A3

crash maps

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A3.1 Top 26 High Injury Network (HIN) Intersections – Detailed Mapping and Severity Analysis

Detailed crash mapping and pivot table summaries are provided for each of the Top 26 intersections identified through the Severity Weighted Sum ranking process. Intersections were ranked using both 10-year (2014–2023) and 5-year (2019–2023) crash data to evaluate persistent and recent severity trends. This dual-window analysis allows the City of Scottsbluff to distinguish between long-term systemic risk and emerging crash patterns.

The map shown at the bottom of this page is the ten year HIN, and the following pages show intersection close ups and crashes from the five year HIN.

For each of the **Top 26** intersections, the following are provided:

- An intersection-level crash location map
- A pivot table summarizing crashes by severity category
- A pivot table summarizing crashes by mode (vehicle, pedestrian, bicycle, etc.)
- Documentation of intersection control type (signalized, stop-controlled, T-intersection, etc.)
- Supporting legend and data source notes

These intersection-specific exhibits allow for direct evaluation of crash type patterns (e.g., angle, rear-end, side-swipe, single vehicle), user involvement, and severity concentration, as well as weather and lighting. By pairing severity-weighted rankings with spatial visualization and mode-specific breakdowns, the City ensured that countermeasure selection is tailored to the dominant crash patterns at each location.

This structured approach strengthens the defensibility of project prioritization by demonstrating that recommended improvements correspond directly to documented crash characteristics and not solely to public perception or anecdotal concerns.

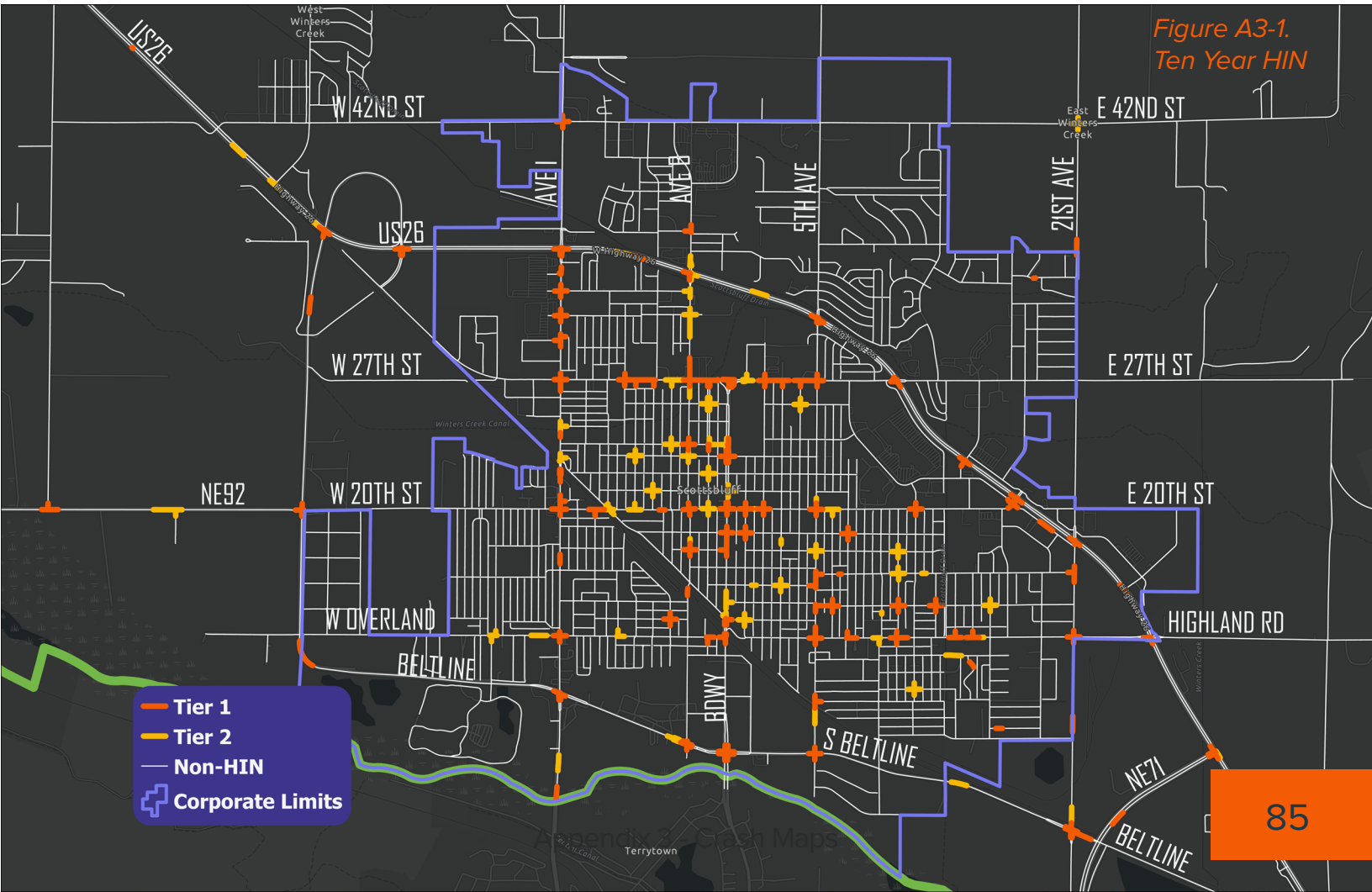


Figure A3-1. Ten Year HIN

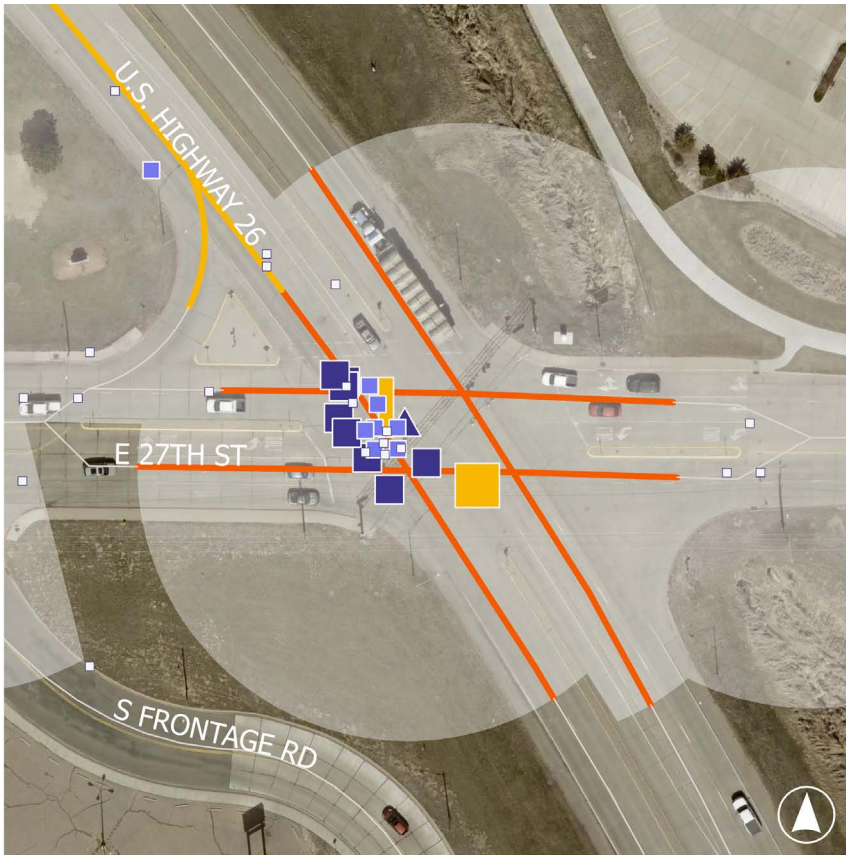
US-26 / E 27th Street

Key Pattern

High-frequency angle and rear-end crashes at a skewed, curved divided highway intersection with visibility constraints and incomplete pedestrian facilities.

Countermeasures

Signal visibility improvements (additional mast arms or near-side heads), advance signal-warning flashers, protected left-turn phasing evaluation, high-visibility crosswalk reconstruction with full-leg coverage, slip-lane channelization review, and enhanced corridor lighting.



2019 - 2023 HIN

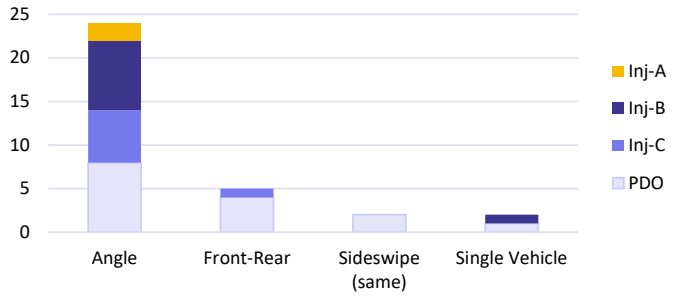
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



US26|E27th Crashes	Severity Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**2**	**8**	**6**	**8**	**24**
Motor Vehicle in Transport	**2**	**8**	**6**	**8**	**24**
Dark - Lit	1	3	1	3	8
Dawn/Dusk				1	1
Light	1	5	5	4	15
Front-Rear			**1**	**4**	**5**
Motor Vehicle in Transport			**1**	**4**	**5**
Dark - Lit				2	2
Light			1	2	3
Sideswipe (same)				**2**	**2**
Motor Vehicle in Transport				**2**	**2**
Light				2	2
Single Vehicle		**1**		**1**	**2**
Pedalcycle		**1**			**1**
Light		1			1
Other Non-Fixed Object				**1**	**1**
Light				1	1
Grand Total	**2**	**9**	**7**	**15**	**33**

US-26 & E 27th Street

10-Year Rank: #1 | 5-Year Rank: #1

Signalized – Skewed, Curved Divided Highway Intersection

Thirty-three crashes were recorded between 2019–2023, with angle crashes dominating and rear-end collisions occurring at substantial frequency. Injury severity is present across crash types, consistent with high-speed, multi-lane conflict exposure.

US-26 operates as a 45-mph divided four-lane corridor that curves through this segment of the community and intersects East 27th Street at a skew. Dedicated left-turn lanes and medians are introduced at the intersection. Signal heads are mounted on a single-span diagonal "box cage" structure extending from the northeast to southwest corner. Signal visibility is constrained for certain approaches, particularly for eastbound E 27th Street right-lane vehicles positioned at the stop bar.

Crosswalk coverage is incomplete. Continental markings are present on the west side crossing E 27th Street, but east–west crosswalks are absent on the south side, and north–south crosswalks are missing on the east side due to lack of sidewalk on the southeast corner. Existing crosswalk markings across US-26 are long and exhibit limited visibility. Pedestrian signals include numeric countdown displays. A southeast-bound right-turn slip lane on US-26 includes an ADA-compliant crossing. No advance flashing signal-warning beacons are present despite the curved highway alignment.

The crash profile reflects high-speed approach conditions, skewed geometry, limited signal visibility, incomplete pedestrian connectivity, and complex multi-lane turning exposure at a primary corridor intersection.

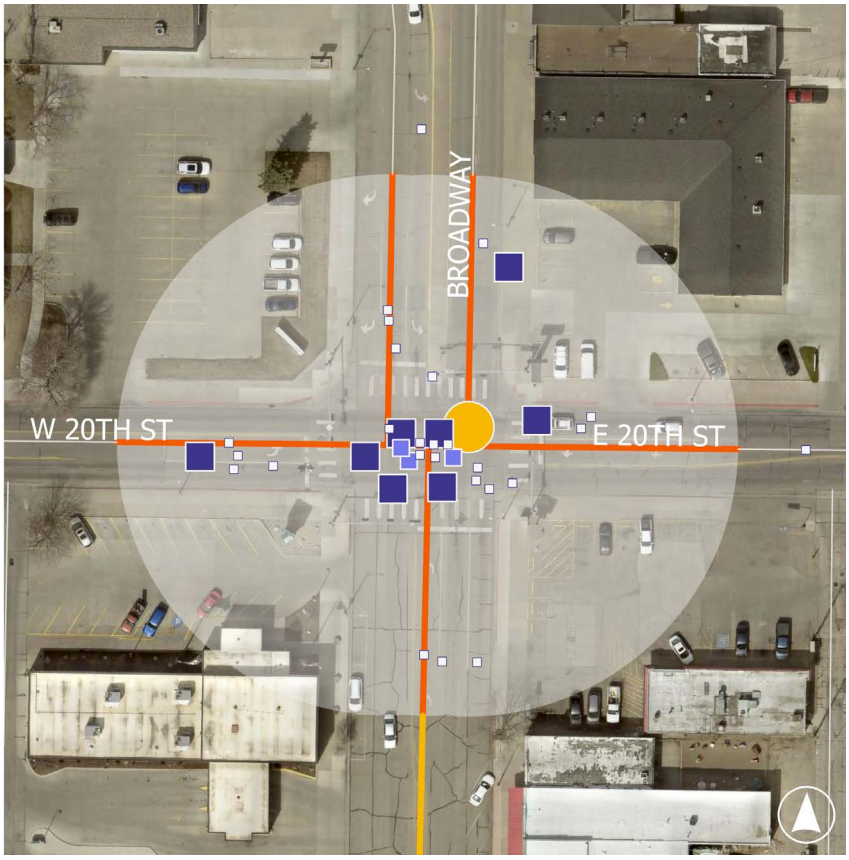
20th Street / Broadway

Key Pattern

Angle and rear-end crashes at a high-turnover downtown arterial transition with complex lane assignments and adjacent access drives.

Countermeasures

Signal timing and coordination refinement, turn-lane delineation enhancements, access management review, pedestrian visibility improvements, and downtown speed management strategies..



2019 - 2023 HIN

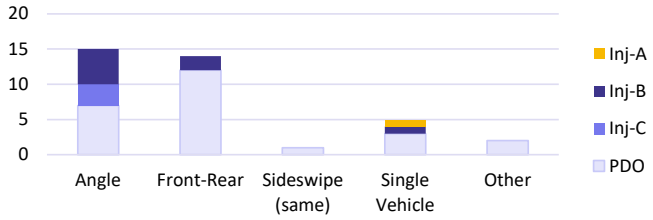
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



20thSt|Bdwy Crashes	Severity Inj-A	Inj-B	Inj-C	PDO	Total
Angle		**5**	**3**	**7**	**15**
Motor Vehicle in Transport		**5**	**3**	**7**	**15**
Dark - Lit		3	1	1	5
Light		2	2	6	10
Front-Rear		**2**		**12**	**14**
Motor Vehicle in Transport		**2**		**12**	**14**
Dark - Lit		1		2	3
Light		1		10	11
Sideswipe (same)				**1**	**1**
Motor Vehicle in Transport				**1**	**1**
Light				1	1
Single Vehicle	**1**	**1**		**3**	**5**
Pedestrian	**1**				**1**
Light	1				1
Utility Pole/Light Support		**1**		**2**	**3**
Dark - Lit		1		1	2
Light				1	1
Traffic Sign Support				**1**	**1**
Dark - Lit				1	1
Other				**2**	**2**
Motor Vehicle in Transport				**2**	**2**
Dark - Lit				1	1
Light				1	1
Grand Total	**1**	**8**	**3**	**25**	**37**

2. 20th Street & Broadway

10-Year Rank: #2 | 5-Year Rank: #3

Signalized – Downtown Arterial Transition Intersection

Thirty-seven crashes were recorded between 2019–2023, with angle and rear-end crashes representing the dominant types. Injury severity is present and consistent with high turning volumes and urban arterial progression conflicts.

This intersection marks the north end of downtown and functions as a transition between commercial core and mixed professional/residential areas. Broadway south of the intersection operates as a two-lane section with diagonal parking on both sides but widens at the intersection to provide a northbound left-turn-only lane, a through lane, and a shared through/right lane. Southbound includes a single lane at the intersection, transitioning to parallel parking south of nearby access drives.

North of the intersection, Broadway provides two northbound lanes (no parking) and southbound lanes consisting of left-only, through-only, and right-only movements. 20th Street operates as a principal east–west arterial with multi-lane approaches: westbound includes one through lane, one left-only lane, and one shared through/right lane; eastbound includes one through lane, one left-only lane, and one right-only lane. The intersection is signalized with marked crosswalks and pedestrian push-buttons on all legs.

Adjacent generators include downtown commercial uses, restaurants and banking access drives, the post office (one block west), residential areas and elementary school to the east, and Bluffs Middle School farther north. The crash pattern reflects multi-lane turning exposure, downtown access density, and arterial progression conflicts within a constrained urban grid.

