6

findings

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A6.1 Crash & Injury Data Overview

Crash data for Bridgeport was analyzed for the period 2014–2023 using both corporate limits and an expanded city limits plus 1-mile jurisdictional context to reflect real travel patterns influencing local safety.

Across the expanded study area (City + 1 mile):

- **171 total crashes**
- 2 fatal crashes
- 2 serious injury (Injury A) crashes
- 17 visible injury (Injury B) crashes
- 6 possible injury (Injury C) crashes
- 144 property-damage-only (PDO) crashes

Within corporate limits alone:

- **111 total crashes**
- 1 fatal crash
- 0 serious injury crashes
- 11 Injury B crashes
- 4 Injury C crashes
- 95 PDO crashes

Most reported crashes were property-damage-only. However, the presence of fatal and serious injury crashes — while infrequent — underscores the importance of proactive safety strategies, particularly along higher-speed corridors and locations with elevated pedestrian exposure.

Because Bridgeport is a small rural community, crash totals are low and year-to-year variability is high. A single severe crash can significantly influence annual trends. For this reason, the analysis emphasizes severity, exposure, and systemic risk rather than crash frequency alone.

A6.2 Systemic Risk Factors Identified

Multiple overlapping risk factors emerged consistently across crash analysis, High Injury Network screening, field review, and stakeholder input. These risks are systemic rather than attributable to a single design flaw or isolated location.

Key systemic safety issues include:

- Speed and speed variance, particularly on state highways transitioning into town and on residential streets near schools
- Limited sight distance and visibility, especially at downtown stop-controlled intersections with on-street parking and constrained building setbacks
- Pedestrian exposure, driven by sidewalk gaps, missing ADA ramps, and crossings of higher-speed corridors
- Railroad crossing constraints, creating periodic access and response delays
- Truck and agricultural equipment interactions, particularly where wide or slow-moving vehicles operate near pedestrian areas
- Driver expectancy issues, including informal lane use on wide pavement sections and highway junctions

In downtown Bridgeport, on-street parking, wide intersections, and closely spaced crossings along Main Street create conditions where drivers, pedestrians, and turning movements must negotiate space with limited visibility and short decision-making windows. These conditions are reflected in both crash patterns and near-miss reports, particularly at intersections such as 5th, 9th, 10th, and 11th Streets, where visibility and driver expectancy play a critical role in safety.

The railroad crossing at the south end of Main Street presents a unique system-level constraint for emergency response. Because the rural fire hall is located south of the tracks with limited access options, blocked crossings can require emergency responders to travel several miles out of direction to re-enter the community. These detours, combined with gravel road conditions and variable train activity, introduce delays that are not reflected in crash data but are critical to overall system safety and emergency response reliability.

These factors reflect environments where human error is more likely and consequences are more severe, reinforcing the need for Safe System–aligned interventions.

A6.3 Infrastructure, Policy, and Operational Gaps

The findings identified several gaps that contribute to elevated risk despite relatively low crash counts.

Infrastructure Gaps

- Discontinuous sidewalks and incomplete ADA curb ramp coverage
- Limited pedestrian-scale lighting at downtown crossings

- Inconsistent crosswalk visibility and yield compliance
- Wide pavement areas lacking clear lane definition

Sidewalk gaps—particularly along school access routes east of Main Street and in residential areas—require pedestrians to walk in or near the roadway, increasing exposure to traffic. These gaps are especially impactful for students, older adults, and individuals with mobility limitations, where the absence of continuous, accessible infrastructure creates predictable and repeated conflict points.

Policy & Operational Gaps

- Limited formal guidance for truck and farm equipment routing
- Inconsistent curb management and parking setbacks near intersections
- Lack of formalized crossing guard and school-zone operational programs

School areas present a combination of infrastructure and operational challenges, including unclear pickup and drop-off circulation, inconsistent crossing supervision, and variable driver behavior during peak travel times. These conditions increase conflict between vehicles, students, and caregivers, particularly along corridors east of Main Street where pedestrian activity is highest and infrastructure is incomplete.

Enforcement & Programmatic Gaps

- Reliance on complaint-driven enforcement rather than data-supported targeting
- Limited speed management tools for sustained behavior change
- Gaps in youth driver education and pedestrian safety programming

Addressing these gaps requires coordinated infrastructure, operational, and programmatic strategies rather than reliance on reconstruction or enforcement alone.

A6.4 High Injury Network & Corridor Screening Results

A High Injury Network (HIN) analysis was conducted using both intersection-based and segment-based screening.

- Intersections evaluated using 40-meter buffers
- Roadway segments evaluated in 100-meter lengths

Across the 50.0-mile roadway network:

- 1.26 miles (2.52%) were identified as HIN segments
- 100% of fatal and injury crashes occurred on 2.52% of the network
- That same 2.52% accounts for 35.7% of all crashes

Crash locations are dispersed rather than concentrated in persistent hotspots. Hexagon grid analysis shows intermittent and sporadic patterns rather than sustained clusters.

Priority corridors include:

- US-26 / US-385 transitions
- Downtown intersections (notably 5th & Main; 10th/11th & Main)
- Residential streets with pedestrian exposure
- School areas with high daily activity

These findings support corridor-level and systemic safety strategies rather than isolated site fixes.

A6.5 Planning & Policy Alignment Findings

Comprehensive Plan Alignment

Bridgeport's Comprehensive Plan places strong emphasis on transportation safety, pedestrian infrastructure, and coordinated land use. Key themes relevant to the SS4A Safety Action Plan include:

- Paving unpaved streets in underserved neighborhoods through CDBG and special assessments
- Repairing and expanding sidewalks to improve accessibility
- Addressing safety concerns at Fifth & Main and other key intersections
- Improving pedestrian crossings near the Community Center
- Enhancing street maintenance, drainage, and visibility
- Supporting regional highway expansion projects

The Comprehensive Plan reinforces many infrastructure priorities identified through crash analysis and community engagement, particularly related to sidewalks, intersection safety, visibility constraints, and corridor management.

However, the Comprehensive Plan does not include formal crash analysis, High Injury

Network identification, or systemic Safe System framing.

