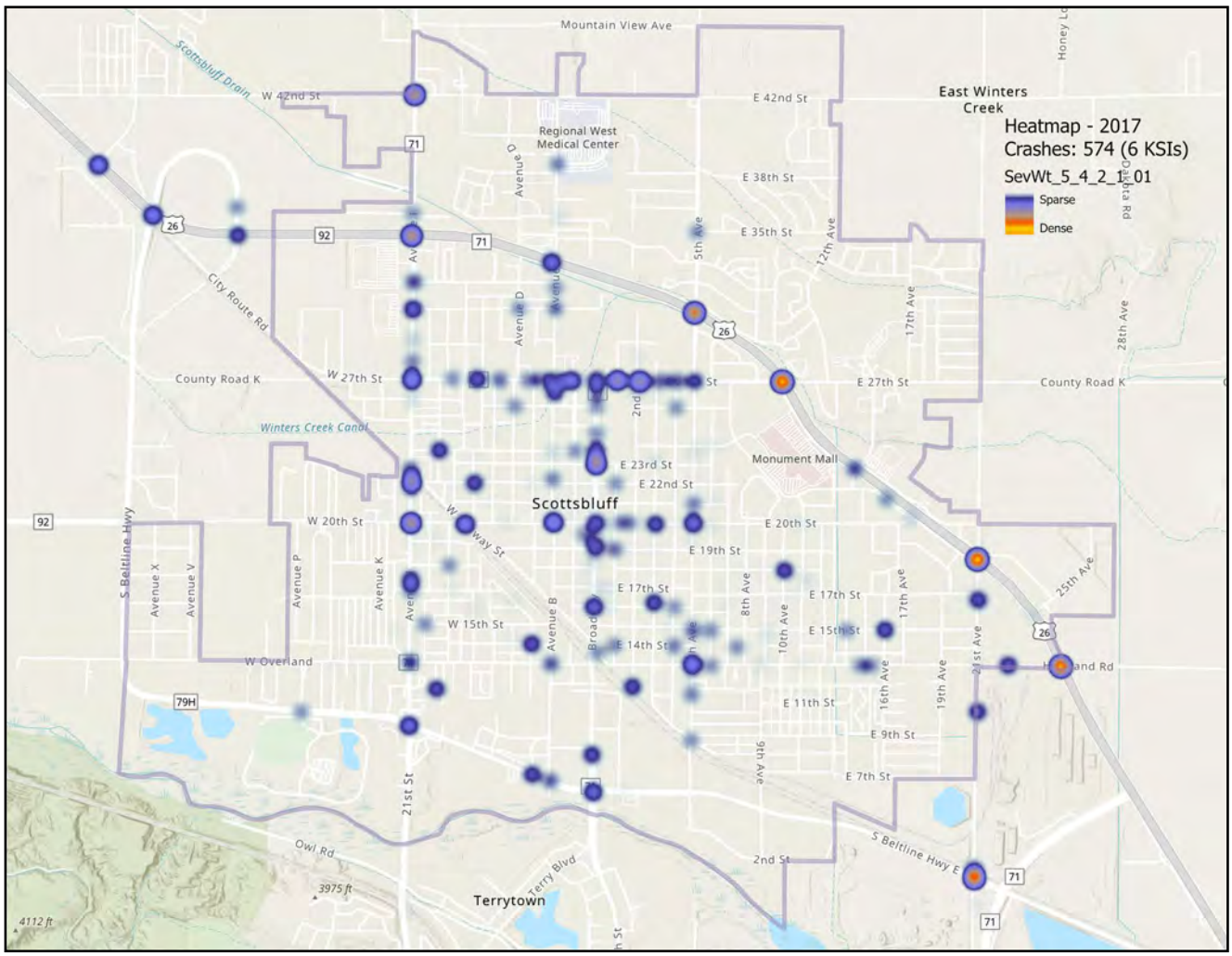
2016 Crashes by Month and Severity													
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal													**0**
Inj-A	1	1					1	1		1	1		**6**
Inj-B	2	6	4	3	5	5	5	5	7	5	1	4	**52**
Inj-C	5	6	11	4	8	5	4	8	8	7	2	7	**75**
PDO	23	41	38	39	29	29	33	29	35	33	35	46	**410**
Totals	***31***	***54***	***53***	***46***	***42***	***39***	***43***	***43***	***50***	***46***	***39***	***57***	**543**

A2.13.4 2017
574 Crashes, 6 KSIs

Crash patterns in 2017 reflect a return to higher total volumes, with continued clustering along major corridors and intersections. The central grid and key east–west routes remain focal points for crash activity, consistent with prior years and indicative of sustained traffic demand and turning conflicts.