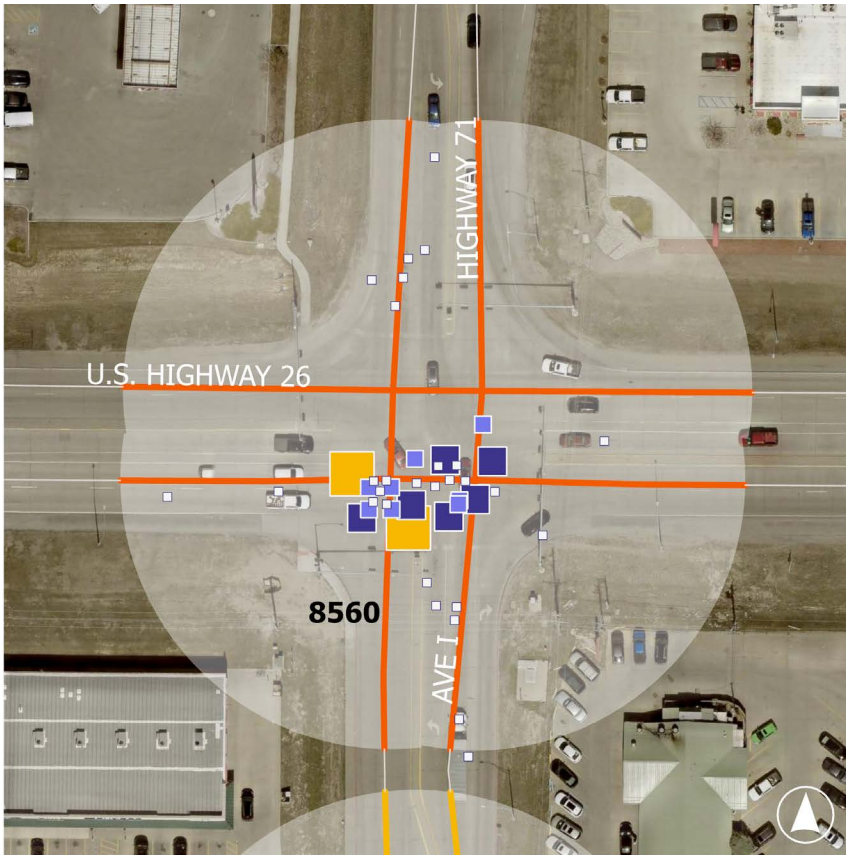
US-26 / Avenue I

Key Pattern

Very high crash frequency at a multi-lane highway-to-highway commercial intersection with complex turning paths and lane-tracking deficiencies.

Countermeasures

Protected left-turn phasing evaluation, installation of pavement turning arcs and enhanced lane-use markings, signal timing and progression refinement, access coordination, and upgraded intersection lighting.



2019 - 2023 HIN

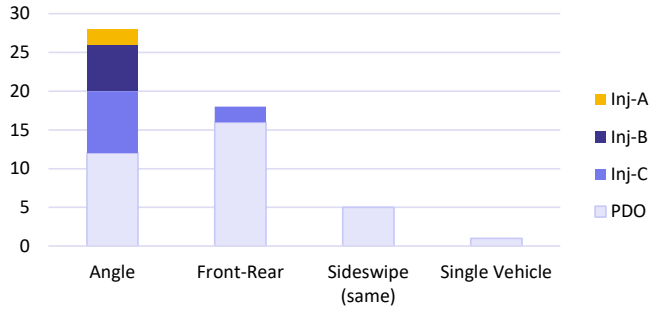
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



US26 | Avel	Severity				
Crashes	Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**2**	**6**	**8**	**12**	**28**
Motor Vehicle in Transport	**2**	**6**	**8**	**12**	**28**
Dark - Lit		2	1	4	7
Dawn/Dusk		1			1
Light	2	3	7	8	20
Front-Rear			**2**	**16**	**18**
Motor Vehicle in Transport			**2**	**16**	**18**
Dark - Lit				2	2
Dawn/Dusk			1		1
Light			1	14	15
Sideswipe (same)				**5**	**5**
Motor Vehicle in Transport				**5**	**5**
Light				4	4
Unknown				1	1
Single Vehicle				**1**	**1**
Overturn/Rollover				**1**	**1**
Dark - Lit				1	1
Grand Total	**2**	**6**	**10**	**34**	**52**

US-26 & Avenue I

10-Year Rank: #3 | 5-Year Rank: #2

Signalized – Major Highway-to-Highway Commercial Node

Fifty-two crashes were recorded between 2019–2023, with angle crashes representing the dominant crash type and rear-end crashes occurring at substantial frequency. Injury severity is present across crash types, reflecting high-volume, multi-lane conflict exposure.

US-26 operates as a divided four-lane highway (45 mph) with paved shoulders, medians, and dedicated left-turn lanes approaching the intersection. Avenue I (NE-71) is a principal north–south arterial and state highway. On the north leg, two northbound lanes are provided, though the right lane transitions almost immediately into a right-only movement serving adjacent commercial access. Southbound on the north leg includes one left-turn lane and two through lanes. On the south leg, two southbound lanes are provided, while northbound includes a left-only lane, a shared left/through lane, and a shared through/right lane.

No pavement turning arcs are present for the multiple left-turn movements. Field observations indicate improper lane tracking, particularly westbound US-26 vehicles turning into the far-right southbound lane of Avenue I toward Walmart on the southwest corner. Additional commercial generators include a convenience store (NW) and restaurants on the northeast and southeast corners.

The crash pattern reflects a high-volume highway-to-highway intersection with complex lane assignments, permissive turning exposure, and deficient lane-use guidance.

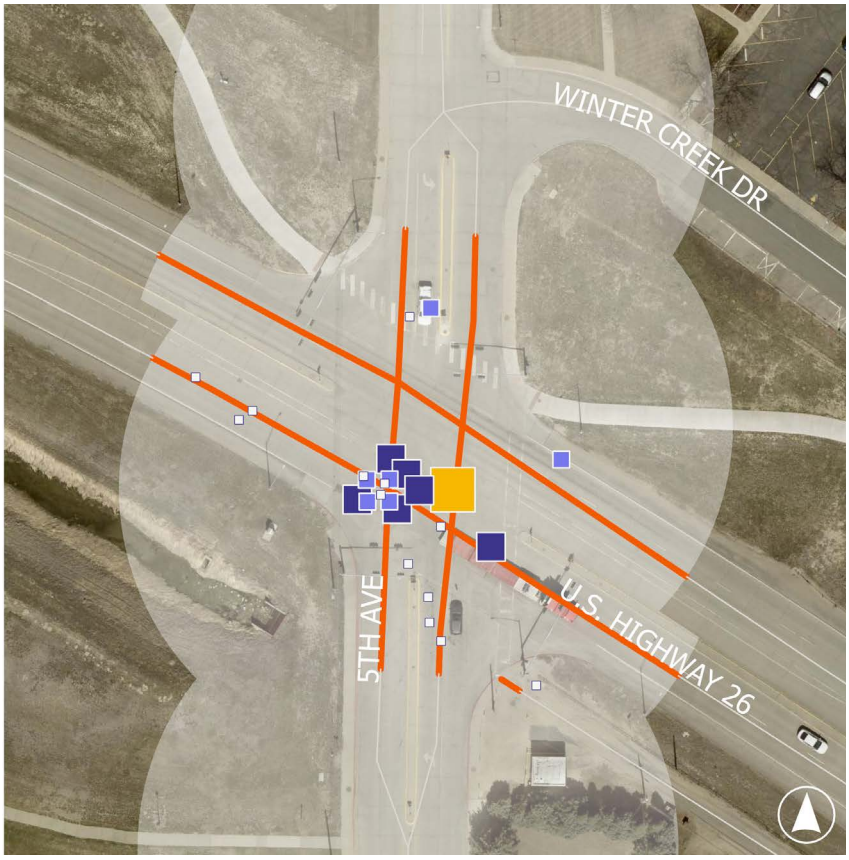
US-26 / 5th Avenue

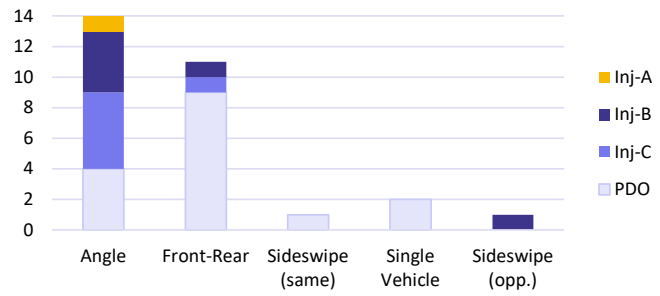
Key Pattern

Angle and rear-end crashes at a skewed, school-adjacent divided highway intersection with adjacent access complexity.

Countermeasures

Left-turn phasing evaluation, signal timing refinement, skew-related visibility enhancements, pathway crossing visibility improvements (including LPI evaluation), and access coordination north of the intersection.





US26|5thAve	Severity				
Crashes	Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**1**	**4**	**5**	**4**	**14**
Motor Vehicle in Transport	**1**	**4**	**5**	**4**	**14**
Dark - Lit	1	2		1	4
Dawn/Dusk				2	2
Light		2	5	1	8
Front-Rear		**1**	**1**	**9**	**11**
Motor Vehicle in Transport		**1**	**1**	**9**	**11**
Dark - Lit				3	3
Light		1	1	6	8
Sideswipe (same)				**1**	**1**
Motor Vehicle in Transport				**1**	**1**
Light				1	1
Single Vehicle				**2**	**2**
Fence				**1**	**1**
Light				1	1
Traffic Sign Support				**1**	**1**
Dark - Lit				1	1
Sideswipe (opp.)		**1**			**1**
Motor Vehicle in Transport		**1**			**1**
Light		1			1
Grand Total	**1**	**6**	**6**	**16**	**29**

US-26 & 5th Avenue

10-Year Rank: #4 | 5-Year Rank: #4

Signalized – Skewed School-Adjacent Highway Intersection

Twenty-nine crashes were recorded between 2019–2023, primarily angle and rear-end collisions consistent with high turning volumes along a divided arterial corridor.

US-26 operates as a divided four-lane highway with medians and dedicated left-turn lanes approaching the intersection. 5th Avenue is a two-lane north–south roadway that widens at the intersection. The north leg provides one northbound lane, while the southbound approach includes a left-only lane and a shared through/right lane. On the south leg, one left-only, one through, and a channelized right-turn lane are provided. The intersection is skewed, influencing sight lines and turning geometry.

A multi-use pathway crosses 5th Avenue on the north side with marked crosswalk and pedestrian signal indications. Winters Creek (stop-controlled) intersects 5th Avenue immediately north of the median opening, allowing left turns onto 5th. Scottsbluff High School occupies the southwest corner, with residential uses on the southeast and northeast corners and office/professional uses on the northwest. A school access drive to teacher parking connects just south of the intersection.

The crash pattern reflects skew geometry, permissive left-turn conflicts, school-related traffic peaks, and closely spaced access points north of the signal.

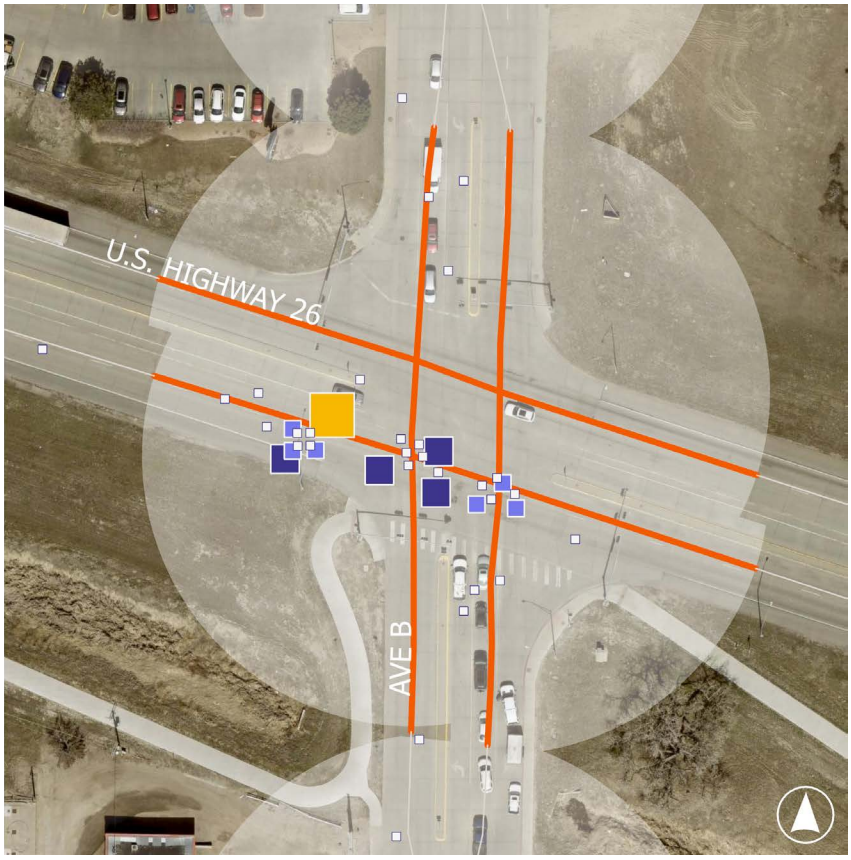
US-26 / Avenue B

Key Pattern

High-frequency angle crashes driven by permissive left turns and multi-lane crossing exposure on a major divided corridor.

Countermeasures

Protected left-turn phase evaluation, signal timing and coordination refinement, yellow/all-red interval review, enhanced lane-use delineation, and intersection lighting optimization.



2019 - 2023 HIN

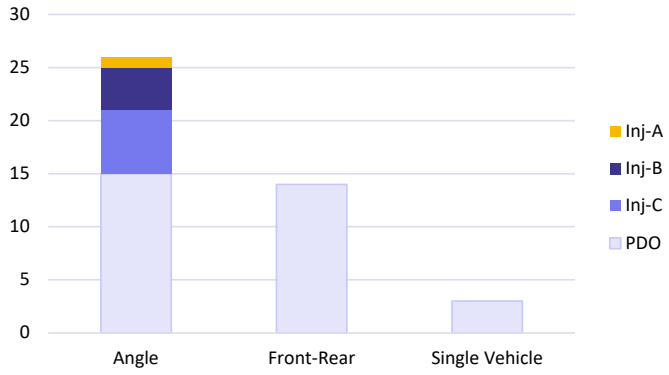
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



US26 | AveB Crashes	Severity Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**1**	**4**	**6**	**15**	**26**
Motor Vehicle in Transport	**1**	**4**	**6**	**15**	**26**
Dark - Lit			1	4	5
Light		3	5	10	18
Dark - Not Lit	1	1		1	3
Front-Rear				**14**	**14**
Motor Vehicle in Transport				**14**	**14**
Dark - Lit				3	3
Dawn/Dusk				2	2
Light				8	8
Dark - Not Lit				1	1
Single Vehicle				**3**	**3**
Other Post, Pole, or Support				**1**	**1**
Light				1	1
Traffic Sign Support				**2**	**2**
Dark - Lit				2	2
Grand Total	**1**	**4**	**6**	**32**	**43**

US-26 / Avenue B

10-Year Rank: #5 | 5-Year Rank: #7

Signalized – High-Volume Divided Highway Intersection

Forty-three crashes were recorded between 2019–2023, with angle crashes (26) representing the dominant crash type. Rear-end crashes (14) also indicate progression-related and queue-related conflicts along the US-26 corridor. Injury severity is present across crash types and under both daylight and dark-lit conditions.

US-26 operates as a divided four-lane highway with medians and dedicated left-turn lanes approaching the intersection. Avenue B is a multi-lane north–south corridor with two through lanes in each direction and auxiliary left-turn lanes. The intersection does not operate with an exclusive protected left-turn phase. A pedestrian pathway crosses the south leg and is served by pedestrian signal indications.

The crash profile reflects high turning volumes, permissive left-turn conflicts, and corridor progression dynamics typical of heavily trafficked signalized highway intersections.

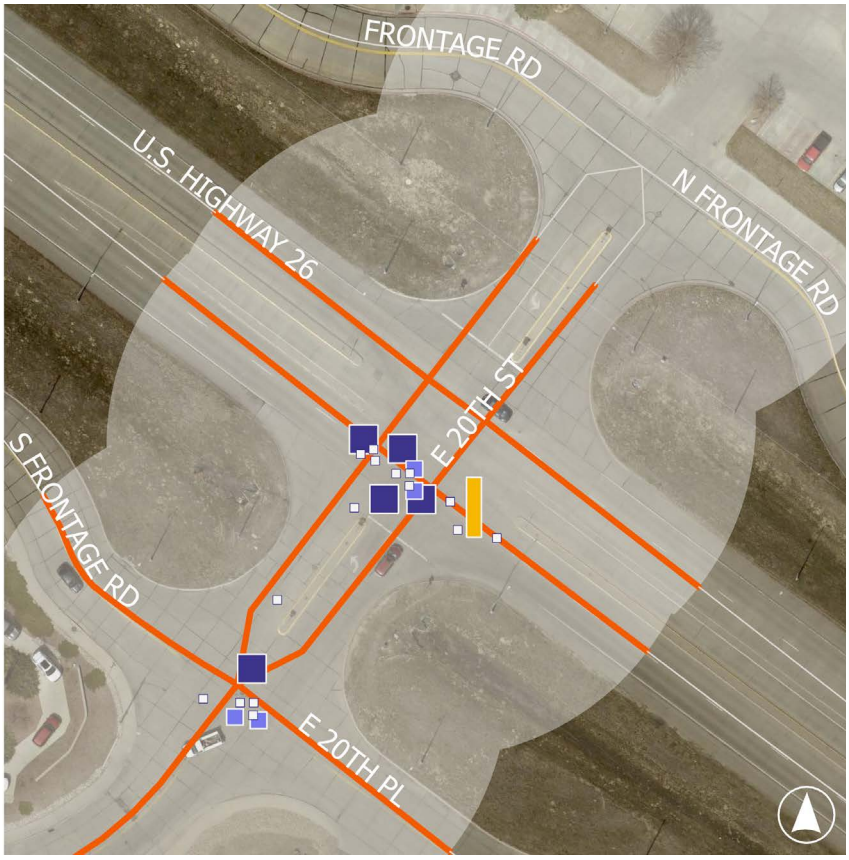
US-26 / East 20th Street

Key Pattern

Angle crashes driven by high-speed divided highway crossings with closely spaced frontage-road conflicts.