The SS4A process strengthens the Comprehensive Plan by adding data-driven prioritization, exposure-based screening, and implementation-ready countermeasures.

Municipal Code Alignment

Bridgeport's municipal code contains numerous provisions that support transportation safety, including:

- Designated truck routes (Chapter 71)
- Right-of-way and pedestrian priority rules
- Parking restrictions preserving sight distance and emergency access (Chapter 72)
- Snow emergency routes and sidewalk clearance requirements (Chapter 73)
- Nuisance and obstruction control (Chapter 91)
- Emergency access protections (Chapter 92)
- Storm water mitigation requirements protecting roadway infrastructure (Chapter 155)

These existing ordinances provide a strong enforcement and operational framework consistent with SS4A goals.

Identified opportunities include:

- Formalizing truck routing guidance near schools and sensitive land uses
- Strengthening curb management and daylighting practices near intersections
- Codifying Safe Routes to School and school-zone operations
- Incorporating Complete Streets or context-sensitive design guidance

Overall, the municipal code provides a solid foundation that can support SS4A implementation with targeted updates rather than wholesale revision.

Panhandle Public Health District (PPHD) / Activate Bridgeport Alignment

PPHD's B Active initiative and Activate Bridgeport efforts demonstrate regional success in advancing active transportation and community health. Relevant accomplishments include:

- Installation of speed feedback signs and pedestrian flashing beacons
- High-visibility crosswalk striping
- Walk audits
- Volunteer crossing guard programs
- School circulation Improvements
- Youth safety education (i.e. bicycle and pedestrian education events)

These efforts align closely with the Safe System Approach and exposure-based safety strategies recommended in this plan.

Bridgeport benefits from an existing culture of public health partnership, which strengthens grant readiness and implementation capacity for SS4A-funded projects.

The SS4A plan builds on this foundation by formalizing safety prioritization, expanding corridor-level strategies, and connecting public health initiatives to capital planning and systemic crash risk reduction.

A6.6 Key Findings & Planning Implications

Taken together, crash data, High Injury Network screening, municipal policy review, and community engagement indicate that:

- Low crash counts do not equate to low risk
- Severe crashes are concentrated on higher-speed corridors
- Exposure risk exceeds crash history in school and downtown areas
- Pedestrian and bicycle crashes are infrequent, but infrastructure gaps elevate vulnerability
- Near-miss conditions and operational conflicts exceed what crash data captures
- Infrastructure gaps persist in sidewalks, ADA access, visibility, and lighting
- Operational and enforcement tools exist but require stronger coordination

These findings support a preventive, exposure-based safety strategy focused on:

- Speed management
- Visibility improvements
- School-area operations

- Corridor-level treatments
- Quick-build implementation where feasible

Improving connectivity to key destinations is also an important component of reducing risk exposure. Planned improvements along West 8th Street and Railroad Avenue, combined with the future grade-separated crossing at the West 5th Street railroad location, will create a more direct and accessible route between downtown Bridgeport and the State Lakes Recreation Area. These improvements are expected to reduce reliance on higher-speed corridors and provide safer, more intuitive travel options for pedestrians, cyclists, and recreational users.

The Bridgeport SS4A Safety Action Plan builds upon existing policies and community efforts while adding data-driven prioritization, systemic analysis, and implementation readiness consistent with federal SS4A requirements.

A6.7 Comprehensive Plan & Municipal Code Alignment

Bridgeport's adopted Comprehensive Plan and Municipal Code provide a strong policy foundation for transportation safety improvements.

Key alignment areas include:

- Sidewalk repair and trail development
- Vegetation management and sight distance improvements
- Intersection review at 5th & Main
- Enforcement of parking and obstruction regulations
- Snow emergency route management
- Floodplain and drainage controls

The SS4A Safety Action Plan strengthens this foundation by adding:

- Data-driven crash and exposure prioritization
- Tiered implementation readiness
- Planning-level cost estimates
- Safe System framing
- Federal funding alignment

A6.8 Findings → Plan Goals Linkage

The findings presented herein directly informed the Bridgeport SS4A Safety Action Plan by:

- Reinforcing the Safe System Approach
- Supporting emphasis on quick-build, low-cost countermeasures
- Prioritizing school routes, downtown visibility, and pedestrian access
- Justifying operational and policy-based solutions alongside infrastructure
- Positioning Bridgeport for SS4A Implementation Grant readiness

By focusing on exposure, severity, and systemic risk, the plan prioritizes preventive improvements designed to maintain Bridgeport's low severe-injury rate while addressing emerging safety concerns before they result in more serious outcomes.

A6.9 Limitations of Data

Crash data for Bridgeport reflect the realities of a small rural community, where low crash counts limit the ability to draw statistically robust trends from year to year. As a result, this analysis emphasizes severity, exposure, and systemic risk rather than frequency alone.

Rural variability—including seasonal conditions, agricultural activity, and fluctuating travel patterns—further supports an exposure-based interpretation of safety needs.

Crash records may also under represent near-miss conditions and unreported conflicts that are frequently identified through community and stakeholder input.

Additionally, reporting practices changed during the study period with respect to non-reportable crashes; to maintain consistency, only reportable crashes were included in this analysis.