Monthly trends show typical variation, with slightly higher activity during late summer and fall, but no significant deviation from established patterns. Crashes remain consistently distributed across the year.

> *The increase in crashes from 2016 to 2017, without a change in spatial pattern, reinforces that underlying risk factors remain unchanged across the network.*



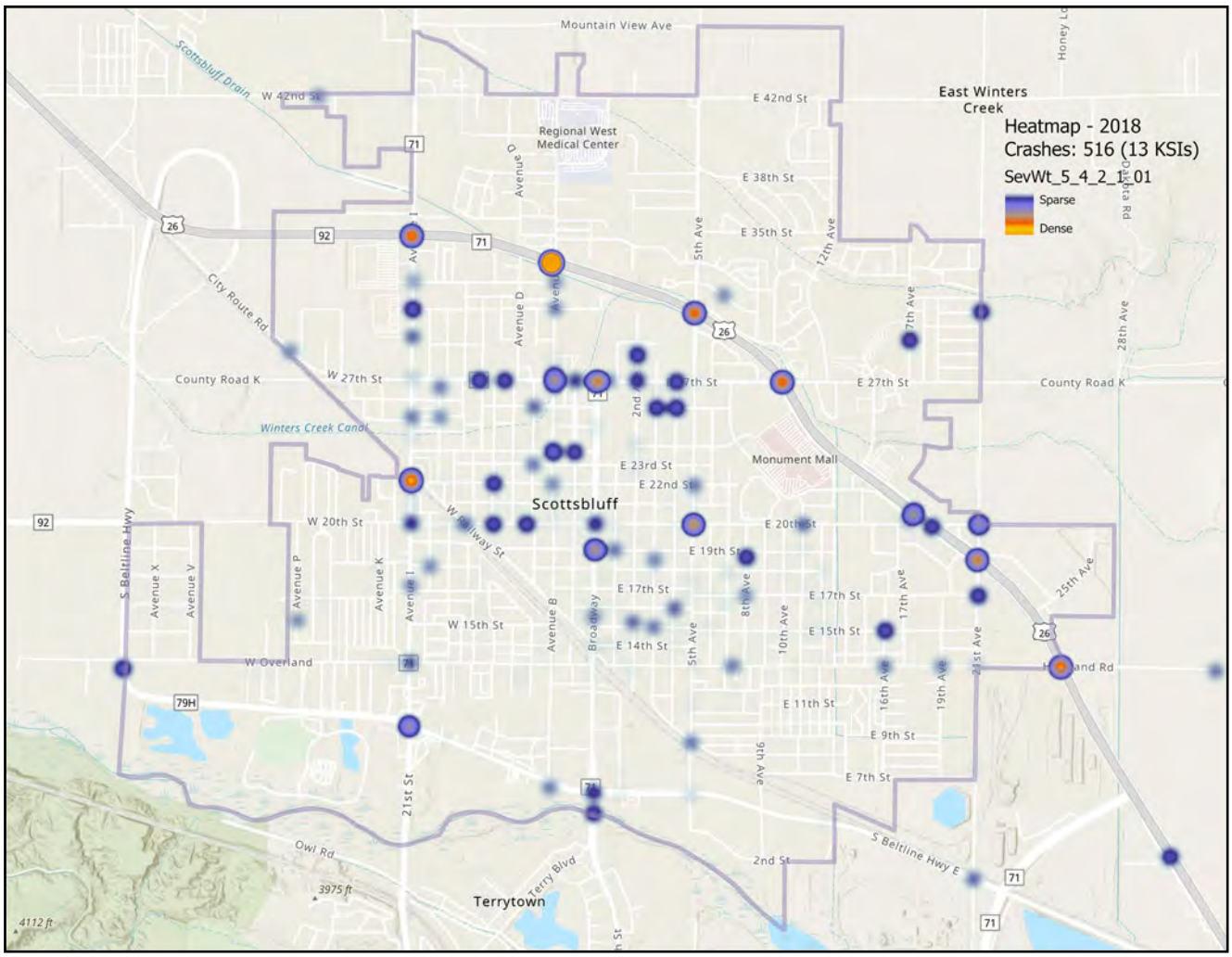
2017 Crashes by Month and Severity													
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal													**0**
Inj-A	1	1	1			1					1	1	**6**
Inj-B	5	4	2	5	5		2	7	2	7	1	5	**45**
Inj-C	6	8	7	6	6	8	10	11	10	6	5	10	**93**
PDO	55	36	28	24	38	38	29	23	33	38	28	60	**430**
Totals	***67***	***49***	***38***	***35***	***49***	***47***	***41***	***41***	***45***	***51***	***35***	***76***	**574**