Countermeasures

Median opening evaluation, access consolidation, enhanced advance warning signage, intersection lighting improvements, and feasibility assessment of signalization or alternative control.



2019 - 2023 HIN

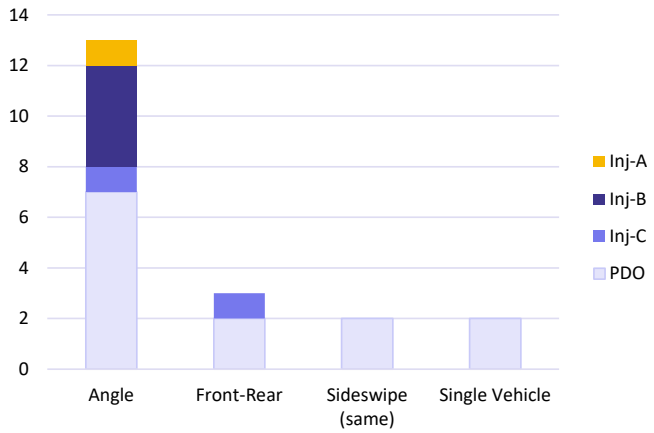
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



US26|E20th Crashes	Severity Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**1**	**4**	**1**	**7**	**13**
Motor Vehicle in Transport	**1**	**4**	**1**	**7**	**13**
Light	1	3	1	7	12
Dark - Not Lit		1			1
Front-Rear			**1**	**2**	**3**
Motor Vehicle in Transport			**1**	**2**	**3**
Light			1	2	3
Sideswipe (same)				**2**	**2**
Motor Vehicle in Transport				**2**	**2**
Light				2	2
Single Vehicle				**2**	**2**
Traffic Sign Support				**2**	**2**
Dawn/Dusk				1	1
Unknown				1	1
Grand Total	**1**	**4**	**2**	**13**	**20**

US-26 / East 20th Street

10-Year Rank: #6 | 5-Year Rank: #12

Unsignalized – High-Speed Divided Highway Crossing

Twenty crashes were recorded between 2019–2023, primarily angle collisions, with injury outcomes concentrated in crossing movements.

US-26 operates as a divided four-lane highway with medians and dedicated left-turn lanes, posted at 45 mph and not stop-controlled. East 20th Street is a two-lane roadway with auxiliary left-turn lanes and median openings and is stop-controlled on both sides of US-26. Frontage roads intersect East 20th Street immediately north and south of the highway. The southern S Frontage Road/East 20th Place is stop-controlled, while the northern frontage road is yield-controlled with lower traffic volumes.

Adjacent land uses include mixed commercial and residential areas to the south and big-box retail, hotel, restaurant, and commercial development to the north, generating frequent turning movements.

The crash pattern reflects high-speed through traffic on US-26 combined with complex crossing and turning conflicts created by closely spaced frontage-road intersections.

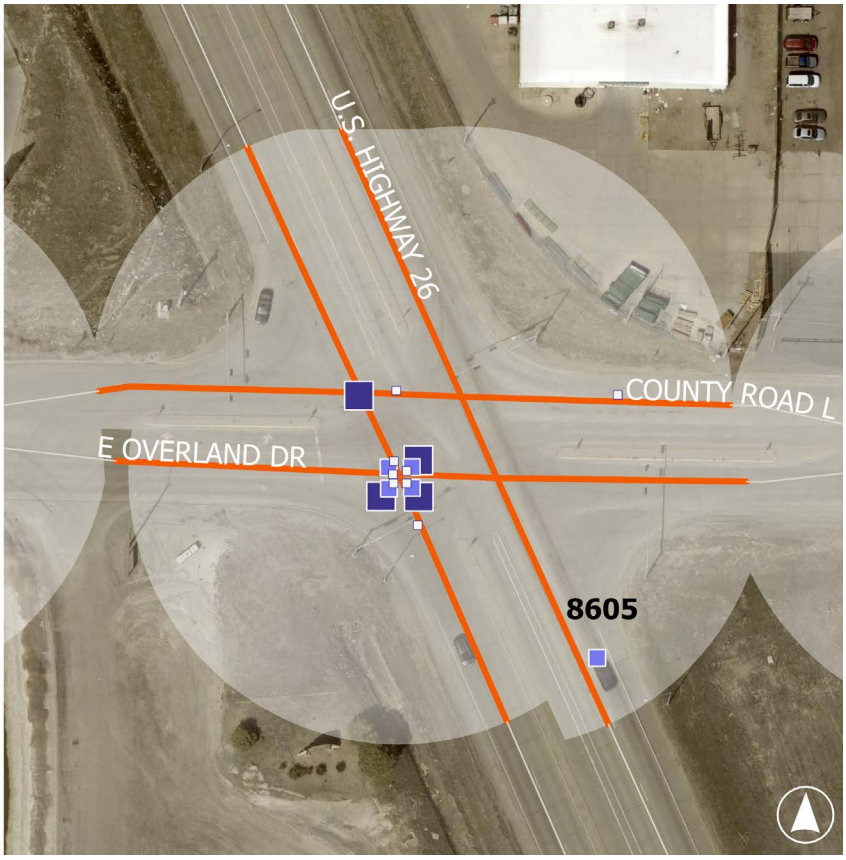
US-26 / East Overland

Key Pattern

Angle and rear-end crashes at a high-speed gateway intersection with transition from rural to urban cross-section.

Countermeasures

Signal timing and yellow/all-red interval review, continued use and evaluation of advance warning flashers, access management, enhanced lane-use delineation, and intersection lighting improvements.



2019 - 2023 HIN

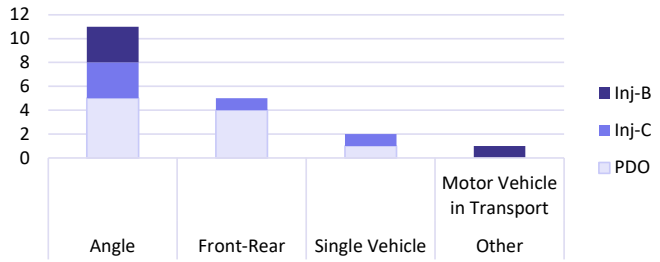
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



US26|Eover Crashes	Severity Inj-B	Inj-C	PDO	Total
Angle	**3**	**3**	**5**	**11**
Motor Vehicle in Transport	**3**	**3**	**5**	**11**
Dark - Lit	2	2	1	5
Dawn/Dusk	1			1
Light		1	4	5
Front-Rear		**1**	**4**	**5**
Motor Vehicle in Transport		**1**	**4**	**5**
Dawn/Dusk			1	1
Light			2	2
<Null>		1		1
Dark - Not Lit			1	1
Single Vehicle		**1**	**1**	**2**
Utility Pole/Light Support		**1**		**1**
Dark - Lit		1		1
Traffic Sign Support			**1**	**1**
Dark - Lit			1	1
Other	**1**			**1**
Motor Vehicle in Transport	**1**			**1**
Dawn/Dusk	1			1
Grand Total	**4**	**5**	**10**	**19**

US-26 & East Overland

10-Year Rank: #7 | 5-Year Rank: #11

Signalized – Southeast Gateway Intersection

Nineteen crashes were recorded between 2019–2023, with angle and rear-end collisions representing the predominant crash types. Injury crashes are present but consistent with other high-volume signalized corridor intersections.

This intersection serves as the southeastern gateway into Scottsbluff and is the first signalized intersection for westbound traffic entering the community. US-26 operates as a divided four-lane highway with paved shoulders, medians, and dedicated left-turn lanes. East Overland Drive functions as a four-lane roadway west of the intersection with turn lanes and medians, transitioning to a two-lane roadway without paved shoulders to the east.

Land uses include the Sugar Factory on the southwest corner and a convenience store on the northwest corner, generating turning activity. The intersection benefits from advance flashing signal-warning beacons south of the intersection to alert approaching drivers to signal phase changes.

Crash patterns reflect high-speed approach conditions transitioning into an urban signalized environment with significant turning movements.

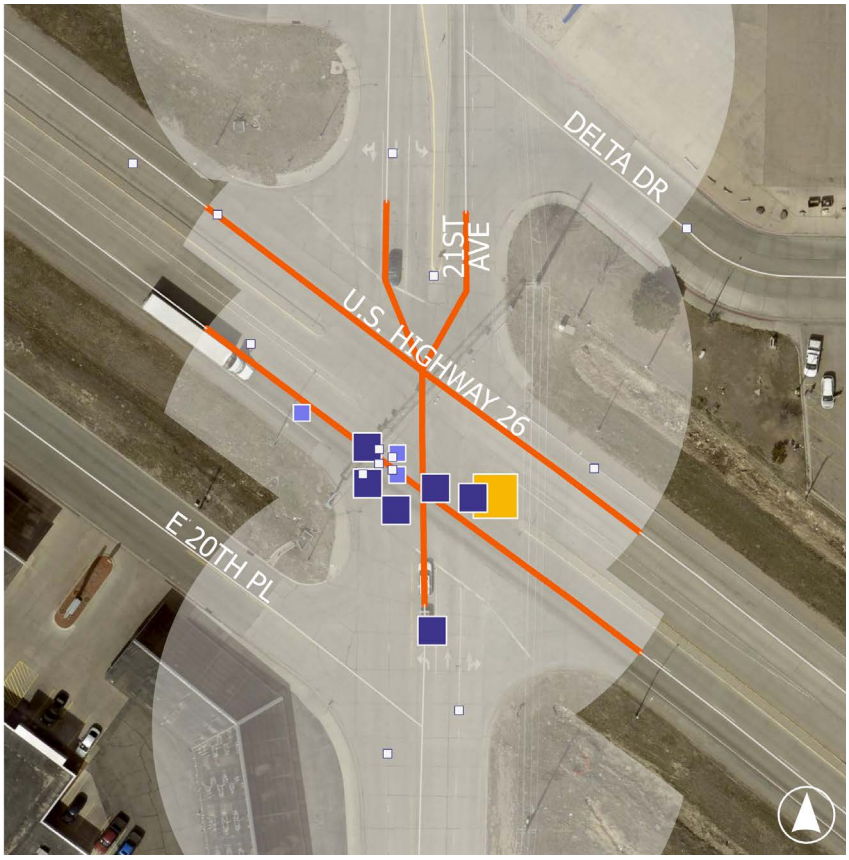
US-26 / 21st Avenue

Key Pattern

Angle and rear-end crashes at a skewed signalized highway intersection with limited signal visibility and closely spaced access points.

Countermeasures

Signal head visibility improvements (additional heads or mast-arm relocation), stop bar and advance detection review, signal timing refinement, and access coordination with adjacent intersections.



2019 - 2023 HIN

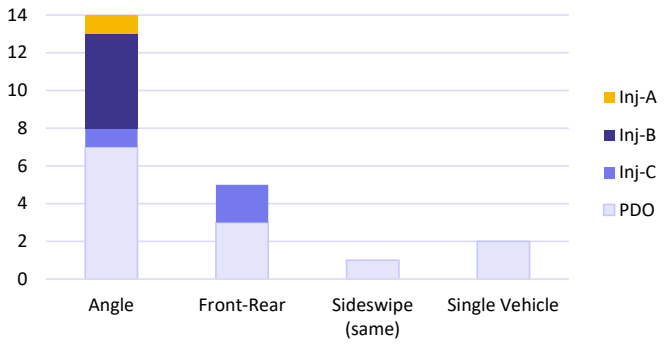
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



US26|21stAve	Severity				
Crashes	Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**1**	**5**	**1**	**7**	**14**
Motor Vehicle in Transport	**1**	**5**	**1**	**7**	**14**
Dark - Lit	1	2			3
Light		3	1	6	10
Dark - Not Lit				1	1
Front-Rear			**2**	**3**	**5**
Motor Vehicle in Transport			**2**	**3**	**5**
Light			2	3	5
Sideswipe (same)				**1**	**1**
Motor Vehicle in Transport				**1**	**1**
Light				1	1
Single Vehicle				**2**	**2**
Utility Pole/Light Support				**1**	**1**
Light				1	1
Traffic Sign Support				**1**	**1**
Light				1	1
Grand Total	**1**	**5**	**3**	**13**	**22**

US-26 & 21st Avenue

10-Year Rank: #8 | 5-Year Rank: #10

Signalized – Skewed Highway Intersection

Twenty-two crashes were recorded between 2019–2023, primarily angle and rear-end collisions. Injury crashes are present but limited relative to overall volume.

This signalized intersection occurs at a skew and includes signal heads mounted on a single-span structure. Signal visibility is limited from the assumed eastbound stop bar on the west leg of US-26. US-26 operates as a divided four-lane highway with medians and dedicated left-turn lanes. 21st Avenue includes medians on the north side and provides one left-turn, one through, and one right-turn lane in both northbound and southbound directions.

Operational complexity is increased by closely spaced intersections: East 20th Place intersects 21st Avenue just south of US-26, and Delta Drive intersects just north on the east side (with restricted left-turn movements). The skewed alignment, limited signal visibility, and adjacent access points contribute to turning and queue-related conflicts.

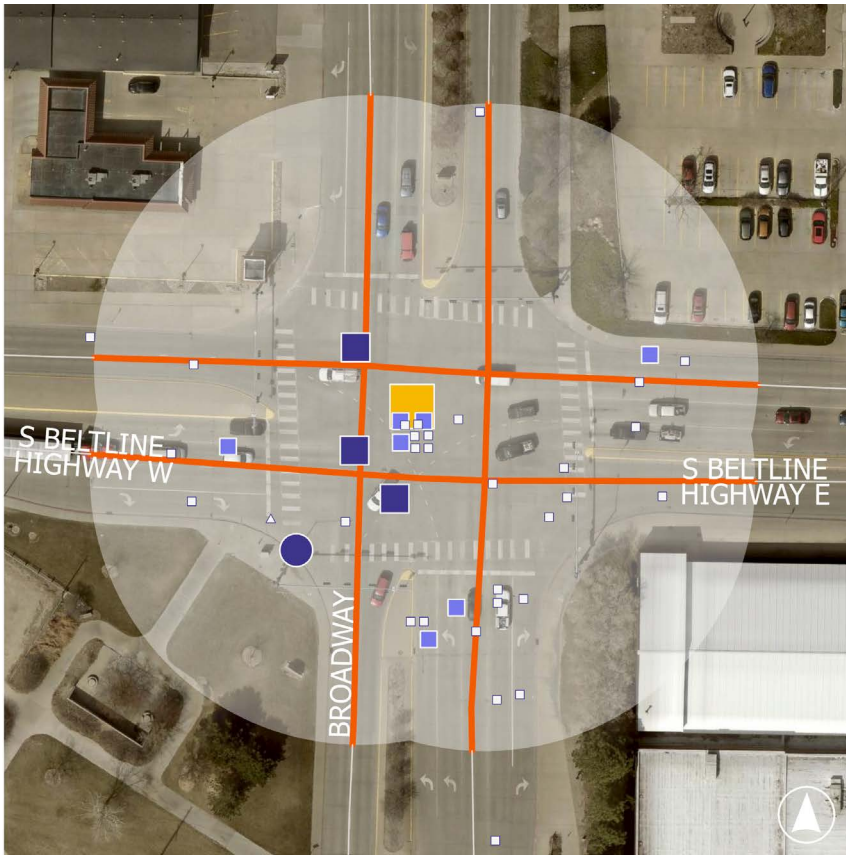
South Beltline / Broadway

Key Pattern

Rear-end and angle crashes at a high-volume, multi-lane regional gateway with dual-left phasing.

Countermeasures

Signal timing optimization, left-turn phasing review, enhanced lane-use delineation, pedestrian visibility improvements, and intersection lighting upgrades.