A6.10 Applied Safety Context & Location-Based Insights

While the preceding sections summarize system wide crash patterns, risk factors, and policy context, certain safety conditions in Bridgeport are best understood through location-specific context and stakeholder insight. The following narratives highlight representative conditions where crash risk, exposure, or operational challenges are not fully captured through crash data alone. These

Table A6-1. Bridgeport Policy & Program Alignment with SS4A Findings

Source Document / Initiative	Existing Strengths	Identified Gaps	How SS4A Strengthens Alignment
Bridgeport Comprehensive Plan	Emphasizes paving unpaved streets and drainage improvements	No formal crash data or High Injury Network analysis	Adds crash-based and exposure-based prioritization
	Identifies sidewalk repair and connectivity needs	Limited systemic safety framework	Establishes corridor-level screening
	Flags safety concerns at 5th & Main and near Community Center	No Safe Routes to School strategy	Formalizes Safe System Approach
	Supports highway corridor improvements	No formal performance metrics	Links infrastructure improvements to measurable safety outcomes
	Encourages growth toward existing infrastructure		
Bridgeport Municipal Code	Designated truck routes (Ch. 71)	Limited formal guidance for daylighting & curb management	Identifies operational and enforcement opportunities
	Right-of-way and pedestrian priority rules	No Complete Streets or context-sensitive design policy	Supports codifying curb setbacks and visibility practices
	Parking restrictions preserving sight distance (Ch. 72)	No codified school-zone operational framework	Integrates Safe Routes to School principles
	Snow emergency & sidewalk clearance (Ch. 73)	Truck routing flexibility near sensitive land uses	Aligns ordinance tools with exposure-based safety strategies
	Nuisance and obstruction controls (Ch. 91)		
	Emergency access protections (Ch. 92)		
	Stormwater mitigation standards (Ch. 155)		
PPHD / Activate Bridgeport (B Active Initiative)	Installed speed feedback signs and flashing pedestrian beacons	Improvements implemented incrementally rather than as part of systemic prioritization	Formalizes prioritization using HIN and exposure screening
	High-visibility crosswalk striping	Limited integration with capital improvement programming	Links public health initiatives to corridor safety strategy
	Conducted walk audits and engineering assessments	No formal crash-risk screening to guide investments	Positions projects for SS4A Implementation funding
	School drop-off redesign support		Integrates engineering, operations, and education under Safe System framework
	Volunteer crossing guard programs		
	Youth bicycle and pedestrian education events		
Community Engagement (Survey, Pop-Up, Comment Map, Stakeholders)	Strong consensus on speeding, visibility, and school safety	Community concerns not previously tied to formal crash analysis	Validates systemic risk findings
	Clear identification of 5th & Main and downtown intersections	No structured performance monitoring framework	Reinforces exposure-based prioritization
	Emphasis on sidewalks, ADA gaps, and pedestrian exposure		Supports quick-build implementation strategy
	Support for quick-build, low-cost solutions		Strengthens SS4A grant competitiveness

Collectively, these existing plans, policies, and regional initiatives demonstrate that Bridgeport has a strong foundation for transportation safety. The SS4A Safety Action Plan strengthens this foundation by introducing data-driven crash analysis, High Injury Network screening, systemic prioritization, and implementation-ready countermeasures aligned with federal Safe System principles. Rather than replacing existing efforts, the SS4A process integrates and enhances them within a cohesive, measurable framework.

examples draw from field review, stakeholder coordination, and community input, and are paired with maps and images to illustrate how systemic risks manifest in real-world settings. Together, they provide additional clarity to support the selection of countermeasures and the prioritization of implementation actions described in Chapter 4.



A6.10.1 US-26 / US-385 Intersections (5th & Main + North T-Intersection)

The intersections of US-26 and US-385—particularly at 5th Street (Main Street) and at the north T-intersection entering Bridgeport—represent some of the most visible and frequently discussed locations in the community. These intersections carry regional traffic, local trips, and turning movements that contribute to both real and perceived safety concerns.

At 5th and Main, previous evaluations have determined that a traffic signal is not currently warranted based on traffic volumes and operational conditions. While this finding may not align with community expectations, it reflects established engineering criteria used to determine when signalization is appropriate. Instead, the Safety Action Plan focuses on improving safety through visibility, predictability, and conflict reduction, which are more effective and feasible within current conditions.

Recommended improvements emphasize enhanced pedestrian crossings, clearer driver expectations, and reduced conflict points. In particular, the planned high-visibility crossing near the Prairie Winds Community Center, with consideration of a Rectangular Rapid Flashing Beacon (RRFB), provides a safer and more intuitive crossing opportunity just north of the 5th and Main intersection—addressing a key pedestrian need without introducing unnecessary delay or complexity at the intersection itself.

At the north T-intersection, similar considerations apply. The focus is on improving driver awareness, managing turning movements, and reinforcing consistent operations rather than introducing control measures that may not be supported by traffic conditions.

Together, these strategies reflect a Safe System approach—prioritizing treatments that reduce conflict severity and improve user understanding, even in locations where traditional signalization is not warranted.

These intersection conditions are addressed through a combination of CP-1 corridor improvements and CP-4 targeted operational strategies, including Projects J2, J6, and J11, which focus on visibility, crossing enhancements, and intersection safety treatments.

> **Why This Matters**
>
> *The railroad corridor can create delays in emergency response when crossings are blocked. Recognizing and planning for these constraints helps improve reliability and strengthens overall community safety and resilience.*