A2.13.5 2018
516 Crashes, 13 KSIs

Crashes in 2018 show a slight decrease in total volume, but the spatial pattern remains consistent, with concentrations along primary corridors and within the central street grid. Key intersections continue to exhibit recurring crash activity, reflecting ongoing exposure and turning conflicts.

Monthly distribution remains relatively even, though several late-year months show increased crash totals. Overall, crash occurrence continues to reflect consistent systemwide conditions rather than isolated spikes.

> *While total crashes declined, the increase in KSI crashes signals a shift toward higher severity outcomes at familiar high-risk locations.*



2018 Crashes by Month and Severity

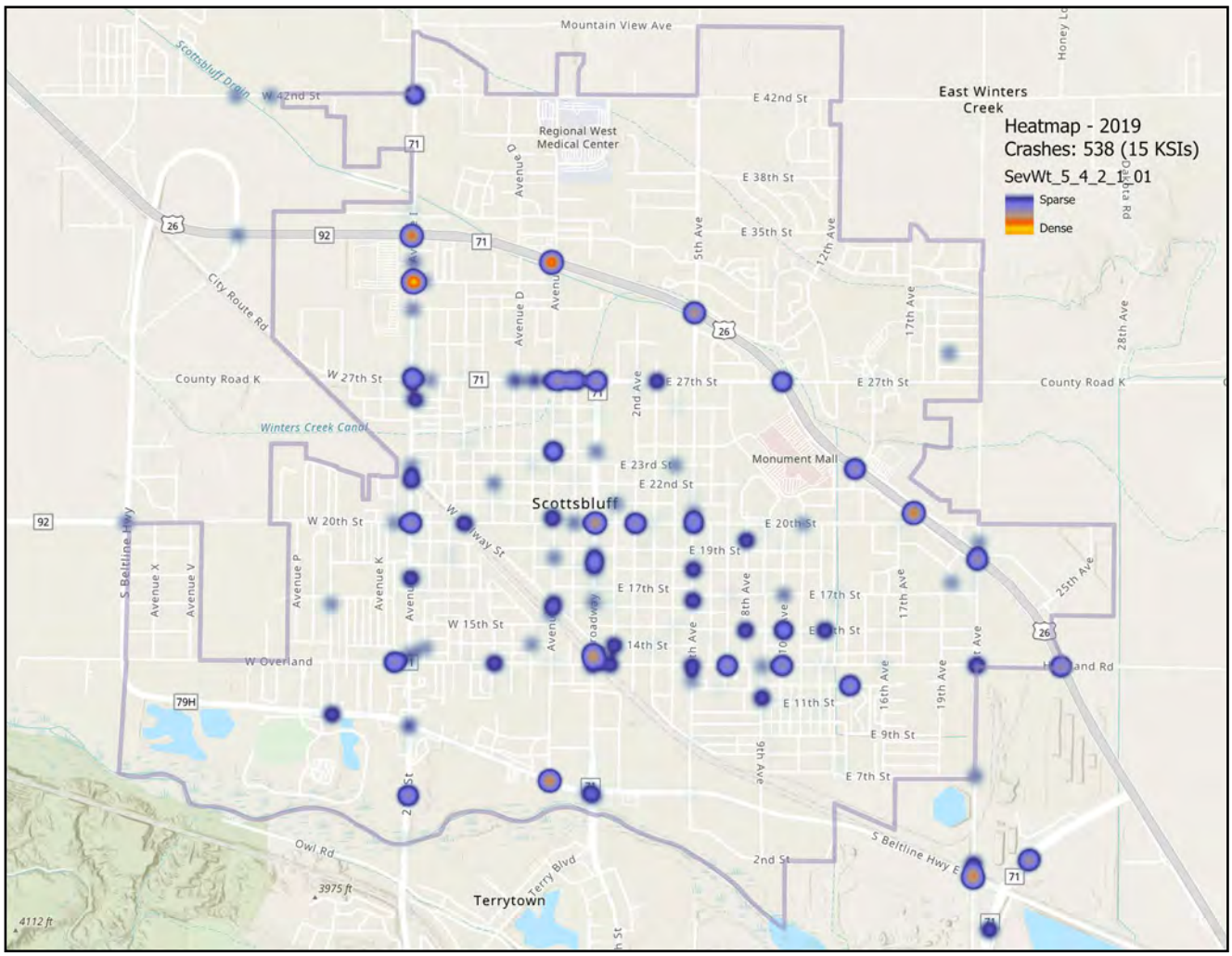
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal	1									1		1	**3**
Inj-A		1	1			1	1	4	1			1	**10**
Inj-B	1		3	6	5		2	8	4	1	4	3	**37**
Inj-C	2	3	3	5	5	3	7	5	4	10	10	9	**66**
PDO	41	45	27	35	28	30	24	31	34	44	34	27	**400**
Totals	***45***	***49***	***34***	***46***	***38***	***34***	***34***	***48***	***43***	***56***	***48***	***41***	**516**