2019 - 2023 HIN

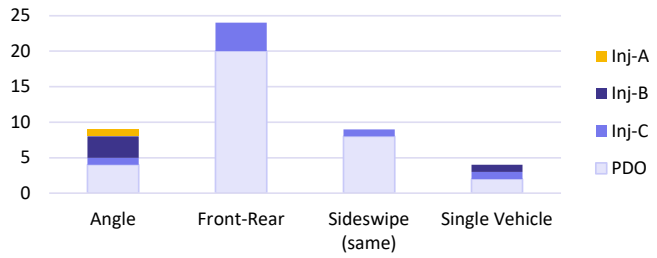
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



SBelt|Bdwy Crashes	Severity Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**1**	**3**	**1**	**4**	**9**
Motor Vehicle in Transport	**1**	**3**	**1**	**4**	**9**
Dark - Lit		2			2
Light	1	1	1	4	7
Front-Rear			**4**	**20**	**24**
Motor Vehicle in Transport			**4**	**20**	**24**
Dark - Lit			1	4	5
Light			3	16	19
Sideswipe (same)			**1**	**8**	**9**
Motor Vehicle in Transport			**1**	**8**	**9**
Dawn/Dusk				1	1
Light			1	7	8
Single Vehicle		**1**	**1**	**2**	**4**
Pedalcycle				**1**	**1**
Dark - Lit				1	1
Curb			**1**		**1**
Light			1		1
Traffic Sign Support				**1**	**1**
Light				1	1
Pedestrian		**1**			**1**
Light		1			1
Grand Total	**1**	**4**	**7**	**34**	**46**

South Beltline & Broadway

10-Year Rank: #9 | 5-Year Rank: #5

Signalized – Regional Bridge & Commercial Gateway Intersection

Forty-six crashes were recorded between 2019–2023, primarily rear-end and angle collisions. Injury crashes are present but not dominant relative to total crash volume.

This signalized intersection sits just north of the Scottsbluff–Gering bridge and carries high regional traffic volumes. Both South Beltline and Broadway operate as four-lane corridors with medians introduced near the intersection. Dual left-turn lanes are provided on key approaches, with multiple through and right-turn lanes creating a high-capacity, multi-phase signal configuration. The intersection serves major commercial generators, including Safeway (NE), YMCA (SE), and surrounding retail uses, and includes marked crosswalks with pedestrian push-buttons. The Monument Valley Pathway passes beneath the south leg of Broadway.

The crash pattern reflects heavy volumes, dual-left phasing, and turning complexity typical of major gateway intersections.

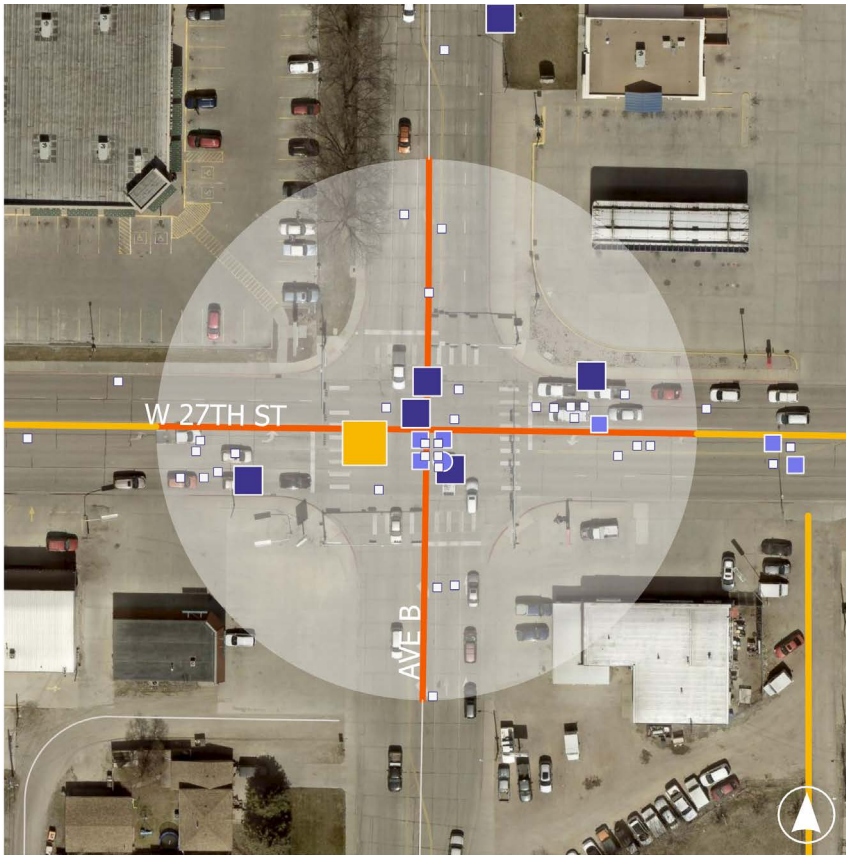
West 27th Street / Avenue B

Key Pattern

Rear-end and angle crashes at a signalized commercial arterial intersection with cross-section transition to residential.

Countermeasures

Signal timing optimization (including progression review), protected turn-phase evaluation, enhanced pavement markings and lane delineation, driveway access management coordination, and pedestrian visibility enhancements at crosswalks.



2019 - 2023 HIN

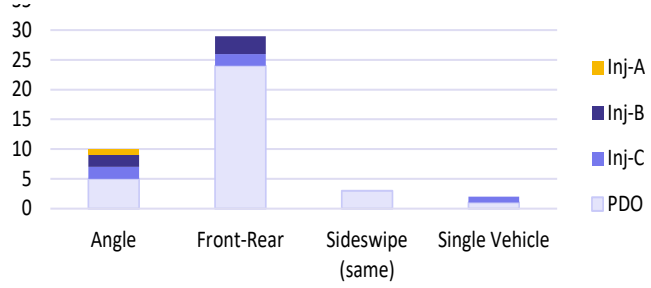
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



W27th|AveB Crashes	Severity Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**1**	**2**	**2**	**5**	**10**
Motor Vehicle in Transport	**1**	**2**	**2**	**5**	**10**
Dark - Lit		2			2
Dawn/Dusk			1		1
Light	1		1	5	7
Front-Rear		**3**	**2**	**24**	**29**
Motor Vehicle in Transport		**3**	**2**	**24**	**29**
Dark - Lit		1		12	13
Dawn/Dusk				1	1
Light		2	2	10	14
<Null>				1	1
Sideswipe (same)				**3**	**3**
Motor Vehicle in Transport				**3**	**3**
Dark - Lit				3	3
Single Vehicle			**1**	**1**	**2**
Pedestrian			**1**		**1**
Light			1		1
Curb				**1**	**1**
Light				1	1
Grand Total	**1**	**5**	**5**	**33**	**44**

West 27th Street & Avenue B

10-Year Rank: #10 | 5-Year Rank: #6

Signalized – Commercial Arterial Intersection

Forty-four crashes were recorded between 2019–2023, primarily rear-end and angle collisions. Injury crashes are present but represent a smaller share of total crashes compared to property-damage-only events.

This signalized intersection connects two four-lane roadways with center two-way left-turn lanes (TWLTL). West 27th Street operates as a four-lane commercial corridor with a TWLTL. Avenue B functions similarly north of the intersection but transitions south of the intersection to a two-lane residential street with on-street parking within one block, creating a notable operational shift in cross-section and driver expectation.

The surrounding land use is heavily commercial, with restaurants located to the east, west, and north, and a pharmacy on the northwest corner. Pedestrian push-buttons and marked crosswalks are present, reflecting multimodal demand in the area. The combination of retail driveway density, frequent turning movements, signalized control, and cross-section transition contributes to rear-end crashes associated with stopping behavior and angle crashes associated with turning conflicts.

The residential transition south of the intersection introduces additional variability in speed and turning expectations, particularly during peak commercial periods.

West 33rd Street / Avenue I

Key Pattern

Angle crash dominance at a complex, high-volume retail signalized intersection with multi-lane widening and lane-discipline challenges.

Countermeasures

Installation of painted turn arcs and enhanced lane-use markings, signal timing and protected-turn review, improved advance lane-assignment signage, and queue/progression optimization to reduce rear-end exposure.



2019 - 2023 HIN

Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt

Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt

Non-Tier

Crashes

Motorist Fatal

Pedestrian Inj-A

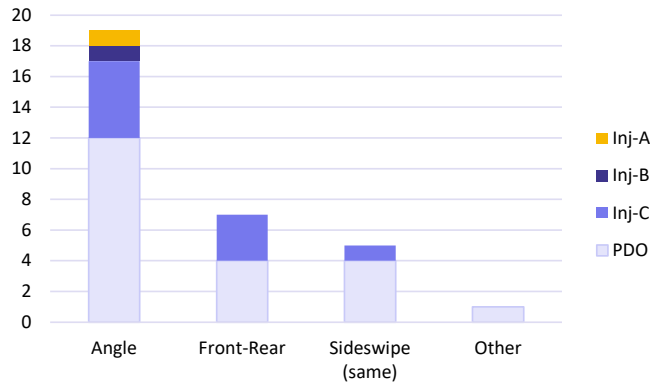
Bicyclist Inj-B

Trucker Inj-C

Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



W33rd|Avel Crashes	Severity Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**1**	**1**	**5**	**12**	**19**
Motor Vehicle in Transport	**1**	**1**	**5**	**12**	**19**
Dark - Lit			1	1	2
Light	1	1	4	11	17
Front-Rear			**3**	**4**	**7**
Motor Vehicle in Transport			**3**	**4**	**7**
Dark - Lit			1	1	2
Light			2	3	5
Sideswipe (same)			**1**	**4**	**5**
Motor Vehicle in Transport			**1**	**4**	**5**
Dark - Lit				1	1
Light			1	3	4
Other				**1**	**1**
Motor Vehicle in Transport				**1**	**1**
Light				1	1
Grand Total	**1**	**1**	**9**	**21**	**32**

West 33rd Street & Avenue I

10-Year Rank: #11 | 5-Year Rank: #8

Signalized – High-Volume Retail Node

Thirty-two crashes were recorded between 2019–2023, with angle crashes (19) representing the dominant crash type, followed by rear-end and sideswipe crashes. Injury crashes are present but the majority of events are property-damage-only. The sustained crash volume places this location among the higher-ranked signalized intersections in the 5-year severity analysis.

This signalized intersection features complex multi-lane geometry and directional imbalance. West 33rd Street widens significantly at the intersection. The west leg provides three eastbound lanes (right-only, shared left/through, and left-only) and one westbound lane. The east leg includes one eastbound lane and two westbound lanes (shared left/through and right-only). Avenue I carries six lanes on the north side (two northbound lanes and multiple southbound lanes including left-only, through, and right-only lanes) and transitions to a different configuration on the south leg.

The intersection serves major commercial generators, including direct access into Walmart to the west, a carwash on the northwest corner, commercial uses on the northeast, a restaurant on the southeast, and a park on the southwest. The complexity of lane assignments and widening movements—combined with heavy retail turning activity—creates driver expectancy challenges. The lack of painted turn arcs across the intersection further reduces lane discipline and may contribute to sideswipe and angle conflicts.

The crash profile reflects high turning volumes, lane-transition complexity, and queue variability typical of major retail signalized intersections.

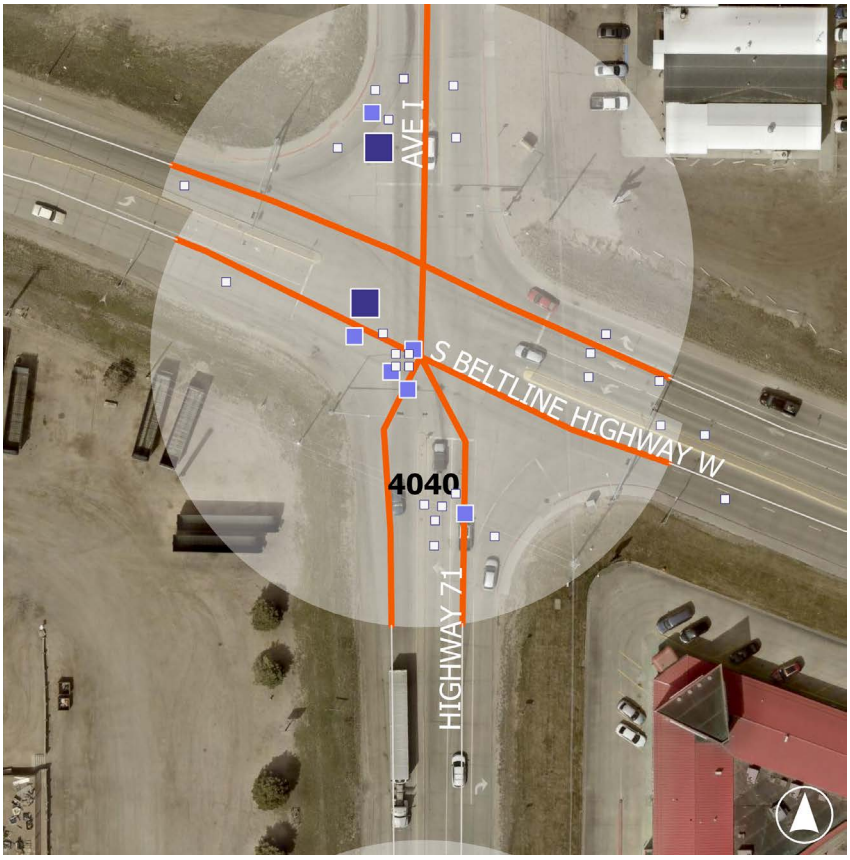
South Beltline / Avenue I

Key Pattern

Rear-end crash dominance at a high-volume, multi-lane signalized arterial with cross-section transitions and diverse land uses.

Countermeasures

Signal timing and progression optimization, queue detection evaluation, enhanced lane-use signing and pavement markings, protected turn-phase review, and intersection lighting improvements.



2019 - 2023 HIN

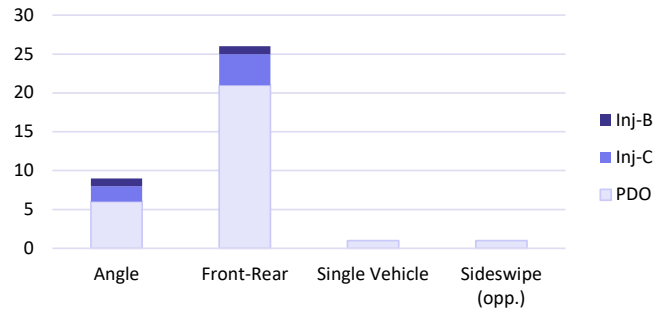
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



SBelt|Ave I Crashes	Severity Inj-B	Inj-C	PDO	Total
Angle	**1**	**2**	**6**	**9**
Motor Vehicle in Transport	**1**	**2**	**6**	**9**
Dark - Lit		1		1
Light	1	1	6	8
Front-Rear	**1**	**4**	**21**	**26**
Motor Vehicle in Transport	**1**	**4**	**21**	**26**
Dark - Lit			1	1
Dawn/Dusk			1	1
Light	1	4	19	24
Single Vehicle			**1**	**1**
Animal (Live)			**1**	**1**
Dark - Lit			1	1
Sideswipe (opp.)			**1**	**1**
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle			**1**	**1**
Light			1	1
Grand Total	**2**	**6**	**29**	**37**

South Beltline & Avenue I

10-Year Rank: #12 | 5-Year Rank: #13

Signalized – Multi-Lane Arterial Intersection

Thirty-seven crashes were recorded between 2019–2023, with rear-end crashes (26) representing the dominant crash type, followed by angle crashes (9). Injury crashes are present but not predominant relative to total crash volume.

This signalized intersection includes complex lane configurations and cross-section transitions. South Beltline is divided with a median on the east leg, providing two eastbound lanes and three westbound lanes (left-turn, through, right-turn). The west leg widens at the intersection from a two-lane roadway to four lanes, with one lane in each direction plus dedicated turn lanes. Avenue I includes three northbound lanes on the south leg (left-turn, through, right-turn) and one southbound lane; on the north leg, southbound traffic expands to two lanes with a dedicated left-turn lane.

The intersection serves varied land uses: industrial activity to the south, commercial to the east, mixed use to the north, and access toward the zoo to the west. The crash profile—dominated by rear-end collisions—is consistent with signalized arterial intersections experiencing queue formation, progression variability, and lane-assignment complexity. Angle crashes reflect turning-phase exposure within the multi-lane configuration.

While the 5-year severity rank is lower than its 10-year position, the sustained crash volume and geometric complexity warrant operational refinement.