Map Figure A6-1

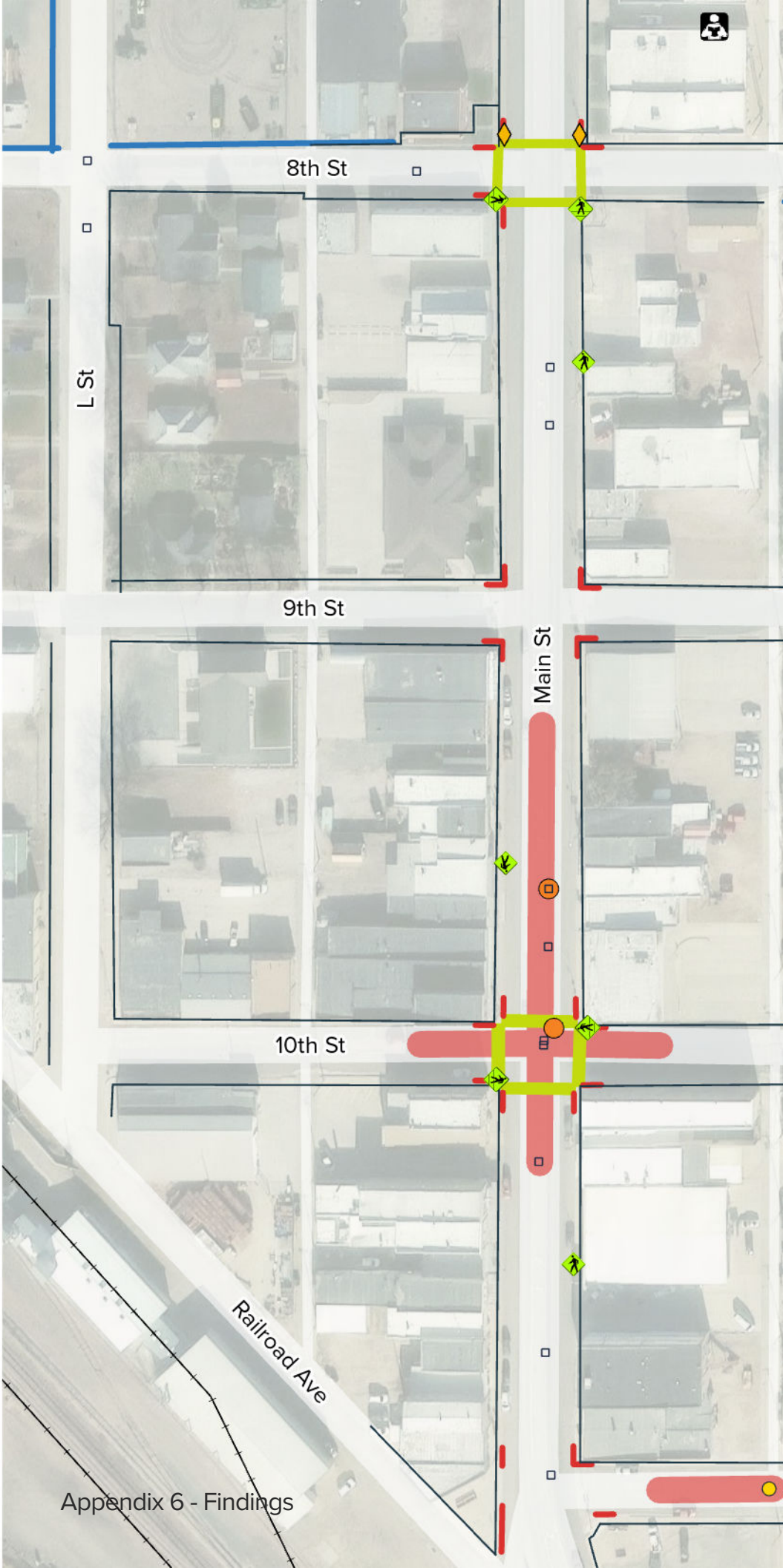
5th & Main Intersecti9on

A6.10.2 Downtown Visibility Improvements

Downtown Bridgeport experiences a concentration of turning movements, on-street parking, and pedestrian activity along Main Street (US-26 / US-385). These conditions can limit sight distance at intersections and contribute to driver uncertainty. The recommended improvements focus on increasing visibility and reinforcing predictable behavior through enhanced crosswalk markings, parking setbacks, and targeted lighting. Together, these measures improve driver awareness, reduce turning conflicts, and create a safer, more comfortable environment for pedestrians in the heart of the community. This will strengthen safety and comfort in downtown Bridgeport.

These conditions are directly addressed through CP-1: Main Street Crossing & Visibility Improvements, including Projects J1, J2, J6, and J16, which focus on crosswalk visibility, parking setbacks, and corridor-level safety enhancements.

> ***Why This Matters***
>
> *Limited sight distance, frequent turning movements, and on-street parking create visibility challenges along Main Street. Improving how people see—and are seen—reduces conflict and helps drivers and pedestrians make safer decisions.*





Map Figure A6-2

Downtown Visibility Improvements

A6.10.3 School Area Safety Improvements

School travel periods represent predictable times of increased activity, with students, parents, buses, and vehicles all sharing the same space. While severe crashes are limited, the level of exposure warrants proactive safety measures. Recommended improvements focus on clarifying school zone operations, improving crosswalk visibility, completing sidewalk connections, and reinforcing appropriate speeds. These coordinated strategies help reduce conflicts, improve predictability, and support safe, everyday travel for students and families.

These needs are addressed through **CP-2: School & Neighborhood Infrastructure Improvements**, including Projects **J4**, **J5**, **J8** and supporting Programs **P1** and **P7**, which improve crossings, sidewalks, and school-area operations.

~28% of crashes during school months occurred during school travel hours

> ***Why This Matters***
>
> *School travel times concentrate students, families, buses, and vehicles into the same streets and intersections. Clear, consistent design and operations reduce confusion and help protect Bridgeport's youngest and most vulnerable users.*



Map Figure A6-3. School Area Safety Conditions

School Area Safety Conditions and Pedestrian Routes (7th–11th Streets East of Main Street)

This figure highlights the Bridgeport Public Schools area and surrounding corridors where concentrated pedestrian activity occurs during arrival and dismissal periods. The map identifies school buildings, key walking routes (including E 9th, E 10th, E 11th, and S Street), existing crosswalks, sidewalk gaps, and documented crash and near-miss locations. Together, these elements illustrate how infrastructure gaps and operational conditions contribute to increased exposure and conflict in a high-use school environment.


School
Preschool
Library
Playground
Park | Recreation Area
Existing Sidewalk
High Incidence Network (HIN)Tier 1
HIN Tier 2
Crash Severity
Fatal
Severe Injury (Inj-A)
Visible Injury (Inj-B)
Possible Injury (Inj-C)
Property Damage Only (PDO)
Crosswalk Enhancement (J8, J2, J6)
15 MPH Sign (J8)
Adv Ped Xing Sign (J2)
Ped Xing Sign (J8, J2))
State Law Sign (J2)
ADA Enhancement (J8)
Bridgeport Public Schools Safety Upgrades (J8)
Sidewalk Infill & ADA Upgrades (J4)
E 6th St
E 7th St
High School Stadium
100
US Feet
S St
P St
Q St
E 9th St
E 9th St
E 10th St
Q St
R St
S St
E 11th St

A6.10.4 Sidewalk Gaps & Pedestrian Exposure

While Bridgeport has sidewalks in many areas, the network is not continuous. Several residential streets, school access routes, and connections to community destinations lack sidewalks or include gaps that require pedestrians to walk along or within the roadway.