A2.13.6 2019
538 Crashes, 15 KSIs

Crash patterns in 2019 remain concentrated along major corridors and intersections, with continued clustering in the central grid and along key east–west routes. Total crashes increased slightly from 2018, but the overall spatial distribution remains stable, indicating persistent conflict points.

Monthly trends show moderate variability, with several higher-activity months distributed throughout the year. No single period dominates, reinforcing consistent exposure across the network.

> *2019 represents a peak in KSI crashes within the study period, highlighting increasing severity despite relatively stable overall crash patterns.*



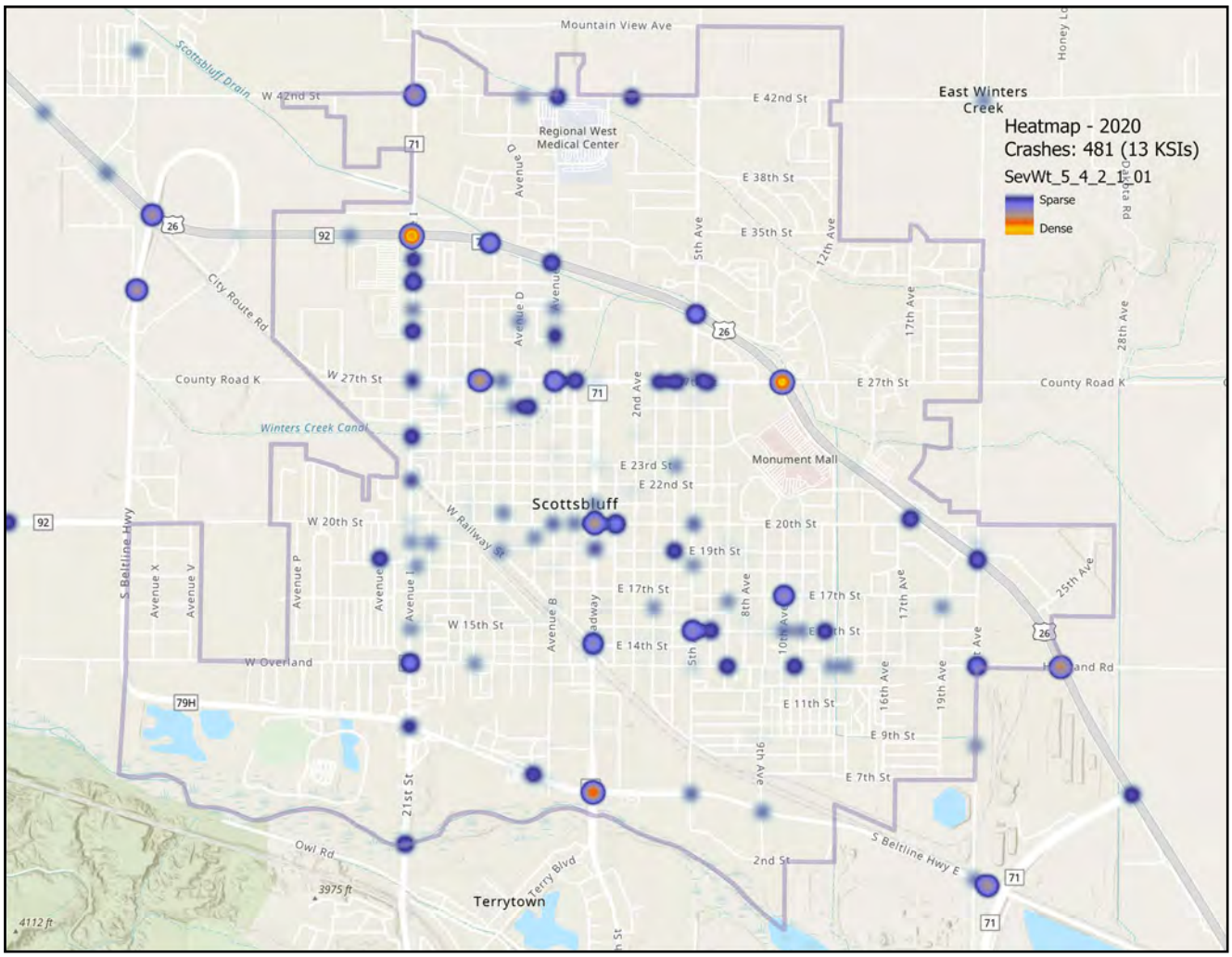
2019 Crashes by Month and Severity													
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal		1									1		**2**
Inj-A	1	1	1	1		4	1		2	1	1		**13**
Inj-B	4	1	4	4	2	1	6	6	6	5	1	5	**45**
Inj-C	7	3	5	6	11	4	5	7	9	6	8	11	**82**
PDO	37	36	43	29	26	28	30	21	34	32	39	41	**396**
Totals	***49***	***42***	***53***	***40***	***39***	***37***	***42***	***34***	***51***	***44***	***50***	***57***	**538**