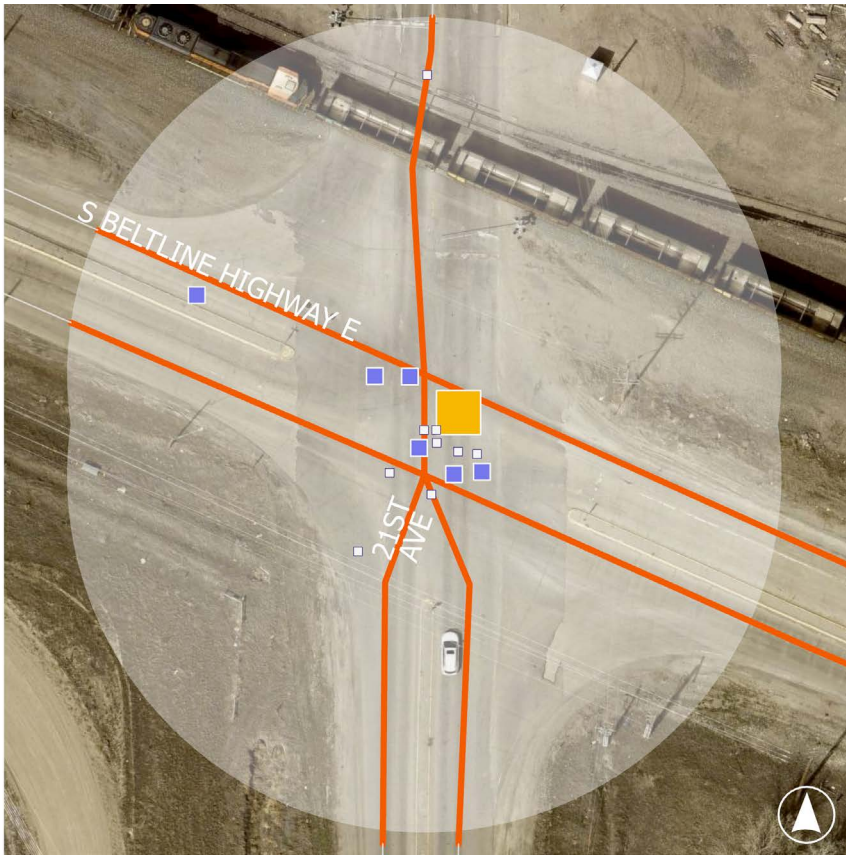
S Beltline / 21st Avenue

Key Pattern

Queue stacking and informal bypassing in an industrial, unsignalized environment with cross-section transition.

Countermeasures

Construction of a formal northbound left-turn lane, shoulder paving and delineation, channelization improvements, enhanced truck-turning geometry, and evaluation of rail-related queue management strategies.



2019 - 2023 HIN

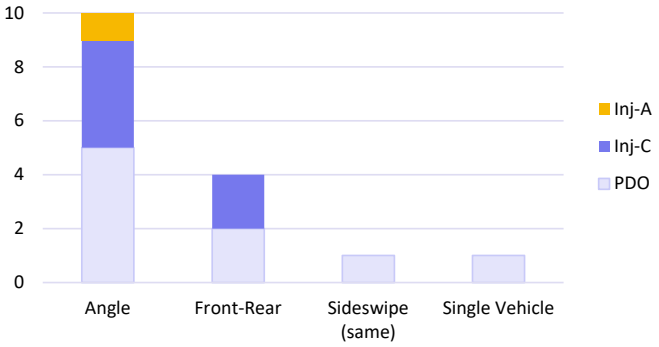
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



SBelt|21stAve Crashes	Severity Inj-A	Inj-C	PDO	Total
Angle	**1**	**4**	**5**	**10**
Motor Vehicle in Transport	**1**	**4**	**5**	**10**
Dark - Lit		1		1
Light	1	3	5	9
Front-Rear		**2**	**2**	**4**
Motor Vehicle in Transport		**2**	**2**	**4**
Dark - Lit		1	1	2
Dawn/Dusk			1	1
Light		1		1
Sideswipe (same)			**1**	**1**
Motor Vehicle in Transport			**1**	**1**
N/S			1	1
Single Vehicle			**1**	**1**
Other Post, Pole, or Support			**1**	**1**
Light			1	1
Grand Total	**1**	**6**	**9**	**16**

South Beltline & 21st Avenue

10-Year Rank: #13 | 5-Year Rank: #16

Unsignalized – Stop Control on East–West Approaches

Sixteen crashes were recorded between 2019–2023, with angle crashes (10) and rear-end crashes (4) comprising the majority of crash types. Injury crashes are present but not dominant.

This intersection operates without signal control. The east–west approaches are stop-controlled and include turn lanes. The south approach carries two northbound lanes; however, the absence of a dedicated left-turn lane results in vehicles informally bypassing queued traffic by using the shoulder or maneuvering around the median—particularly when train activity causes vehicle stacking. The area is industrial in character with heavy truck traffic. South of the intersection, the roadway transitions to a two-lane section without paved shoulders, while north of the intersection it transitions to a four-lane section. The southbound approach includes two lanes, one designated for right turns and one for through movements.

The crash pattern reflects queue-related rear-end exposure and angle conflicts associated with stop-controlled approaches in a heavy truck environment. Informal shoulder use and cross-section transition increase operational complexity beyond what crash counts alone indicate.

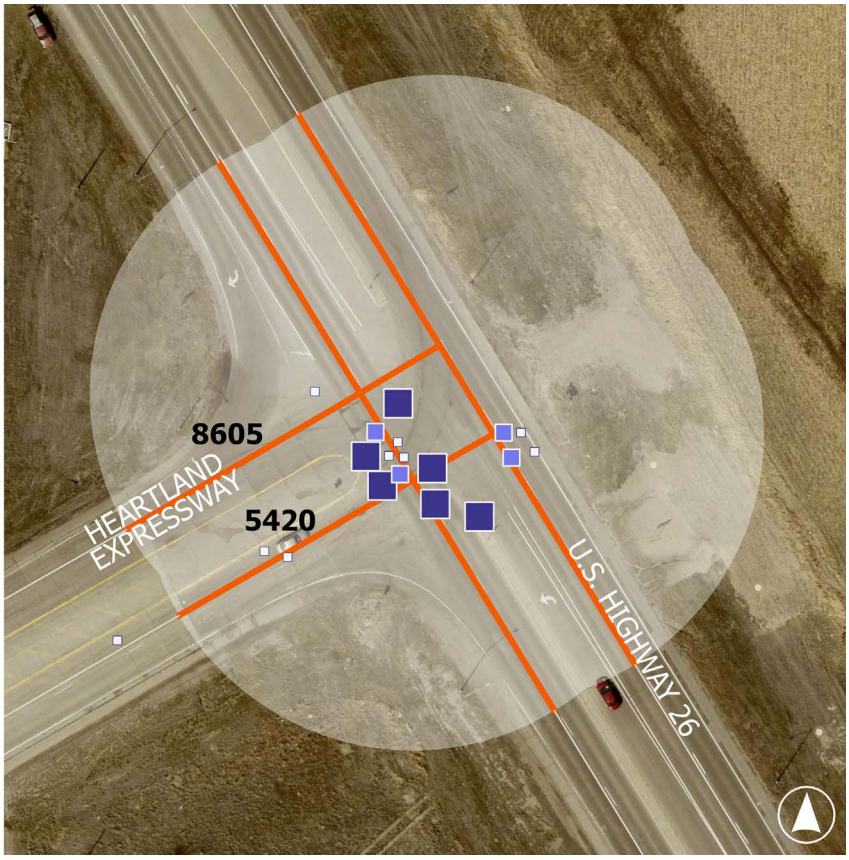
US-26 / NE-71

Key Pattern

High-speed divided-highway angle conflicts at a stop-controlled approach.

Countermeasures

Enhanced advance warning and high-visibility stop-control treatments on NE-71, intersection lighting, median channelization guidance, speed-transition signing, and evaluation of operational upgrades to reduce high-consequence crossing exposure.



2019 - 2023 HIN

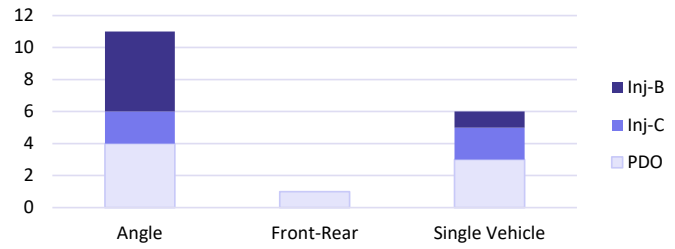
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



US26 | HeartExp Crashes	Severity Inj-B	Inj-C	PDO	Total
Angle	**5**	**2**	**4**	**11**
Motor Vehicle in Transport	**5**	**2**	**4**	**11**
Dark - Lit	1			1
Dawn/Dusk		1		1
Light	4	1	4	9
Front-Rear			**1**	**1**
Motor Vehicle in Transport			**1**	**1**
Light			1	1
Single Vehicle	**1**	**2**	**3**	**6**
Overturn/Rollover	**1**			**1**
Light	1			1
Other Non-Collision		**1**		**1**
Light		1		1
Other Fixed Object (wall, building, tunnel, etc.)		**1**		**1**
Dawn/Dusk		1		1
Traffic Sign Support			**2**	**2**
Dark - Lit			1	1
Light			1	1
Ditch			**1**	**1**
Light			1	1
Grand Total	**6**	**4**	**8**	**18**

US-26 & Heartland Expressway (NE-71)

10-Year Rank: #14 | 5-Year Rank: #9

Unsignalized – Stop Control on Heartland Expressway

Eighteen crashes were recorded between 2019–2023, with angle crashes representing the dominant crash type and single-vehicle crashes also present. Injury crashes occur within the dataset, though overall crash frequency is moderate relative to higher-ranked intersections.

US-26 operates as a divided four-lane facility (55 mph in this segment) with no stop control. Heartland Expressway (NE-71) operates as a divided four-lane facility posted at 70 mph and is stop-controlled at the intersection. Both highways include paved shoulders. The configuration creates a high-speed, high-exposure crossing condition, where minor-approach drivers must judge gaps across multiple through lanes and a median.

The crash pattern is consistent with high-speed angle conflicts at a stop-controlled approach crossing a divided highway. Given the speed environment and multi-lane geometry, even moderate crash frequency reflects elevated severity potential.

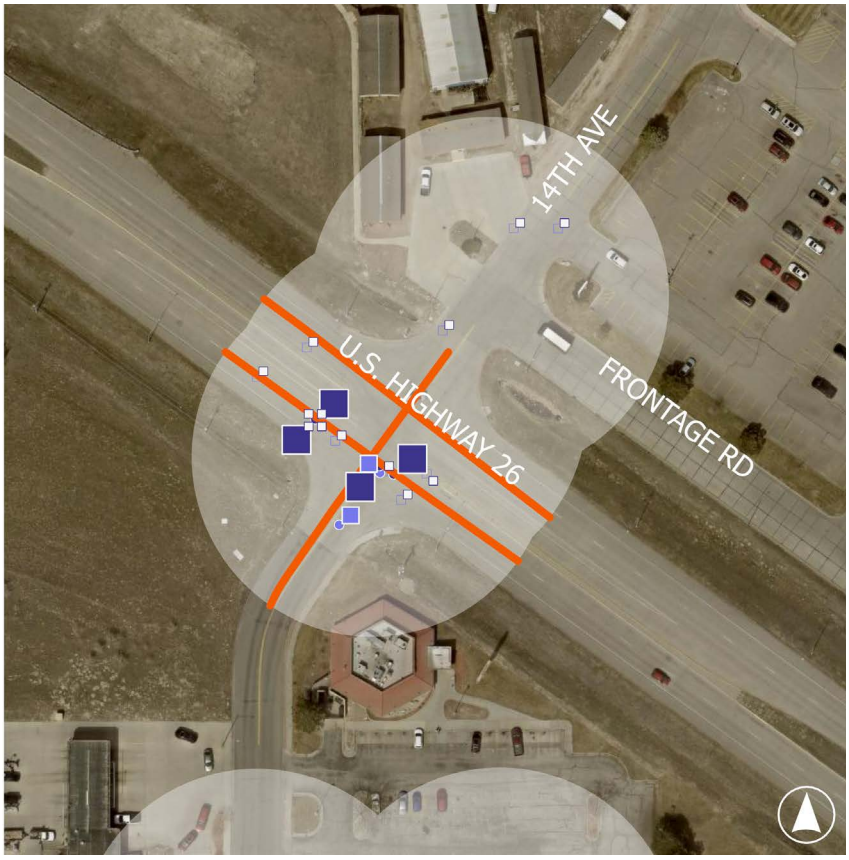
US-26 / 14th Avenue

Key Pattern

Stop-controlled crossing conflicts at a divided highway with angled approach and closely spaced frontage road access.

Countermeasures

Enhanced stop-control visibility and advance warning, intersection lighting, frontage road access spacing evaluation, and median channelization review to reduce high-speed crossing exposure.



2019 - 2023 HIN

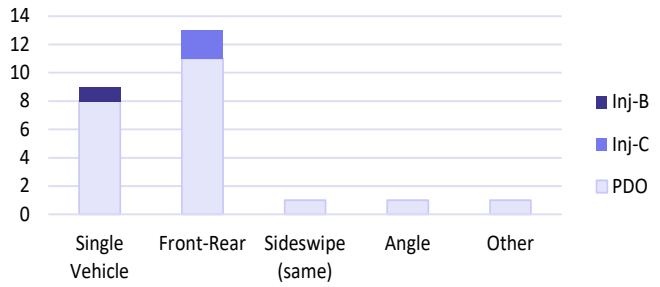
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



EOver|14thAve Crashes	Severity Inj-B	Inj-C	PDO	Total
Single Vehicle	**1**		**8**	**9**
Pedestrian	**1**			**1**
Dark - Lit	1			1
Traffic Sign Support			**4**	**4**
Dark - Lit			2	2
Light			1	1
Dawn/Dusk			1	1
Other Post, Pole, or Support			**2**	**2**
Light			2	2
Parked Motor Vehicle			**1**	**1**
Light			1	1
Tree (standing)			**1**	**1**
Dark - Lit			1	1
Front-Rear		**2**	**11**	**13**
Motor Vehicle in Transport		**2**	**11**	**13**
Dark - Lit			2	2
Light		2	9	11
Sideswipe (same)			**1**	**1**
Motor Vehicle in Transport			**1**	**1**
Light			1	1
Angle			**1**	**1**
Motor Vehicle in Transport			**1**	**1**
Dark - Lit			1	1
Other			**1**	**1**
Motor Vehicle in Transport			**1**	**1**
Light			1	1
Grand Total	**1**	**2**	**22**	**25**

US-26 & 14th Avenue

10-Year Rank: #15 | 5-Year Rank: #25

Unsignalized – Stop Control on 14th Avenue | Divided Highway with Frontage Road Interaction

Twenty-five crashes were recorded between 2019–2023, including rear-end, angle, and single-vehicle crashes. Injury crashes are present, though frequency is moderate relative to higher-ranked HIN locations.

US-26 operates as a divided four-lane highway with medians transitioning to left-turn lanes. Fourteenth Avenue is a two-lane stop-controlled approach that intersects the highway at a slight angle. A stop-controlled frontage road intersects 14th Avenue immediately north of US-26, creating closely spaced conflict points. Adjacent land uses include Target on the northeast corner and WNCC, a preschool, and district offices to the south.

The crash profile reflects stop-controlled minor-road conflicts crossing a high-speed divided highway with frontage road interaction and elevated trip generation.

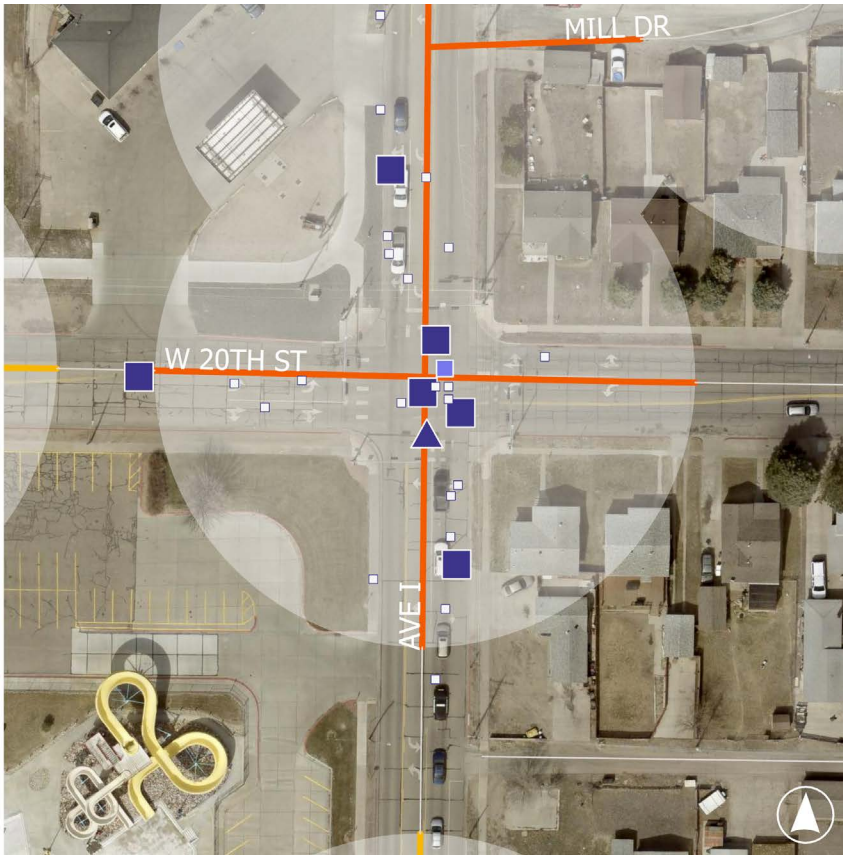
W 20th St / Avenue I

Key Pattern

Rear-end crash dominance at a signalized arterial intersection with recreational and neighborhood pedestrian exposure..