These gaps increase exposure to traffic, particularly in areas where speeds are higher, visibility is limited, or pedestrian activity is concentrated. Locations east of Main Street near school routes, portions of neighborhood streets, and areas connecting to parks and community facilities were identified through both mapping and community input as places where walking conditions are inconsistent or incomplete.

When sidewalks are missing or disconnected, pedestrians—especially children, older adults, and individuals with mobility challenges—must navigate uneven surfaces, cross streets without defined crossings, or share space with vehicles. These conditions increase risk even in areas with relatively low traffic volumes.

By mapping the existing sidewalk network and identifying gaps, this plan shifts from addressing isolated issues to understanding pedestrian safety as a network-wide condition. Completing key connections, particularly along routes to schools, parks, and community destinations, reduces exposure and creates a more predictable and accessible environment for all users.

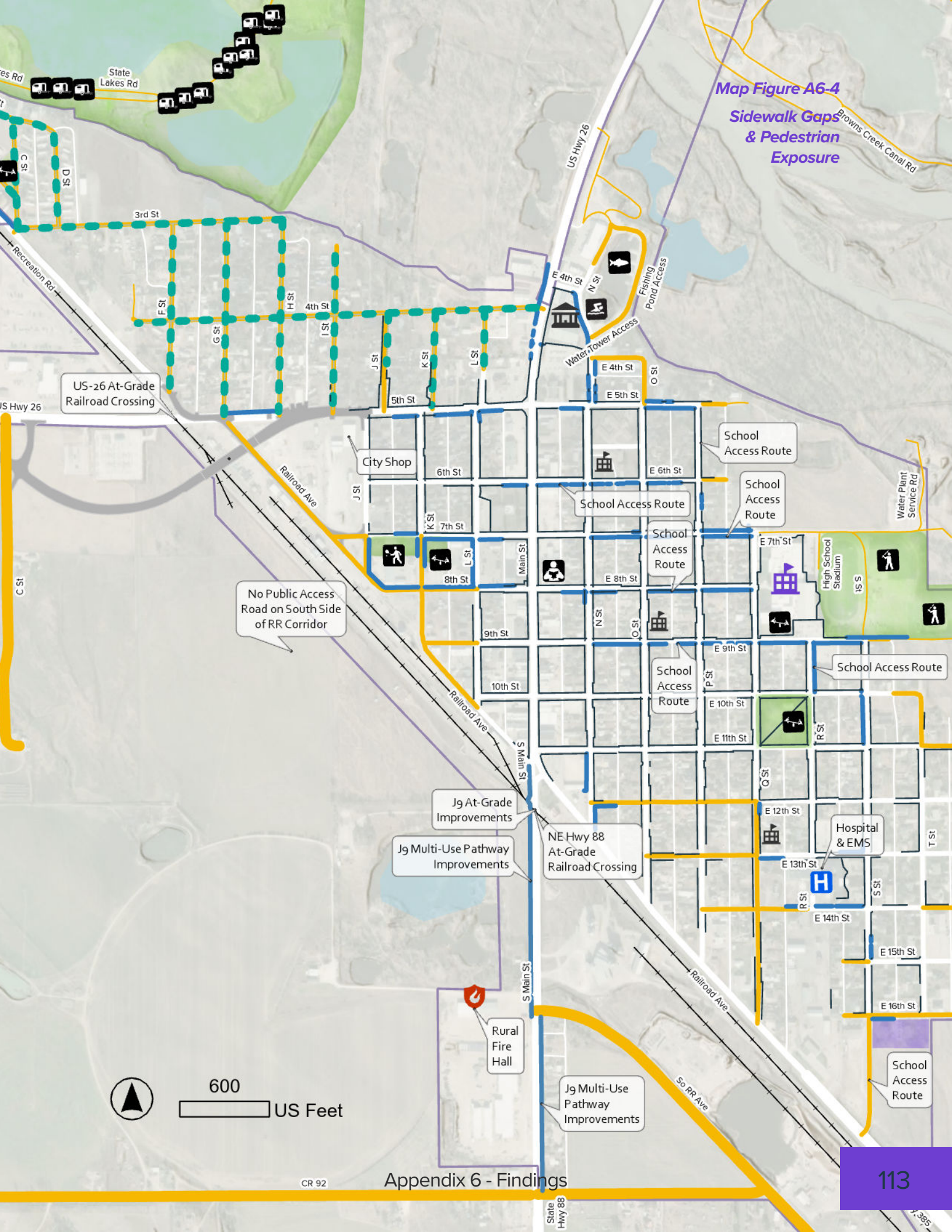
These conditions are addressed through **CP-5**: Systemic Sidewalk & ADA Gap Program, including Projects **J4**, **J7**, as well as **J9** and **J12**, and supporting programs (**P5**) focused on phased sidewalk infill, ADA upgrades, and prioritized maintenance along key pedestrian routes.

Why This Matters

When sidewalks are incomplete or disconnected, pedestrians are more likely to walk in the roadway or along uneven edges. Filling key gaps reduces exposure to traffic and creates safer, more reliable walking routes throughout the community.



- Hospital
- Rural Fire Hall
- School
- Preschool
- Library
- Prairie Winds Community Center (PWCC)
- Baseball | Softball
- Camping
- Fishing
- Playground
- Pickleball Tennis Basketball Horse shoes
- Swimming Pool
- Waterbody
- Park | Recreation Area
- Railroad
- BNSF RR Proposed Viaduct (NDOT) - To Include Sidewalks
- Multi-Family Housing
- Corporate Limits
- Paved Road
- Unpaved Road
- Existing Sidewalk
- Sidewalk Infill & ADA Upgrades (J4)
- Sidewalk Infill & ADA Upgrades (J7)
- South Main Multi-Use Pathway & Rail Crossing (J9)
- Sidewalk at PWCC Midblock Enhanced Crossing (J3)
- Sidewalk Infill & ADA Upgrades (P5)