A2.13.7 2020
481 Crashes, 13 KSIs

Crashes in 2020 reached the lowest total in the study period, yet the spatial pattern remained consistent, with activity concentrated along major corridors and within the central street grid. Despite reduced overall traffic volumes, key intersections and corridor segments continued to experience recurring crashes.

Monthly trends show variability throughout the year, but no clear seasonal pattern. The persistence of crash locations suggests that reduced volumes alone did not eliminate underlying roadway risks.

> *2020 demonstrates that lower traffic volumes do not necessarily result in safer outcomes, as KSI crashes remained elevated and fatalities peaked during this year.*



2020 Crashes by Month and Severity

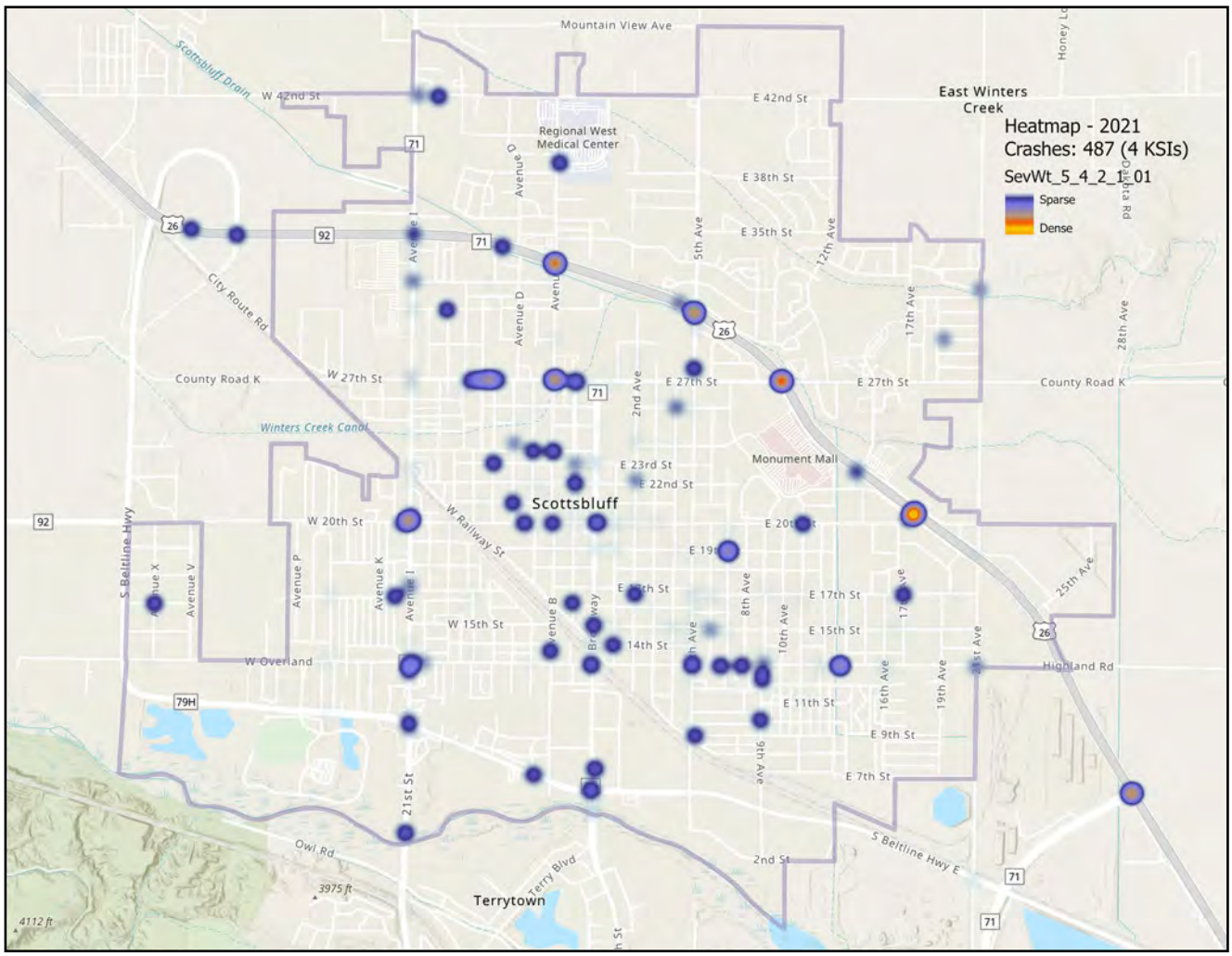
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal						1		1		1	1		**4**
Inj-A	1		1	3			1	2				1	**9**
Inj-B	6	3	2		2	2	3	4	3	3	2	2	**32**
Inj-C	7	8	1	4	1	9	2	7	10	7	7	13	**76**
PDO	29	33	27	20	22	23	30	25	33	44	33	41	**360**
Totals	***43***	***44***	***31***	***27***	***25***	***35***	***36***	***39***	***46***	***55***	***43***	***57***	**481**

