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baseline data

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A4.1 Purpose of Baseline Data

Documenting the baseline demographic, transportation, and infrastructure conditions provides context for the Bridgeport SS4A Safety Action Plan. These data sets establish a reference point for understanding existing conditions, interpreting crash risk, and tracking progress over time as safety actions are implemented.

The baseline data summarized here supports:

- Crash and risk analysis (Appendices A2, A3, and A6)
- Project and countermeasure selection (Appendices A8–A9)
- Performance tracking for future SS4A implementation grants

A4.2 Community Demographics

Traditional demographic analysis using U.S. Census or American Community Survey (ACS) data is limited in Bridgeport due to the community's small population size and the geographic scale of available Census geographies. Census tracts and block groups encompass large areas relative to the City's size, making it difficult to meaningfully disaggregate demographic characteristics within Bridgeport or reliably distinguish differences across neighborhoods.

To address this limitation while still ensuring representative community input, the project team used a locally grounded, engagement-based demographic approach rather than relying solely on Census tabulations.

As part of the public engagement process, Bridgeport was divided into five geographic sections, reflecting distinct residential areas and activity patterns. Survey responses and comments were tracked by general location to ensure that input was received from across the community rather than concentrated in a single neighborhood, corridor, or user group.

This approach allowed the project team to:

- Confirm geographic representation across Bridgeport
- Identify differences in perceived safety concerns by area
- Ensure that priorities reflected citywide conditions rather than isolated viewpoints
- Supplement quantitative crash data with lived experience in areas where crash counts are low

This method aligns with SS4A guidance for small and rural communities, which recognizes that community input, near-miss reporting, and qualitative context are often more informative than traditional demographic segmentation alone.

While Census data were reviewed at a high level to understand regional context, engagement-based geographic tracking provided the most practical and meaningful insight into how safety concerns vary across Bridgeport's neighborhoods and corridors.

> *Because Bridgeport's population is small and Census data cannot be reliably disaggregated by neighborhood, the project team tracked survey participation geographically to ensure broad representation and to identify location-based safety concerns across the community.*

A4.3 Travel Modes and Travel Patterns

Transportation in Bridgeport is predominantly auto-oriented, consistent with rural community travel patterns. However, walking, bicycling, and school-related travel remain important daily modes for many residents.

Observed and reported travel patterns include:

- Daily walking trips to schools, parks, downtown, and community facilities
- Limited but meaningful bicycle

use, including recreational and youth travel

- Heavy reliance on personal vehicles for commuting, shopping, and services
- Seasonal variation in travel patterns related to agriculture, recreation, and weather

Public survey input and stakeholder engagement indicate that perceived exposure risk for pedestrians and students exceeds what crash history alone reflects, reinforcing the need to consider non-motorized travel in safety planning.

A4.4 Roadway Network and Functional Classification

The Bridgeport roadway network includes:

- Local residential streets
- Collector streets serving neighborhoods and schools
- State highways (US-26, US-385, NE-88) that function as regional corridors

Key characteristics of the roadway system include:

- State highways serving both regional through traffic and local access
- Downtown streets with on-street parking, limited sight distance, and mixed user activity
- Residential streets with lower speeds but limited traffic calming features
- Railroad corridors intersecting major routes and affecting access and operations

Roadway centerline data were sourced from the City's GIS datasets and reviewed for consistency and completeness.

A4.5 Traffic Volumes and Exposure

Traffic volume data was available for limited locations, primarily along state highways and select corridors.

Key considerations:

- AADT data was used where available to provide context for exposure
- Traffic volumes are highest along US-26 and US-385
- Volume data was supplemented by functional classification, land use context, and observed activity
- Exposure risk was evaluated using a combination of volume, speed environment, and pedestrian activity rather than traffic counts alone

Given limited count coverage, the plan emphasizes context-based and systemic risk assessment rather than volume thresholds.

A4.6 School Enrollment and Student Travel

Bridgeport Public Schools represent a major generator of daily travel activity.

Baseline considerations include:

- Student arrival and dismissal peaks with concentrated vehicle, pedestrian, and bus activity
- Limited walking and bicycling relative to potential demand due to perceived safety concerns
- Parent drop-off, bus circulation, and student parking contributing to operational conflicts
- Event-related traffic surges during sporting and school activities

School locations, routes, and operational patterns were incorporated into safety analysis, project prioritization, and countermeasure selection.

A4.7 Pedestrian, Bicycle, and Transit Infrastructure

Sidewalk and ADA Infrastructure

Sidewalk conditions were mapped using City GIS data and field verification where available.

Baseline conditions include:

- Sidewalk gaps on local streets and near schools
- Inconsistent ADA curb ramp coverage
- Variable sidewalk condition and continuity
- Locations where pedestrians routinely walk in the roadway due to infrastructure gaps

A sidewalk gap analysis was conducted and used to inform priority improvement areas.

Bicycle Facilities

Bridgeport does not currently have a dedicated on-street bicycle network. Bicycle travel occurs:

- On local streets
- Along shoulders of state highways in limited locations
- On shared-use paths where available

Transit

Formal fixed-route transit service is limited. Most travel is conducted by private vehicle, walking, or bicycling.

A4.8 Lighting, Intersections, and Access Features

Baseline spatial datasets developed for this plan include:

- A mapped streetlight inventory
- Generated intersection locations for analysis
- Railroad crossings and rail corridors
- Access points including driveways and parking areas

These datasets supported:

- Visibility and night-condition analysis
- Intersection-based safety screening
- Understanding of access density and turning conflicts

A4.9 Crash Data Baseline

Crash data from NDOT (2014–2023) forms the baseline safety record for the plan.

Key baseline characteristics:

- Low overall crash volumes
- Very limited fatal and serious injury crashes
- High variability year-to-year
- Concentration of injury crashes on a small portion of the roadway network

Crash data was analyzed in detail in Appendices A2, A3, and A6 and is summarized here only to establish baseline context.

A4.10 Comparative Context

To provide regional context, crash data sets from four comparable Nebraska communities were reviewed. This comparison helped:

- Validate Bridgeport's low-count crash profile
- Support the emphasis on preventive and systemic safety strategies
- Reinforce the appropriateness of SS4A planning approaches for small communities

A4.11 Role of Baseline Data in Future Evaluation

The data sets documented establishes a foundation for:

- Monitoring changes in crash severity
- Evaluating effectiveness of implemented projects
- Supporting future SS4A Implementation Grant applications
- Updating the Safety Action Plan over time

Baseline conditions documented here may be revisited and updated as new data become available.

A4.12 Relationship to Other Appendices

Supports:

- APPENDIX A2 – COLLISIONS
- APPENDIX A3 – CRASH MAPS
- APPENDIX A5 – MAPS
- APPENDIX A6 – FINDINGS
- APPENDIX A7 – METHODS

A4.13 Data Sources List

- NDOT crash database
- City GIS
- Public survey (130 responses)
- Pop-up survey (45 responses)
- Stakeholder meetings

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