Map Figure A6-4
Sidewalk Gaps & Pedestrian Exposure
State Lakes Rd
Browns Creek Canal Rd
US Hwy 26
3rd St
Recreation Rd
4th St
E 4th St
N St
Fishing Pond Access
Water Tower Access
E 4th St
E 5th St
O St
5th St
US-26 At-Grade Railroad Crossing
City Shop
6th St
E 6th St
School Access Route
School Access Route
School Access Route
School Access Route
School Access Route
School Access Route
Water Plant Service Rd
Railroad Ave
7th St
E 7th St
High School Stadium
8th St
E 8th St
Main St
No Public Access Road on South Side of RR Corridor
9th St
E 9th St
10th St
E 10th St
E 11th St
S Main St
J9 At-Grade Improvements
NE Hwy 88 At-Grade Railroad Crossing
J9 Multi-Use Pathway Improvements
E 12th St
Hospital & EMS
E 13th St
E 14th St
E 15th St
E 16th St
Rural Fire Hall
J9 Multi-Use Pathway Improvements
So RR Ave
600
US Feet
CR 92
State Hwy 88

A6.10.5 Railroad Crossing Access and Emergency Response

The railroad corridor that runs through Bridgeport creates a physical division between the north and south portions of the community. While multiple at-grade crossings provide connectivity, stakeholder discussions identified the South Main Street crossing as a location with important implications for emergency response reliability.

The Bridgeport Volunteer Fire Department houses its primary fire response apparatus at the rural fire hall located south of the railroad tracks. When the South Main Street crossing is blocked by a train, emergency responders traveling between the fire hall and areas north of the tracks may be required to take an alternate route. This detour involves traveling southeast along US-385 to the next available crossing and then returning northwest toward town. If the crossing remains blocked, responders may need to reverse course again, resulting in additional travel distance and delay.

Based on roadway geometry and travel paths, this detour can add several miles to a response route. Travel conditions along portions of the alternate route include gravel road segments, which may require reduced speeds, particularly during adverse weather or when surface conditions are rough. These factors can contribute to variability in response times during critical incidents.

Stakeholder discussions with the Morrill County Sheriff's Office and the Bridgeport Volunteer Fire Department confirmed that while these situations are not constant, they represent a known operational constraint that can affect response reliability when trains occupy the crossing.

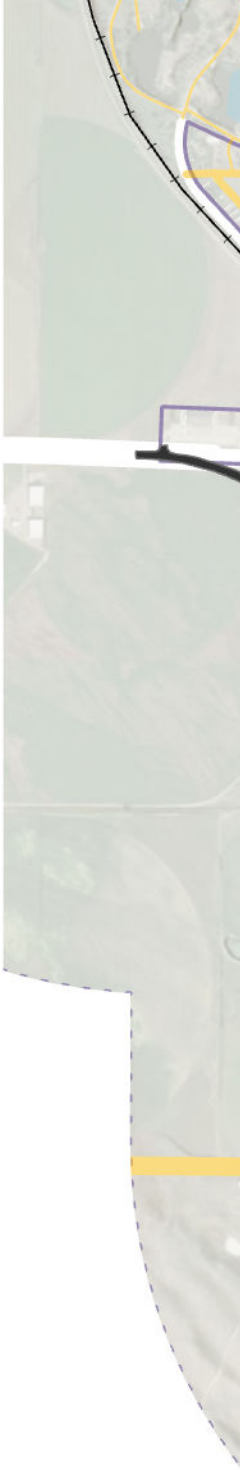
A grade-separated crossing is currently planned at the West 5th Street location. This improvement will enhance overall connectivity across the railroad corridor; however, it does not directly resolve access constraints to the rural fire hall, as the area south and west of the tracks does not have a direct public roadway connection to that crossing.

Given these conditions, this plan recognizes the railroad corridor as a system-level consideration in emergency response planning. Potential long-term and operational strategies may include:

- Continued coordination with NDOT and railroad stakeholders regarding crossing operations and future infrastructure opportunities.
- Evaluation of emergency response routing and coordination protocols during blocked crossing events.
- Consideration of distributed emergency response resources, such as staging or housing limited apparatus north of the tracks, to improve redundancy and reduce reliance on a single crossing.

This issue highlights how transportation infrastructure can influence not only mobility, but also emergency access and community resilience. While no single project fully resolves this condition, recognizing and planning for it supports a more reliable and responsive system over time.

This system-level constraint is considered within **CP-3** and related coordination strategies, including Projects **J9** and supporting programs focused on routing, coordination, and long-term planning for improved access and redundancy.



South Main Multi-Use Pathway & Rail Crossing (Project J9)

Alternative Emergency Services Route, During RR Crossing Blockage (Project J9)

BNSF Railroad

Proposed Viaduct Improvements (NDOT)