Countermeasures

Signal timing and progression review, queue detection or clearance interval evaluation, enhanced pedestrian visibility treatments near park approaches, improved lane-use signing and pavement markings, and seasonal speed management strategies during peak recreational use.



2019 - 2023 HIN

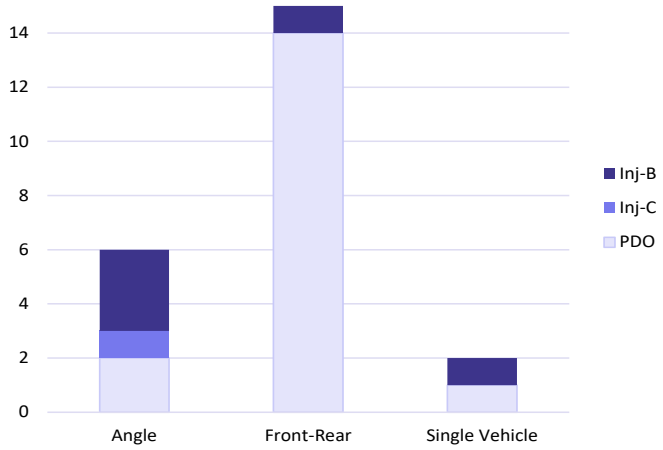
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



W20th	Ave I	Severity			
Crashes		Inj-B	Inj-C	PDO	Total
Angle		**3**	**1**	**2**	**6**
Motor Vehicle in Transport		**3**	**1**	**2**	**6**
Dark - Lit			1	1	2
Light		3		1	4
Front-Rear		**1**		**14**	**15**
Motor Vehicle in Transport		**1**		**14**	**15**
Light		1		14	15
Single Vehicle		**1**		**1**	**2**
Pedalcycle		**1**			**1**
Light		1			1
Traffic Sign Support				**1**	**1**
Light				1	1
Grand Total		**5**	**1**	**17**	**23**

West 20th Street & Avenue I

10-Year Rank: #16 | 5-Year Rank: #15

Signalized – Park and Neighborhood Context

Twenty-three crashes were recorded between 2019–2023 at this signalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with rear-end crashes (15) representing the dominant crash type, followed by angle crashes (6). Injury crashes are present but not at high frequency relative to total crash count.

Avenue I operates as a two-way roadway with a two-way left-turn lane (TWLTL). West 20th Street is also a two-way roadway with dedicated left-turn lanes at the intersection. The configuration reflects a moderate-volume urban arterial intersection with multiple turning movements and signal progression influence.

Land uses include the Westmoor swimming pool and park on the southwest corner, a convenience store on the northwest corner, and residential neighborhoods on the east side of the intersection. Recreational activity associated with the park and pool increases seasonal pedestrian exposure, while commercial activity contributes to turning movements and queue formation.

The crash profile—dominated by rear-end collisions—is consistent with signalized intersections experiencing queueing and progression variability along arterial corridors. Angle crashes indicate turning-phase conflicts typical of left-turn operations within TWLTL configurations.

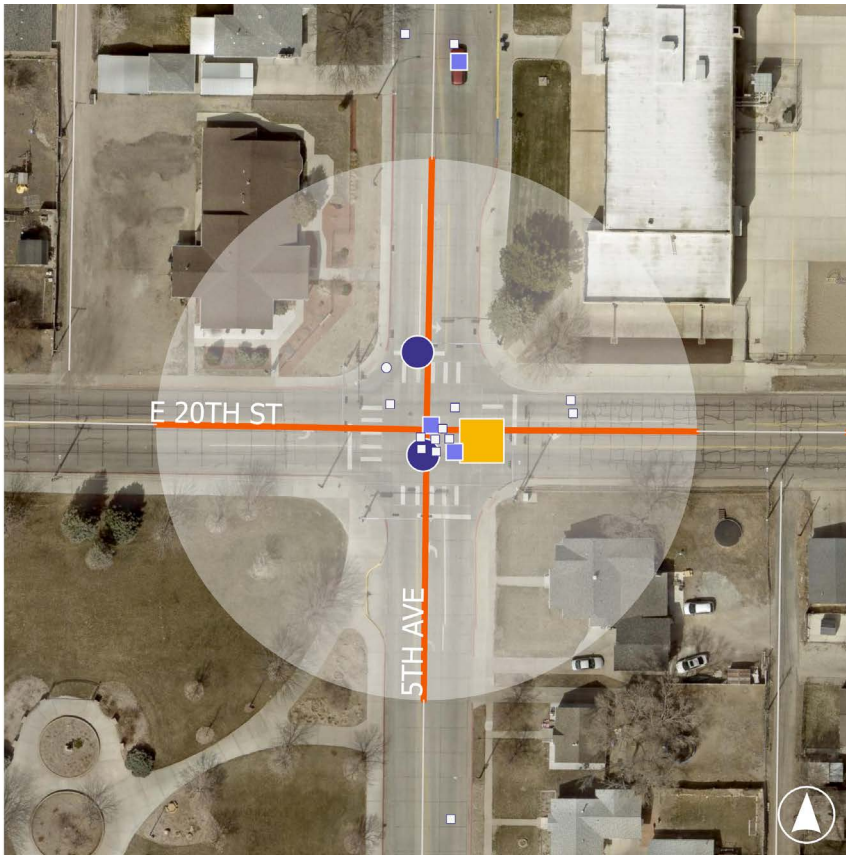
E 20th St / 5th Avenue

Key Pattern

Balanced rear-end and angle crashes at a signalized intersection serving a school and park, with adjacent pullout activity near the intersection.

Countermeasures

Balanced rear-end and angle crashes at a signalized intersection serving a school and park, with adjacent pullout activity near the intersection.



2019 - 2023 HIN

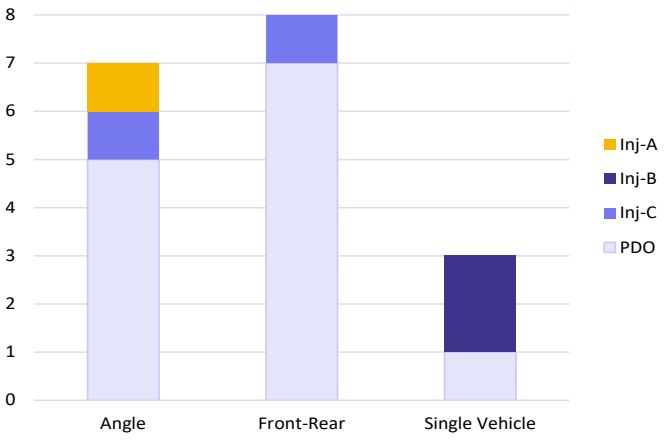
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



E20th|5thAve	Severity				
Crashes	Inj-A	Inj-B	Inj-C	PDO	Total
Angle	**1**		**1**	**5**	**7**
Motor Vehicle in Transport	**1**		**1**	**5**	**7**
Dark - Lit	1				1
Dawn/Dusk				2	2
Light			1	3	4
Front-Rear			**1**	**7**	**8**
Motor Vehicle in Transport			**1**	**7**	**8**
Dark - Lit				3	3
Light			1	4	5
Single Vehicle		**2**		**1**	**3**
Pedestrian		**2**		**1**	**3**
Dark - Lit		2		1	3
Grand Total	**1**	**2**	**2**	**13**	**18**

East 20th Street & 5th Avenue

10-Year Rank: #17 | 5-Year Rank: #18

Signalized – School and Park Context

Eighteen crashes were recorded between 2019–2023 at this signalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with rear-end (8) and angle (7) crashes occurring at similar frequency. Injury crashes are present across both crash types, and pedestrian involvement is documented within the dataset.

Both East 20th Street and 5th Avenue operate as two-lane roadways with center left-turn lanes. Longfellow Elementary School occupies the northeast corner of the intersection, and Centennial Park is located on the southwest corner. A small pullout on the south leg of 5th Avenue adjacent to Centennial Park is positioned close to the intersection, introducing additional turning and merging activity near the signalized approaches.

The intersection serves a residential area located several blocks east of Broadway and west of the regional mall area, generating local traffic, school pick-up/drop-off activity, and pedestrian crossings associated with both the school and park. The crash profile is consistent with moderate-volume signalized intersections experiencing queue-related rear-end crashes and turning-movement angle conflicts.

Given the proximity of school-aged pedestrians and recreational users, exposure risk extends beyond vehicle-only crash frequency.

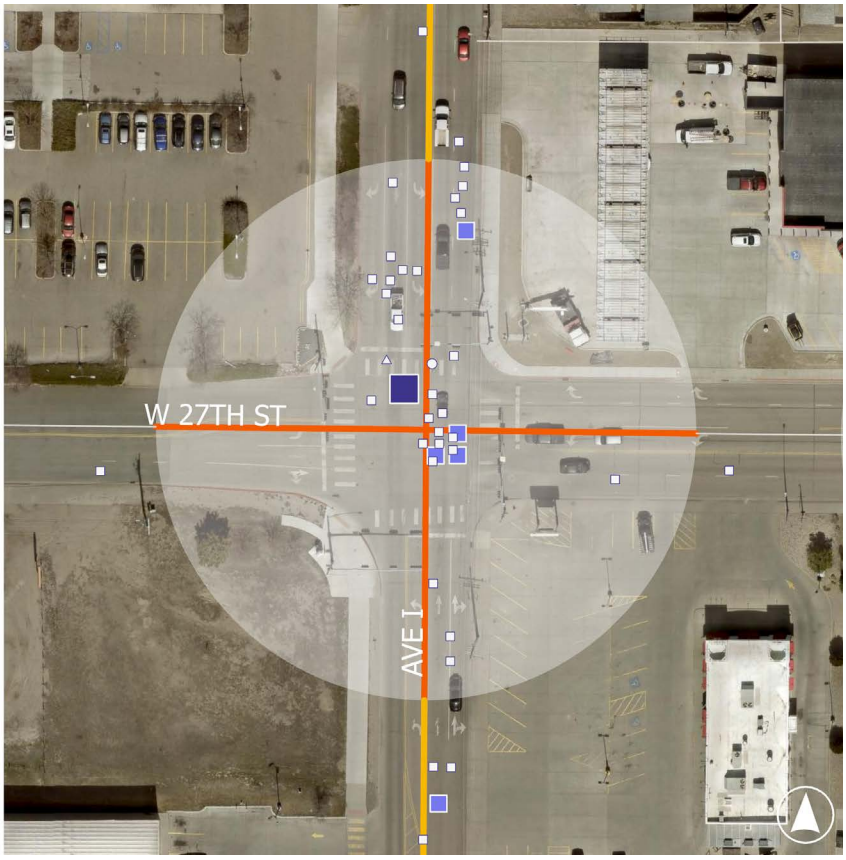
W 27th St / Avenue I

Key Pattern

High-volume multi-lane signalized intersection with balanced angle and rear-end crash dominance in a commercial corridor with pathway interface.

Countermeasures

Signal timing optimization and phase review (including protected turn evaluation), queue detection and progression refinement, enhanced lane-use signing and pavement markings, pedestrian timing and visibility upgrades, and pathway crossing improvements at the signalized approaches.



2019 - 2023 HIN

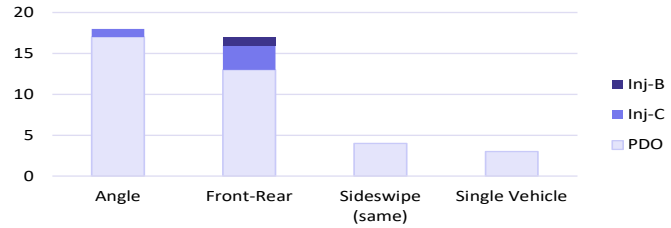
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



W27th|AveI Crashes	Severity Inj-B	Inj-C	PDO	Total
Angle		**1**	**17**	**18**
Motor Vehicle in Transport		**1**	**17**	**18**
Dark - Lit			6	6
Dawn/Dusk			1	1
Light		1	10	11
Front-Rear	**1**	**3**	**13**	**17**
Motor Vehicle in Transport	**1**	**3**	**13**	**17**
Dark - Lit		1	1	2
Dawn/Dusk			1	1
Light	1	2	11	14
Sideswipe (same)			**4**	**4**
Motor Vehicle in Transport			**4**	**4**
Dark - Lit			1	1
Light			3	3
Single Vehicle			**3**	**3**
Pedalcycle			**1**	**1**
Light			1	1
Utility Pole/Light Support			**1**	**1**
Light			1	1
Pedestrian			**1**	**1**
Dark - Lit			1	1
Grand Total	**1**	**4**	**37**	**42**

West 27th Street & Avenue I

10-Year Rank: #18 | 5-Year Rank: #19

Signalized – Multi-Lane Commercial Intersection

Forty-two crashes were recorded between 2019–2023 at this signalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle (18) and rear-end (17) crashes comprising the dominant crash types. Injury crashes are present across both categories, reflecting sustained conflict exposure rather than isolated events.

This intersection features a complex multi-lane configuration. The west leg of West 27th Street includes one westbound lane and three eastbound lanes (left-turn, through, and shared through/right). The east leg includes two through lanes with dedicated left- and right-turn lanes. The south leg of Avenue I includes one southbound lane and three northbound lanes (left-turn, through, and shared through/right). The north leg includes two northbound lanes and three southbound lanes (left-turn, through, and right-turn).

The intersection serves a high-activity commercial area, including a dollar store to the west, Walmart and additional commercial uses to the north, a restaurant on the southeast corner, and a convenience store on the northeast corner. Mixed commercial uses exist to the east and south. A multi-use pathway runs along the west side of Avenue I, intersecting this signalized location. Although pedestrian signals are present, pedestrian movements operate with lower priority relative to vehicular phases.

The crash profile reflects a classic high-volume, multi-lane signalized commercial intersection with complex turning movements, high access density, and progression variability. Rear-end crashes likely reflect queue formation and signal timing dynamics, while angle crashes indicate turning-phase conflicts and lane-use decision complexity. The presence of the pathway and commercial pedestrian generators introduces multimodal exposure even if pedestrian crash counts are limited.

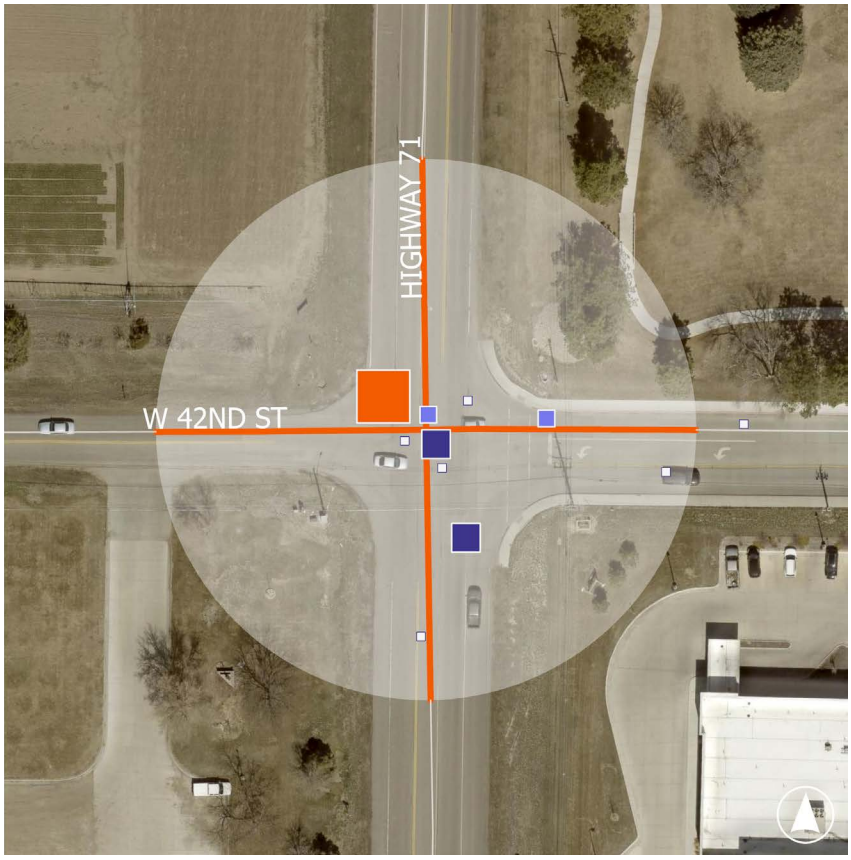
W 42nd St / Avenue I (NE-71)

Key Pattern

Stop-controlled minor-road angle conflicts at a two-lane highway serving sensitive institutional land uses, with a fatal crash present.