A2.13.8 2021
487 Crashes, 4 KSIs

Crash patterns in 2021 remain consistent with prior years, with concentrations along major corridors and within the central grid. Total crashes increased slightly from 2020, but overall volumes remained lower than earlier years in the study period.

Monthly distribution is relatively even, with moderate variation throughout the year. Crash activity continues to reflect stable exposure and recurring conflict locations across the network.

> *The sharp decrease in KSI crashes in 2021 suggests a return to lower severity outcomes, though crash locations and underlying risk patterns remain unchanged.*



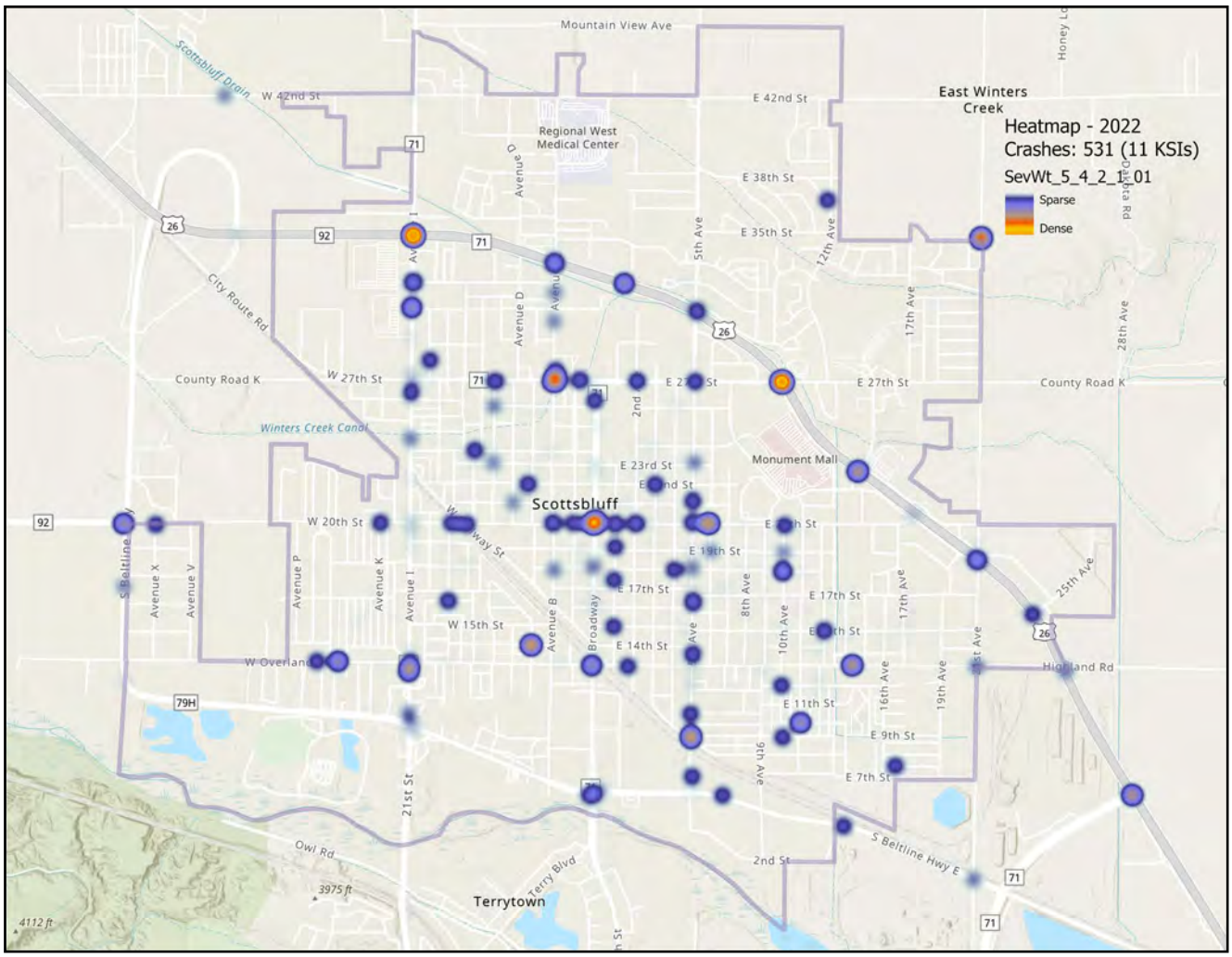
2021 Crashes by Month and Severity													
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal													**0**
Inj-A				1			1		2				**4**
Inj-B	4	3	5	6	7	3	4	9	5		9	7	**62**
Inj-C	1	2	2		1	2	7	4	1	5	2		**27**
PDO	32	43	22	30	30	34	28	34	38	41	29	33	**394**
Totals	***37***	***48***	***29***	***37***	***38***	***39***	***40***	***47***	***46***	***46***	***40***	***40***	**487**

A2.13.9 2022
531 Crashes, 11 KSIs

Crash patterns in 2022 remain consistent with prior years, with concentrations along major corridors and within the central street grid. Total crashes increased from 2021, returning closer to pre-2020 levels, while maintaining similar spatial distribution and recurring conflict locations.

Monthly trends show moderate variability, with slightly higher activity in late summer and fall months. Overall, crash occurrence continues to reflect stable systemwide exposure rather than isolated seasonal influences.

> *The rebound in total crashes, combined with elevated KSI levels, indicates a return to pre-2020 risk conditions without meaningful changes to underlying safety patterns.*