Hospital

Rural Fire Hall

Railroad

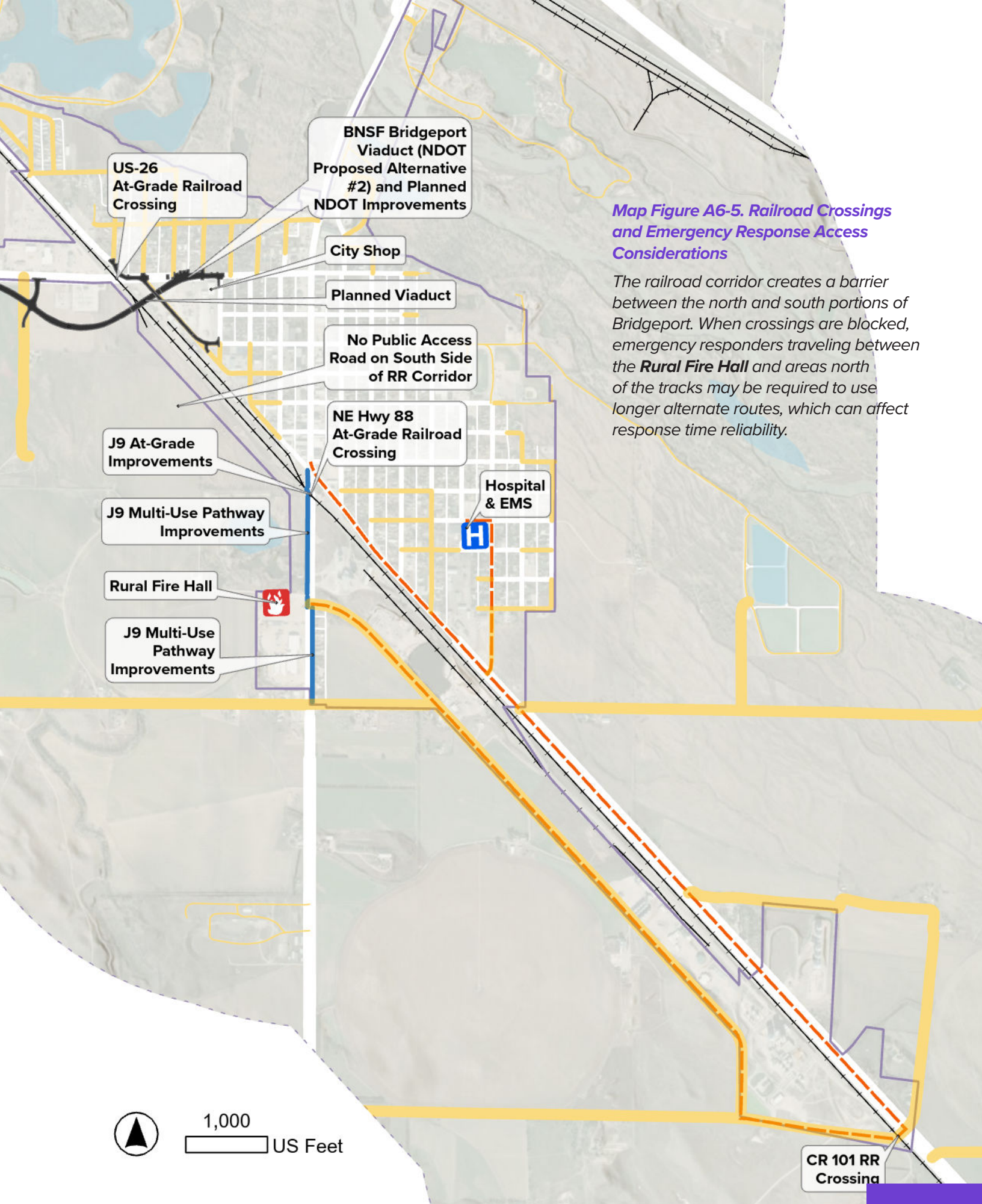
Paved Road

Unpaved Road

Waterbody

Corporate Limits

Extraterritorial Jurisdiction (1-mile)



Map Figure A6-5. Railroad Crossings and Emergency Response Access Considerations

*The railroad corridor creates a barrier between the north and south portions of Bridgeport. When crossings are blocked, emergency responders traveling between the **Rural Fire Hall** and areas north of the tracks may be required to use longer alternate routes, which can affect response time reliability.*

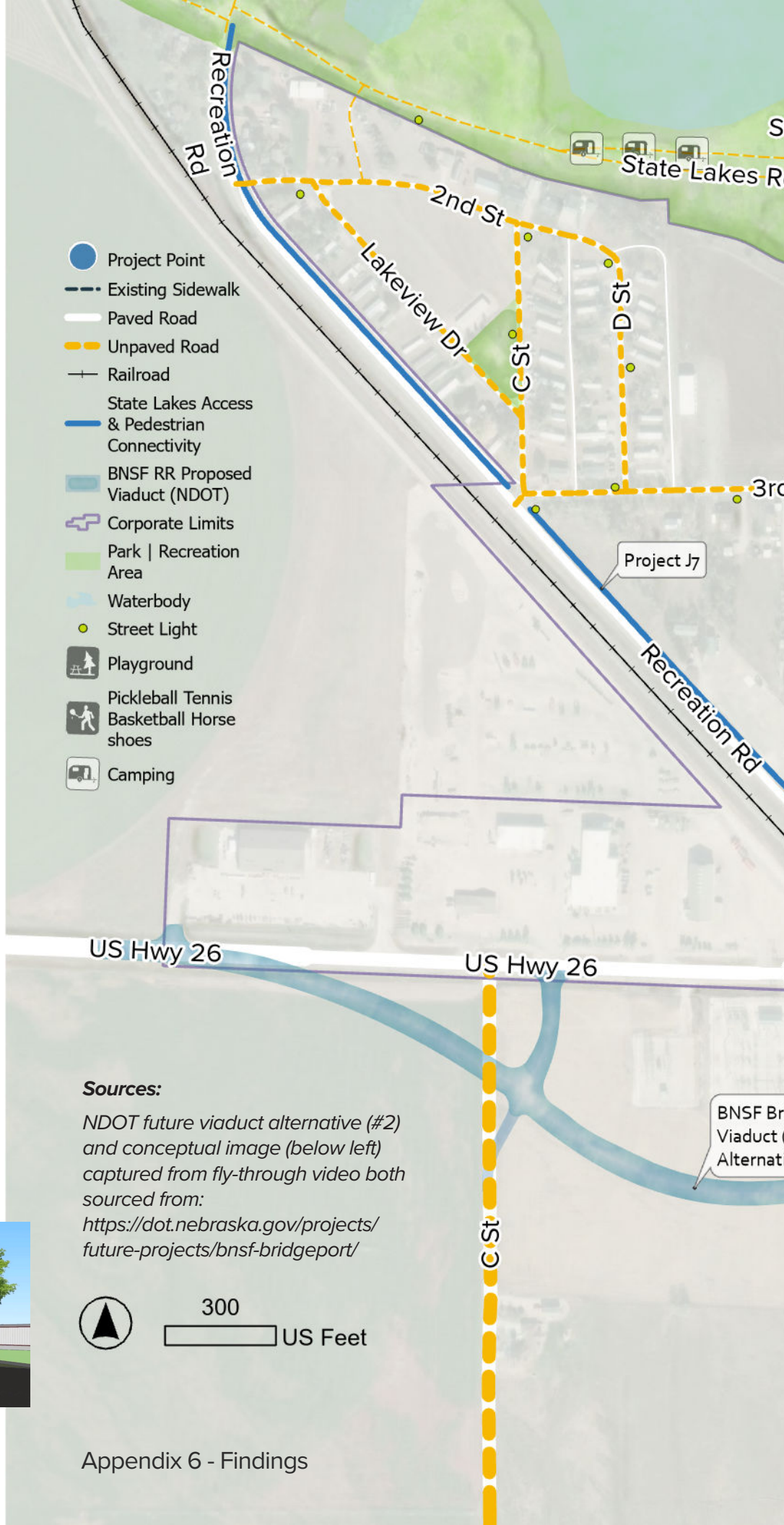
A6.10.6 State Lakes Access and Connectivity