Countermeasures

Enhanced intersection lighting, improved minor-approach signing and high-visibility stop-control treatments, evaluation of sight distance and turn-lane channelization, and consideration of speed management or access refinements on NE-71.



2019 - 2023 HIN

Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt

Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt

Non-Tier

Crashes

Motorist Fatal

Pedestrian Inj-A

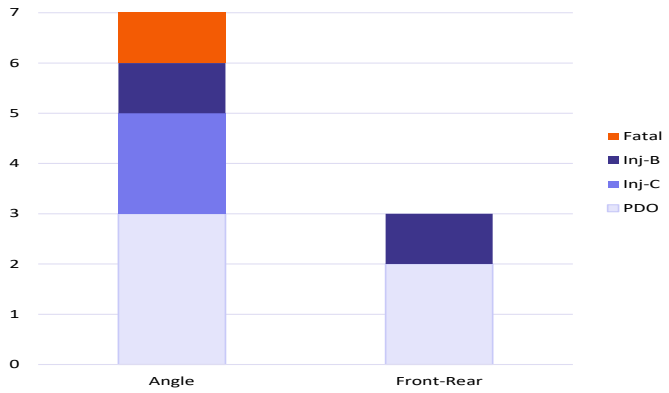
Bicyclist Inj-B

Trucker Inj-C

Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



W42nd|Avel/NE71	Severity				
Crashes	Inj-B	Inj-C	PDO	Fatal	Total
Angle	**1**	**2**	**3**	**1**	**7**
Motor Vehicle in Transport	**1**	**2**	**3**	**1**	**7**
Dark - Lit			1		1
Light	1	1	2	1	5
Unknown		1			1
Front-Rear	**1**		**2**		**3**
Motor Vehicle in Transport	**1**		**2**		**3**
Light	1		2		3
Grand Total	**2**	**2**	**5**	**1**	**10**

West 42nd Street & Avenue I

10-Year Rank: #19 | 5-Year Rank: #17

Unsignalized – Stop Control on West 42nd Street

Ten crashes were recorded between 2019–2023 at this unsignalized intersection, including one fatal crash. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle crashes representing the dominant severe crash type. While total crash frequency is relatively low compared to higher-ranked HIN intersections, the presence of a fatal crash elevates this location within the severity-weighted analysis.

Avenue I (NE-71) operates as a two-lane highway with a center left-turn lane and no stop control. It serves as a primary north–south corridor, carrying traffic between rural areas north of town, commercial destinations to the south (including Walmart and US-26), and regional routes. West 42nd Street is stop-controlled at the intersection. The east leg operates as a two-lane facility with a two-way left-turn lane, while the west leg is a two-lane roadway without paved shoulders.

Surrounding land uses include a hospital and residential development to the east, a veterans home and agricultural/residential uses to the west, a golf course and rural development to the north, and commercial destinations to the south. These land uses introduce a mix of passenger vehicles, service vehicles, and potentially vulnerable or older drivers.

The crash pattern is consistent with minor-road stop-controlled angle conflicts crossing a two-lane highway with turn-lane operations. Given the presence of sensitive land uses (hospital and veterans home) and a fatal crash history, even moderate crash frequency warrants focused attention.

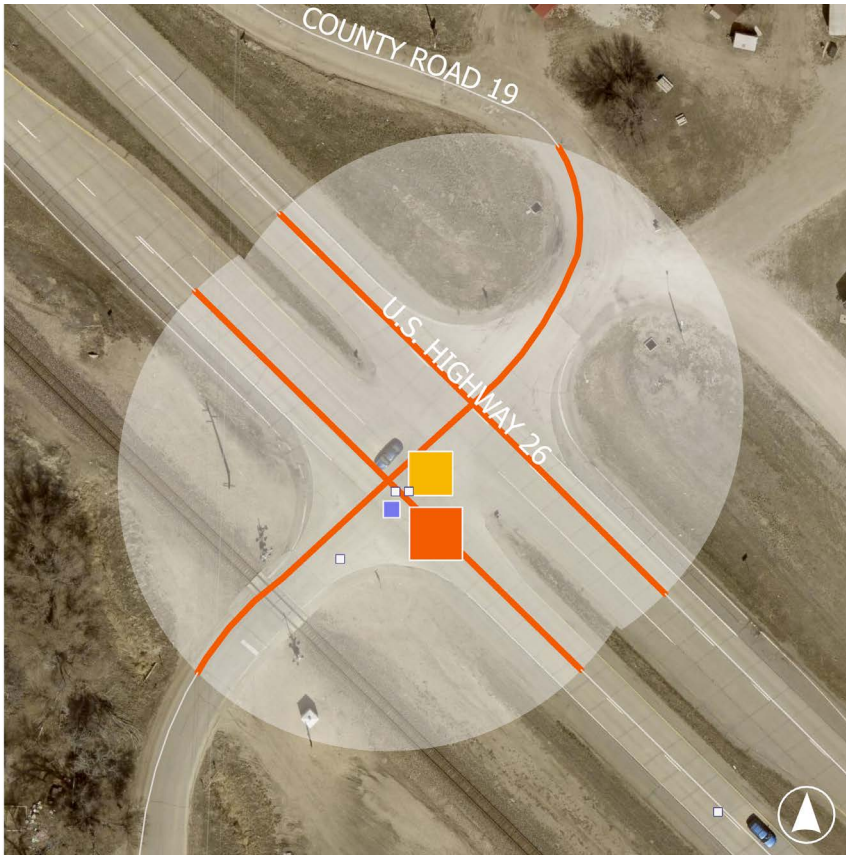
US-26 / CR 19

Key Pattern

High-speed rural angle conflicts at a stop-controlled minor approach crossing a 70-mph divided highway with adjacent rail influence.

Countermeasures

Enhanced advance warning signage on CR 19 (including intersection and speed transition warnings), high-visibility stop-control treatments, intersection lighting, improved median channelization guidance, potential acceleration/ deceleration lane evaluation, and assessment of sight distance and rail-queue interaction.



2019 - 2023 HIN

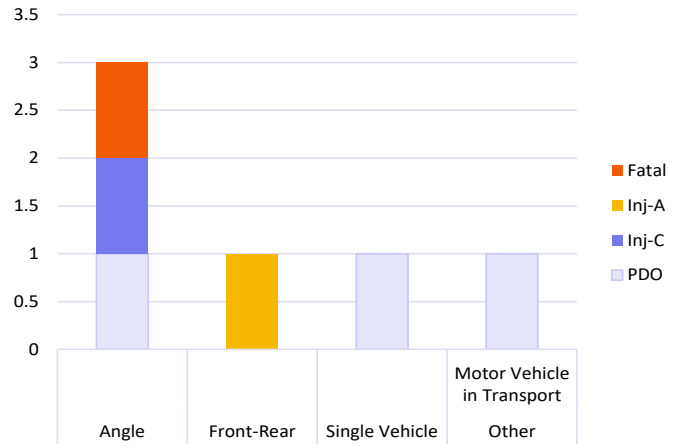
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



US26 | CR19 Crashes	Severity Inj-A	Inj-C	PDO	Fatal	Total
Angle		**1**	**1**	**1**	**3**
Motor Vehicle in Transport		**1**	**1**	**1**	**3**
Light		1	1	1	3
Front-Rear	**1**				**1**
Motor Vehicle in Transport	**1**				**1**
Light	1				1
Single Vehicle			**1**		**1**
Traffic Sign Support			**1**		**1**
Light			1		1
Other			**1**		**1**
Motor Vehicle in Transport			**1**		**1**
Light			1		1
Grand Total	**1**	**1**	**3**	**1**	**6**

US-26 & CR 19

10-Year Rank: #20 | 5-Year Rank: #20

Unsignalized – Stop Control on CR 19 | High-Speed Divided Highway Context

Six crashes were recorded between 2019–2023 at this rural, unsignalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, including one fatal crash and one injury crash within the 5-year period. Although overall crash frequency is low, severity weighting elevates this location due to the high-consequence environment.

US-26 operates as a divided highway at this location, with two lanes in each direction and a raised median with dedicated turn lanes. Posted speeds are 70 mph in this segment, with a speed reduction occurring further east near an overpass. CR 19 is a two-lane rural roadway serving agricultural and residential land uses in both directions and operates under stop control at the intersection.

A railroad crossing is located immediately southwest of the intersection, with the rail line running parallel to US-26. The proximity of the rail corridor introduces additional driver expectancy considerations and potential queue interactions.

The crash pattern is consistent with rural stop-controlled minor-road angle conflicts crossing a high-speed divided highway. At 70 mph, gap acceptance errors and crossing misjudgments can result in severe outcomes even when crash frequency is limited. The combination of high operating speeds, divided highway geometry, and rail proximity increases systemic risk beyond what raw crash counts suggest.

Key Pattern: High-speed rural angle conflicts at a stop-controlled minor approach crossing a 70-mph divided highway with adjacent rail influence.

W 27th Street / Avenue F

Key Pattern

Stop-controlled minor-road angle conflicts within a high-access commercial corridor featuring a TWLTL and frequent turning movements.

Countermeasures

Access management review, improved minor-approach signing and lighting, enhanced intersection delineation, evaluation of median channelization or turn restrictions, and speed management treatments along West 27th Street.



2019 - 2023 HIN

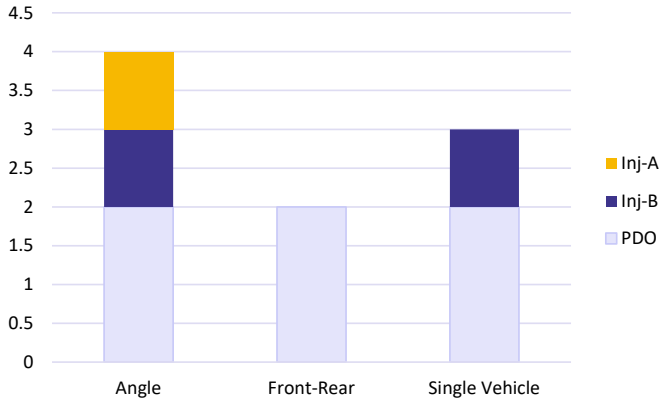
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



W27th|AveF	Severity			
Crashes	Inj-A	Inj-B	PDO	Total
Angle	**1**	**1**	**2**	**4**
Motor Vehicle in Transport	**1**	**1**	**2**	**4**
Dark - Lit	1		1	2
Light		1	1	2
Front-Rear			**2**	**2**
Motor Vehicle in Transport			**2**	**2**
Dark - Lit			1	1
Light			1	1
Single Vehicle		**1**	**2**	**3**
Other Post, Pole, or Support		**1**		**1**
Light		1		1
Utility Pole/Light Support			**1**	**1**
Dark - Lit			1	1
Other Fixed Object (wall, building, tunnel, etc.)			**1**	**1**
Light			1	1
Grand Total	**1**	**2**	**6**	**9**

West 27th Street & Avenue F

10-Year Rank: #21 | 5-Year Rank: #22

Unsignalized – Stop Control on Avenue F

Nine crashes were recorded between 2019–2023 at this unsignalized commercial corridor intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle and single-vehicle crashes comprising the majority of events. Injury crashes are limited but present.

West 27th Street operates as a four-lane facility with a two-way left-turn lane (TWLTL) and serves a commercial corridor characterized by restaurants, convenience stores, and frequent access driveways. Avenue F is a local street operating under stop control. The TWLTL and high driveway density create numerous turning movements and gap-selection decisions along the corridor.

The crash pattern is consistent with minor-road stop-controlled angle conflicts typical of multi-lane commercial arterials with continuous left-turn lanes. Frequent turning activity, driveway access points, and speed variability contribute to driver expectancy challenges and potential rear-end or angle conflicts.

While crash frequency and severity are moderate relative to higher-ranked intersections, the access density and commercial land use increase systemic exposure risk along this segment of West 27th Street.

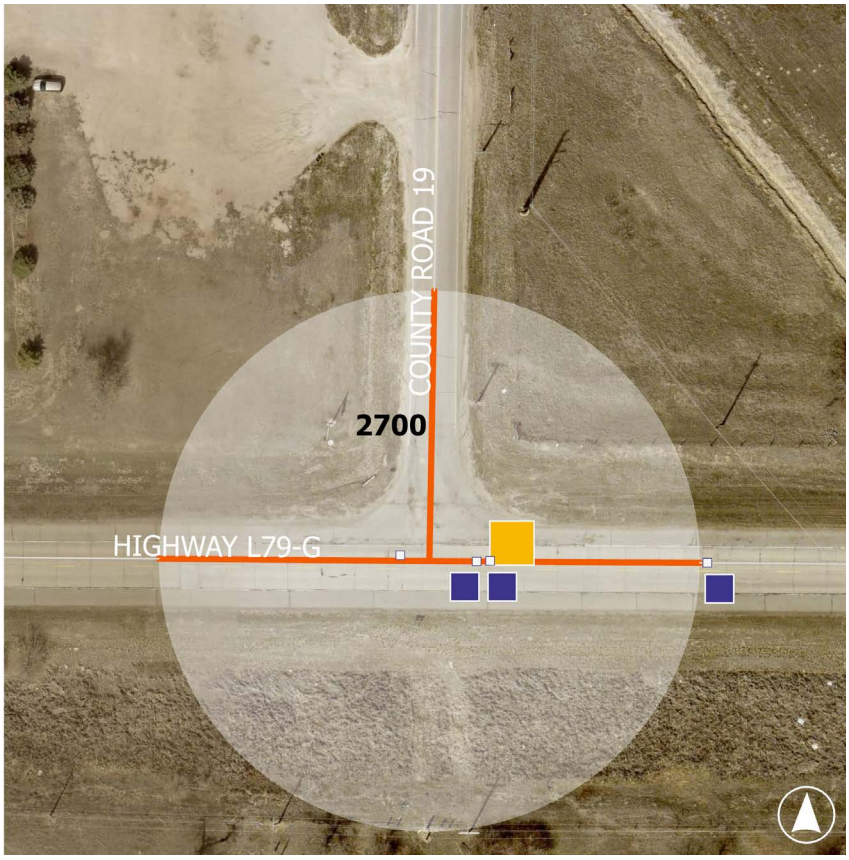
L79G / CR 19

Key Pattern

Rural single-vehicle roadway departure crashes with minor-road stop control and limited shoulder recovery

.Countermeasures

Enhanced intersection advance warning signage, stop-ahead pavement markings on CR 19, improved lighting or retro-reflective delineation, shoulder widening on CR 19 (if feasible), and evaluation of intersection sight distance.



2019 - 2023 HIN

Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt

Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt

Non-Tier

Crashes

Motorist Fatal

Pedestrian Inj-A

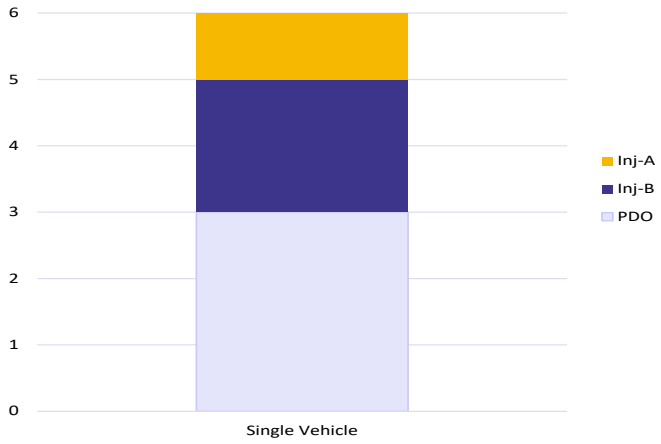
Bicyclist Inj-B

Trucker Inj-C

Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



L79G|CR19 Crashes	Severity Inj-A	Inj-B	PDO	Total
Single Vehicle	**1**	**2**	**3**	**6**
Tree (standing)	**1**			**1**
Dark - Not Lit	1			1
Fence		**2**	**1**	**3**
Dark - Not Lit		2	1	3
Animal (Live)			**1**	**1**
Dark - Lit			1	1
Ditch			**1**	**1**
Dark - Not Lit			1	1
Grand Total	**1**	**2**	**3**	**6**

L79G & CR 19

10-Year Rank: #22 | 5-Year Rank: #24

Unsignalized – Stop Control on CR 19

Six crashes were recorded between 2019–2023 at this rural, unsignalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates single-vehicle crashes as the dominant crash type, including injury-level outcomes. The crash profile is consistent with rural roadway departure and loss-of-control events rather than multi-vehicle crossing conflicts.

L79G operates as a two-lane county highway with paved shoulders and no stop control at this location. CR 19 is a two-lane paved roadway without paved shoulders and operates under stop control at the intersection. The surrounding land use is rural in character, with agricultural-residential properties and a golf course located north along CR 19.

The absence of paved shoulders on CR 19 may contribute to limited recovery area for drivers approaching the stop-controlled intersection. The single-vehicle crash concentration suggests issues related to speed management, sight distance, edge drop-off conditions, or nighttime visibility rather than intersection angle conflicts. Rural intersections such as this often experience lower crash frequency but higher severity potential due to speed and roadway departure risk.