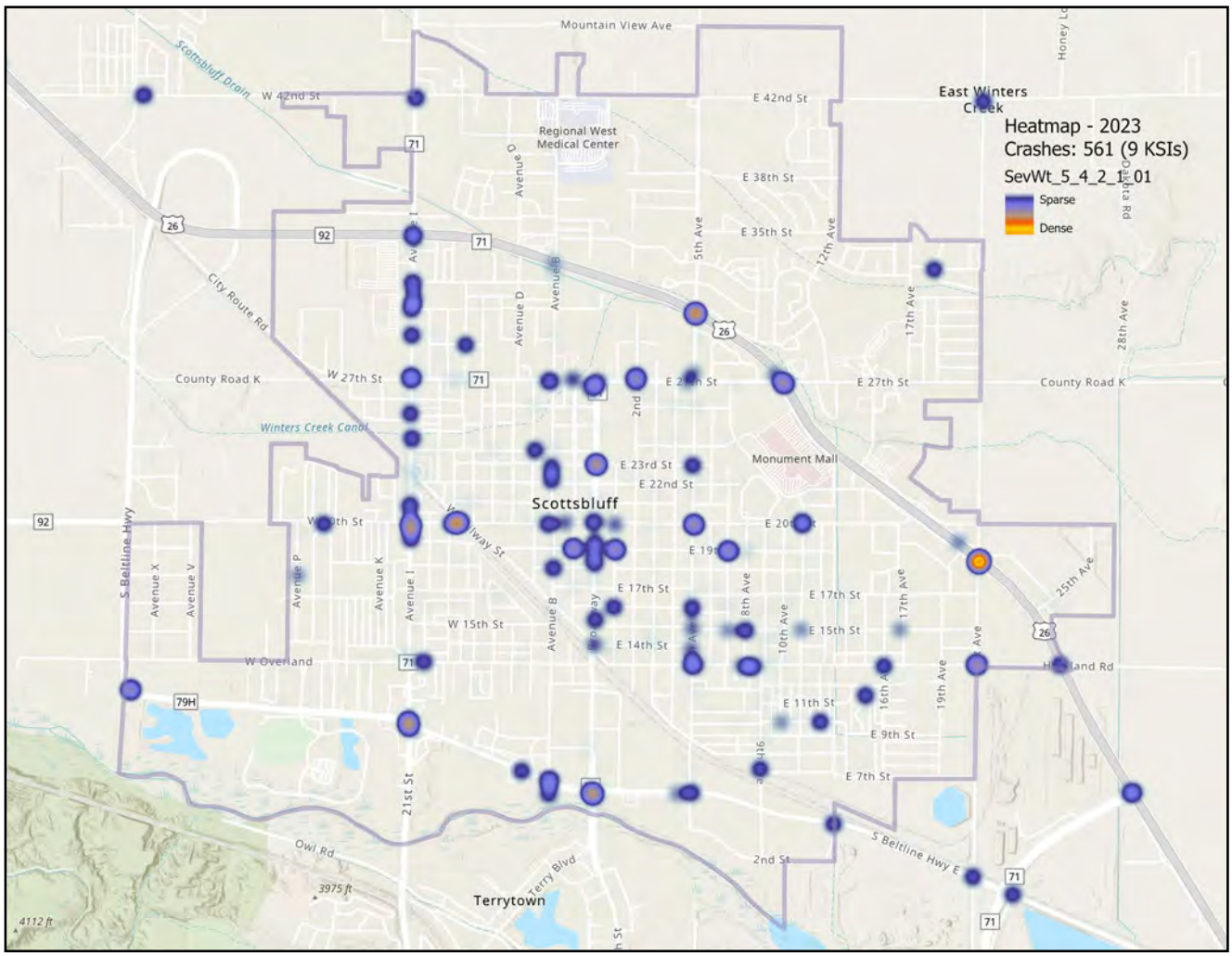
2022 Crashes by Month and Severity													
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal				1								1	**2**
Inj-A		1	2	1		1	1		2		1		**9**
Inj-B	4	6	11	2	9	3	5	8	12	5	4	6	**75**
Inj-C	2	8	4	7	3	2	2	1	2	2	3	1	**37**
PDO	33	47	39	22	34	23	30	24	35	36	33	52	**408**
Totals	***39***	***62***	***56***	***33***	***46***	***29***	***38***	***33***	***51***	***43***	***41***	***60***	**531**

A2.13.10 2023
561 Crashes, 9 KSIs

In 2023, crash patterns continue to follow established trends, with activity concentrated along primary corridors and key intersections. Total crashes increased further, approaching the higher range observed earlier in the study period, while the spatial distribution remains largely unchanged.

Monthly distribution remains steady, with consistent crash occurrence throughout the year. The persistence of these patterns highlights ongoing exposure and recurring conflict points across the network.

> *Despite fluctuations in total crashes and KSI counts, the consistency in crash locations underscores the need for targeted, systemwide safety improvements to address persistent risk.*



2023 Crashes by Month and Severity

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Totals**
Fatal								1					**1**
Inj-A	1					1	1			3	1	1	**8**
Inj-B	1	4	2	6	6	11	3	7	4	10	8	4	**66**
Inj-C	3	2	5	2	3	2	4		2	5	7	3	**38**
PDO	59	33	29	40	40	33	26	40	35	31	50	32	**448**
Totals	***64***	***39***	***36***	***48***	***49***	***47***	***34***	***48***	***41***	***49***	***66***	***40***	**561**

Over the past decade (2014-2023), Scottsbluff has experienced 5,361 crashes (City+ETJ), including 93 fatal and serious injury crashes.

Severe crashes are concentrated along US 26 and other high-volume arterial corridors, particularly at signalized intersections.

Speeding, distraction, and failure to yield are the most common contributing factors.

While pedestrians and bicyclists represent a smaller share of total crashes, their injury severity is significantly higher.

These findings guided the development of corridor-focused, school-zone, and multimodal safety improvements included in this plan.