The Bridgeport State Lakes are an important community and regional destination, yet safe and direct pedestrian access is currently limited. Planned improvements, including street paving with sidewalk West 8th Street from L Street to Railroad Avenue and Railroad Avenue from West 8th Street to West 5th Street, combined with NDOT's future grade-separated crossing and sidewalk at West 5th Street, will significantly improve connectivity. Together, these efforts create a safer, more continuous route between neighborhoods, downtown, and the State Lakes, supporting both recreation and active transportation.

These connectivity improvements are advanced through **CP-3**: State Lakes Access & Railroad Corridor Improvements, including Projects **J7** and **J12**, which establish safer and more continuous routes between Bridgeport and the State Lakes.

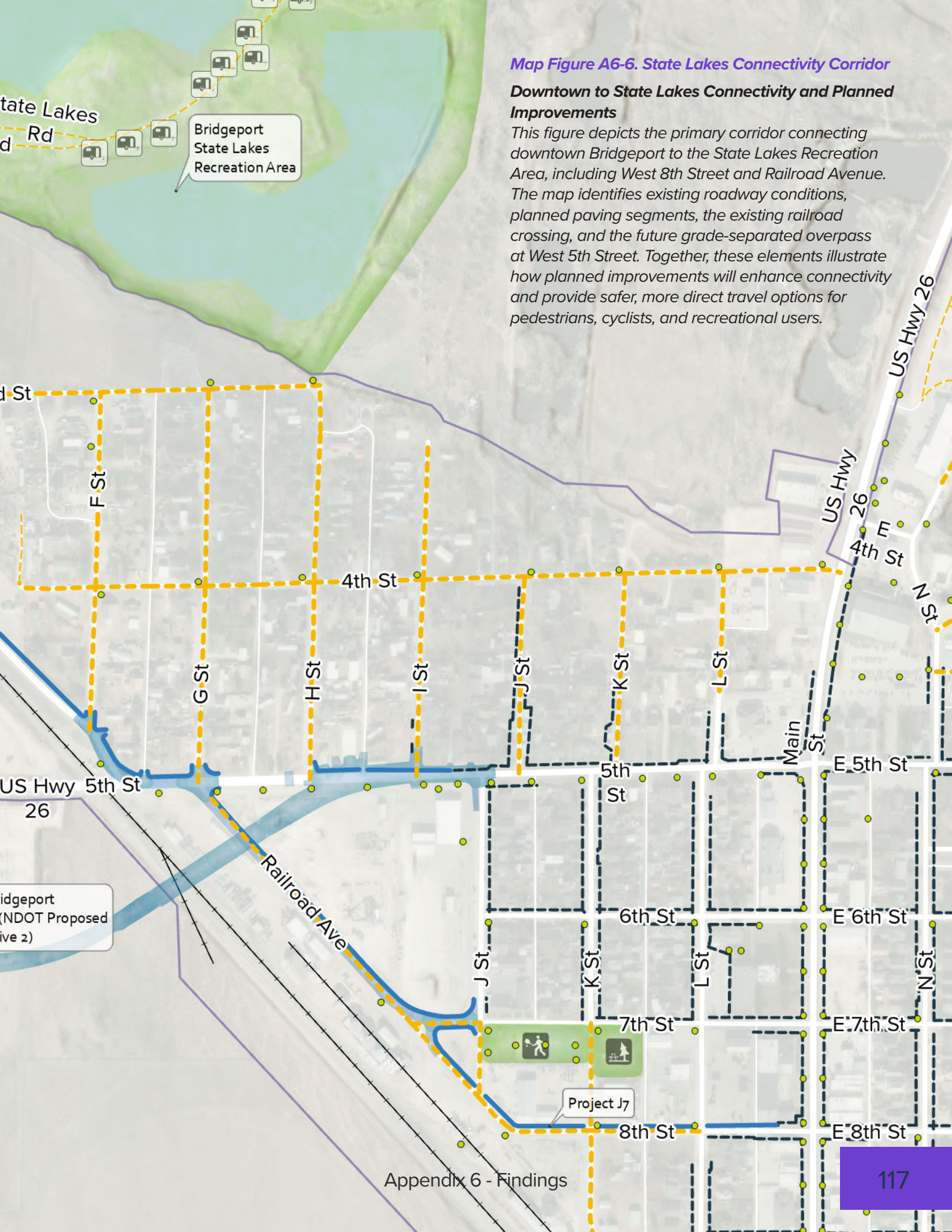
> ***Why This Matters***
>
> *The State Lakes are one of Bridgeport's most valued destinations, but safe and direct access is limited. Improving connections supports recreation, active living, and safer travel between neighborhoods and community assets.*





Sources:

NDOT future viaduct alternative (#2) and conceptual image (below left) captured from fly-through video both sourced from: https://dot.nebraska.gov/projects/future-projects/bnsf-bridgeport/



Map Figure A6-6. State Lakes Connectivity Corridor

Downtown to State Lakes Connectivity and Planned Improvements

This figure depicts the primary corridor connecting downtown Bridgeport to the State Lakes Recreation Area, including West 8th Street and Railroad Avenue. The map identifies existing roadway conditions, planned paving segments, the existing railroad crossing, and the future grade-separated overpass at West 5th Street. Together, these elements illustrate how planned improvements will enhance connectivity and provide safer, more direct travel options for pedestrians, cyclists, and recreational users.

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