Although overall crash frequency is low relative to urban HIN locations, the severity-weighted ranking reflects the elevated consequence potential typical of rural highway environments.

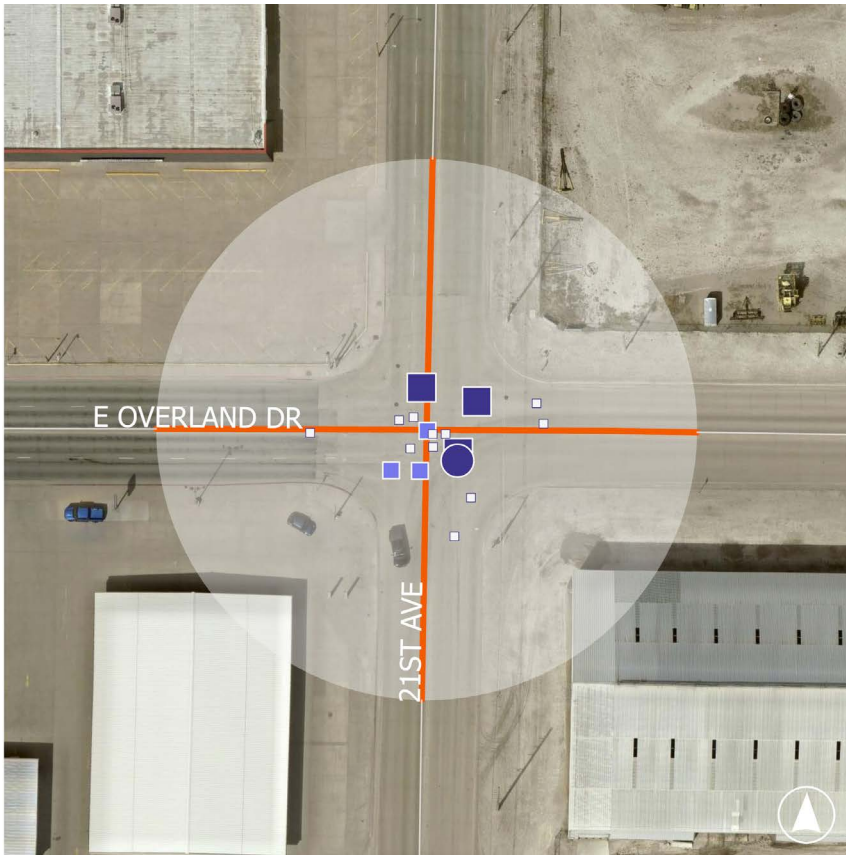
East Overland / 21st Avenue

Key Pattern

Industrial truck turning conflicts at a four-way stop with mid-block pedestrian exposure east of the intersection.

Countermeasures

Targeted pedestrian crossing enhancements east of the intersection (high-visibility crosswalks, RRFB if warranted), improved lighting, truck route signing reinforcement, and evaluation of mid-block crossing demand management strategies.



2019 - 2023 HIN

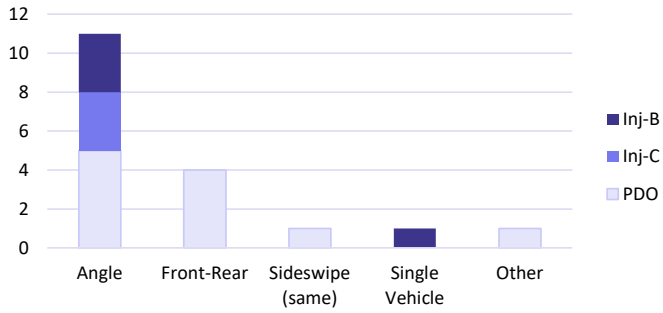
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



EOver|21stAve Crashes	Severity Inj-B	Inj-C	PDO	Total
Angle	**3**	**3**	**5**	**11**
Motor Vehicle in Transport	**3**	**3**	**5**	**11**
Dark - Lit		1		1
Light	3	2	5	10
Front-Rear			**4**	**4**
Motor Vehicle in Transport			**4**	**4**
Dawn/Dusk			1	1
Light			3	3
Sideswipe (same)			**1**	**1**
Motor Vehicle in Transport			**1**	**1**
Light			1	1
Single Vehicle	**1**			**1**
Pedestrian	**1**			**1**
Dark - Lit	1			1
Other			**1**	**1**
Motor Vehicle in Transport			**1**	**1**
Light			1	1
Grand Total	**4**	**3**	**11**	**18**

East Overland & 21st Avenue

10-Year Rank: #23 | 5-Year Rank: #14

All-Way Stop Control – Industrial Corridor Context

Eighteen crashes were recorded between 2019–2023 at this four-way stop-controlled intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle crashes representing the dominant crash type, followed by rear-end crashes. Injury severity is present but limited in frequency.

Both East Overland Drive and 21st Avenue operate as four-lane facilities in this area. The intersection functions under all-way stop control, which appears to moderate speeds and organize turning movements effectively relative to corridor locations without control. Observations suggest the stop control is generally operating as intended.

However, the intersection sits immediately west of the sugar factory, with heavy truck traffic using both 21st Avenue and East Overland Drive east of the intersection. Large vehicle turning movements, braking variability, and queue formation contribute to operational complexity. Additionally, pedestrian activity associated with sugar factory workers has been observed mid-block east of the intersection, where crossing activity is not concentrated at the stop-controlled crossing.

While crash frequency and severity do not place this location among the highest-risk Tier 1 intersections, the combination of heavy industrial truck volumes, multi-lane cross-sections, worker pedestrian activity, and mid-block crossing behavior creates systemic exposure conditions not fully reflected in the crash data.

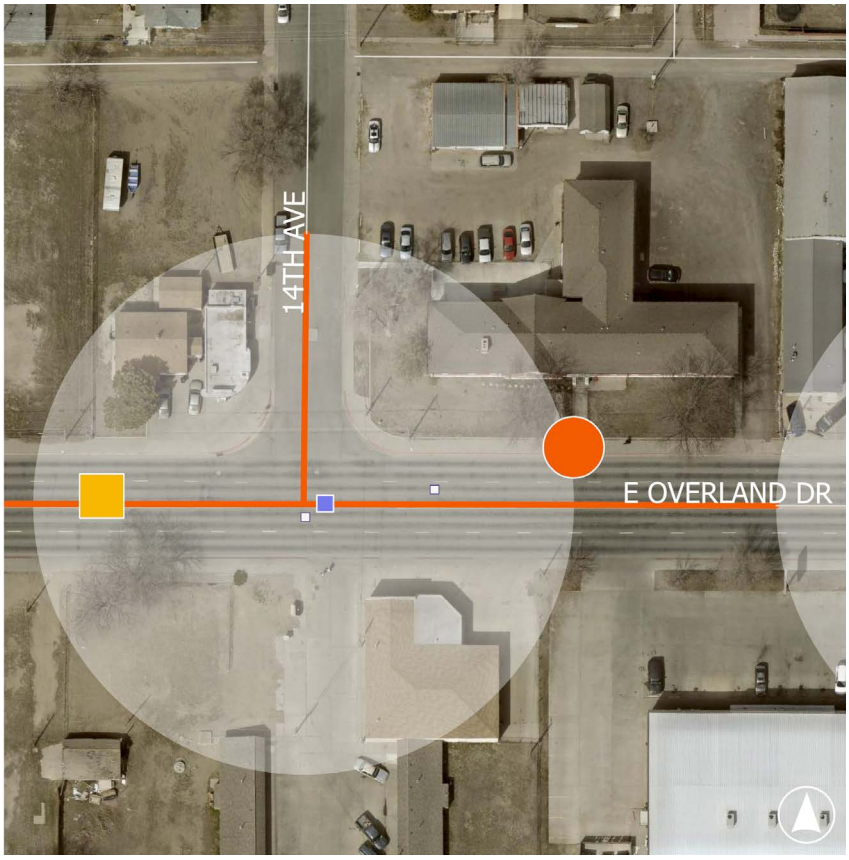
E Overland / 14th Avenue

Key Pattern

Stop-controlled minor-road conflicts at a multi-lane arterial with adjacent residential and retail pedestrian generators.

Countermeasures

Installation of a high-visibility marked crosswalk with Rectangular Rapid Flashing Beacons (RRFB), enhanced lighting, advance pedestrian warning signage, and evaluation of median refuge potential to reduce multi-lane crossing exposure.



2019 - 2023 HIN

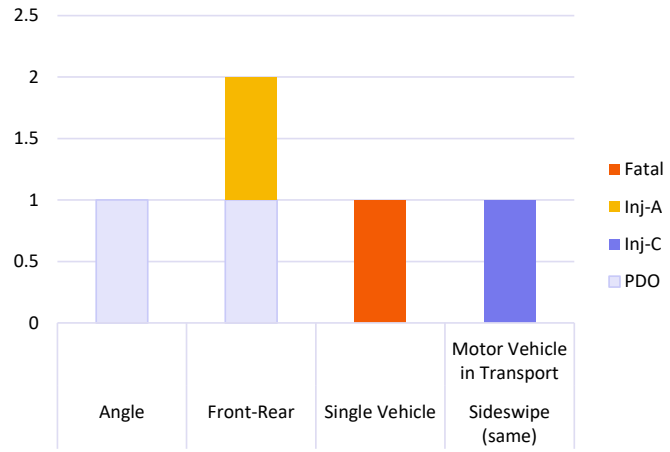
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



EOver|14thAve Crashes	Severity Inj-A	Inj-C	PDO	Fatal	Total
Angle			1		1
Motor Vehicle in Transport			1		1
Light			1		1
Front-Rear	1		1		2
Motor Vehicle in Transport	1		1		2
Light			1		1
Dark - Lit	1				1
Single Vehicle				1	1
Pedestrian				1	1
Dark - Not Lit				1	1
Sideswipe (same)		1			1
Motor Vehicle in Transport		1			1
Light		1			1
Grand Total	1	1	2	1	5

East Overland & 14th Avenue

10-Year Rank: #24 | 5-Year Rank: #21

Unsignalized – Stop Control on 14th Avenue

Five crashes were recorded between 2019–2023 at this unsignalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, including one fatal crash within the 5-year period. Although overall crash frequency is relatively low, the presence of a fatal crash elevates the severity weighting of this location.

East Overland Drive operates as a four-lane uncontrolled arterial, while 14th Avenue is a local street operating under stop control. The intersection is directly influenced by adjacent land uses, including a multi-unit residential apartment complex on one side and a commercial retail destination (dollar store) on the opposite side. This land use pairing generates pedestrian crossing demand across a multi-lane facility without enhanced crossing treatments.

The crash profile reflects minor-road angle conflicts typical of stop-controlled local approaches crossing a multi-lane arterial. However, the adjacent residential and retail uses introduce elevated pedestrian exposure not fully captured in crash counts alone. The combination of multi-lane crossing width, vehicle speed, and pedestrian demand increases systemic risk.

While crash volume is limited, the fatal crash history, land use context, and documented pedestrian crossing need justify proactive intervention.

W Overland Drive / Broadway

Key Pattern:

Stop-controlled minor-road angle conflicts crossing a multi-lane arterial with nearby railroad median transition.

Countermeasures

Enhanced minor-approach signing and lighting, improved intersection visibility and delineation, evaluation of median channelization and left-turn management, and assessment of driver expectancy impacts associated with the rail median transition.



2019 - 2023 HIN

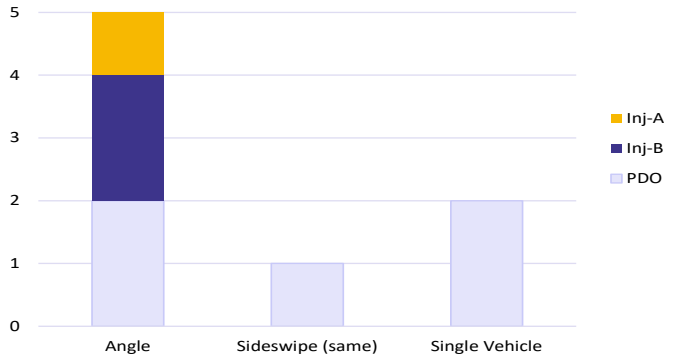
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



WOver|Bdwy Crashes	Severity Inj-A	Inj-B	PDO	Total
Angle	**1**	**2**	**2**	**5**
Motor Vehicle in Transport	**1**	**2**	**2**	**5**
Light	1	1	2	4
Dark - Not Lit		1		1
Sideswipe (same)			**1**	**1**
Motor Vehicle in Transport			**1**	**1**
Light			1	1
Single Vehicle			**2**	**2**
Curb			**1**	**1**
Dark - Lit			1	1
Utility Pole/Light Support			**1**	**1**
Dark - Lit			1	1
Grand Total	**1**	**2**	**5**	**8**

West Overland & Broadway

10-Year Rank: #25 | 5-Year Rank: #23

Unsignalized – Stop Control on West Overland Drive

Between 2019–2023, eight crashes were recorded at this unsignalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle crashes representing the dominant crash type. Injury crashes are limited but present within the dataset.

Broadway operates as the uncontrolled major roadway and functions as a four-lane facility with a two-way left-turn lane (TWLTL). West Overland Drive is a two-lane stop-controlled minor approach. The intersection is further influenced by the nearby railroad corridor; northbound Broadway transitions into a divided section with the quiet-zone rail median immediately north of the intersection. This median division alters driver expectancy and channelization conditions directly beyond the intersection.

The crash profile is consistent with minor-road stop-controlled angle conflicts typical of multi-lane urban arterials with continuous left-turn lanes. The presence of the TWLTL can increase turning exposure and gap-acceptance complexity for vehicles entering or crossing Broadway. The proximity of the railroad median division north of the intersection may also influence driver perception and maneuver selection.

While overall crash frequency and severity are comparatively low relative to higher-ranked HIN intersections, the operational context reflects systemic minor-road crossing risk at a multi-lane arterial with rail-adjacent influence.

W 20th Street / Railway

Key Pattern

Minor-road stop-controlled angle conflicts in an industrial corridor with truck influence and rail-related queue dynamics.

Countermeasures

Enhanced minor-approach visibility, improved advance warning signage, intersection lighting, truck-turning geometry improvements, delineation upgrades, and evaluation of rail-queue influence on driver behavior.



2019 - 2023 HIN

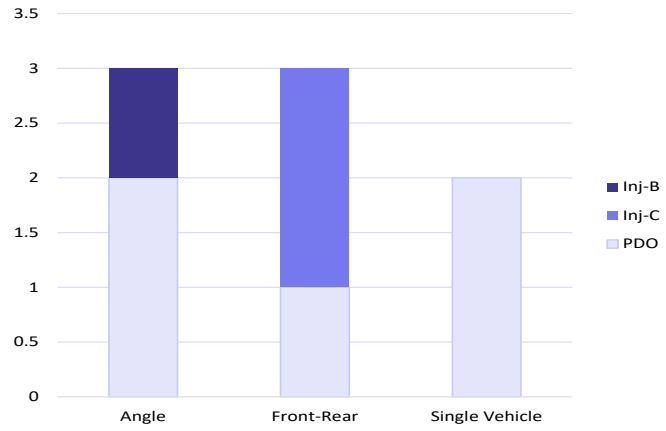
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

Crashes

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**



W20th | Railway Crashes	Severity Inj-B	Inj-C	PDO	Total
Angle	**1**		**2**	**3**
Motor Vehicle in Transport	**1**		**2**	**3**
Light	1		2	3
Front-Rear		**2**	**1**	**3**
Motor Vehicle in Transport		**2**	**1**	**3**
Light		2	1	3
Single Vehicle			**2**	**2**
Pedalcycle			**1**	**1**
<Null>			1	1
Other Post, Pole, or Support			**1**	**1**
Unknown			1	1
Grand Total	**1**	**2**	**5**	**8**

West 20th Street & Railway

10-Year Rank: #26 | 5-Year Rank: #26

Unsignalized – Stop Control on Railway

Eight crashes were recorded between 2019–2023 at this unsignalized industrial-area intersection. Crash mapping (symbol = mode, color = severity) indicates predominantly motor-vehicle crashes, with angle and rear-end collisions comprising the primary crash types. Injury-level crashes are present but limited in frequency.

West 20th Street operates as the uncontrolled major roadway, while Railway is stop-controlled. The crash pattern is consistent with minor-road vehicles attempting to cross or turn onto West 20th Street in a context influenced by heavy truck traffic and nearby rail activity. Although crash counts are relatively low compared to other Tier 1 locations, operational observations indicate elevated conflict exposure.

This intersection sits within an industrial corridor with significant truck volumes. Cross-section transitions occur in the immediate vicinity, and queueing associated with rail operations can influence driver decision-making and gap acceptance. The presence of heavy vehicles increases braking distances, turning radii requirements, and potential sight distance constraints.

While crash frequency alone does not elevate this location to the highest tier, the combination of stop-controlled minor approach, heavy truck turning movements, rail-related queue influence, cross-section transition, and industrial access density suggests systemic risk characteristics typical of unsignalized industrial intersections.

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