A6

maps

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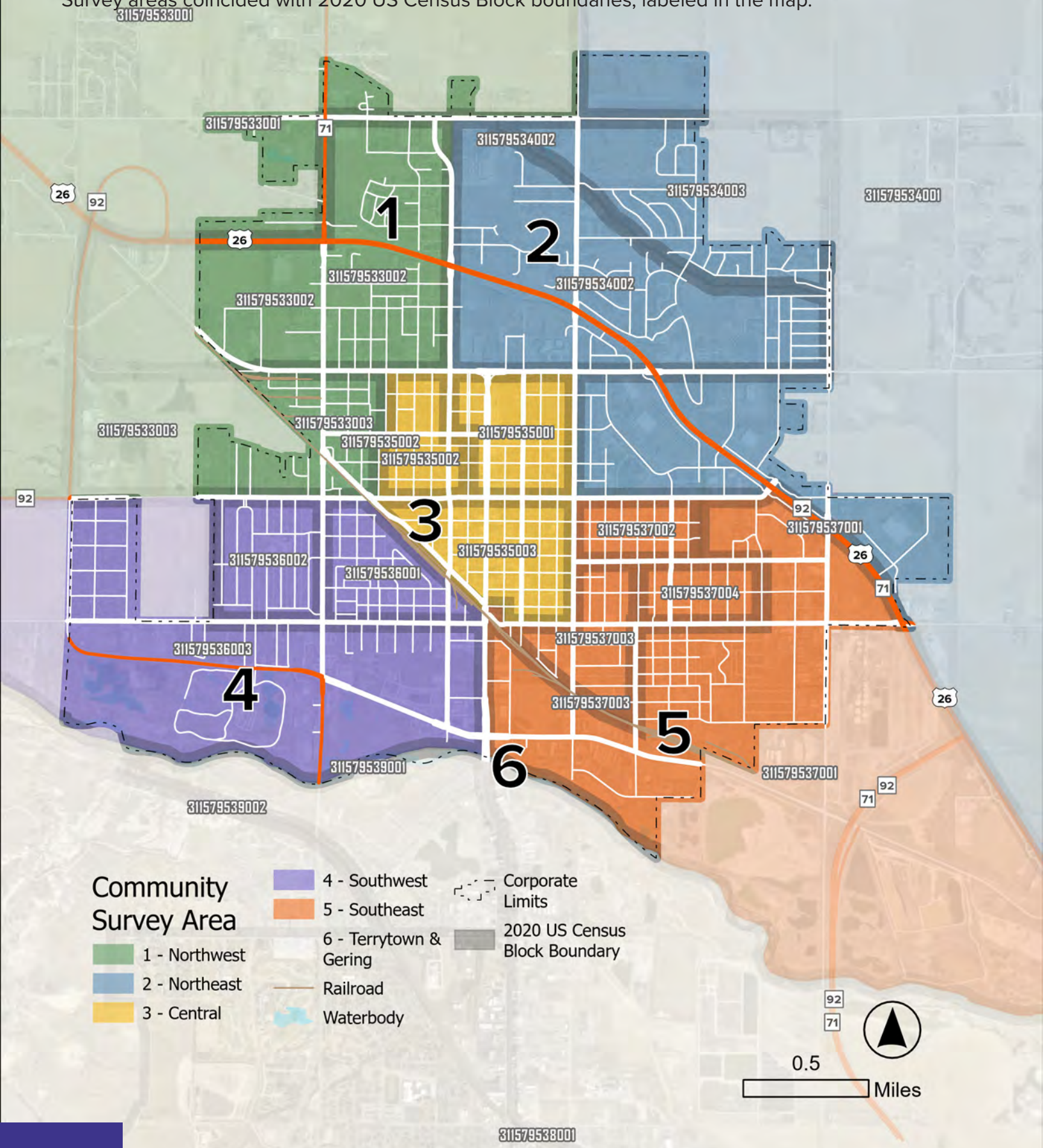
A6.1 COMMUNITY CONTEXT & KEY DESTINATIONS

Community context provides foundational orientation and highlights locations where safety concerns and exposure are concentrated.



A6.2 COMMUNITY INPUT & ENGAGEMENT MAPS

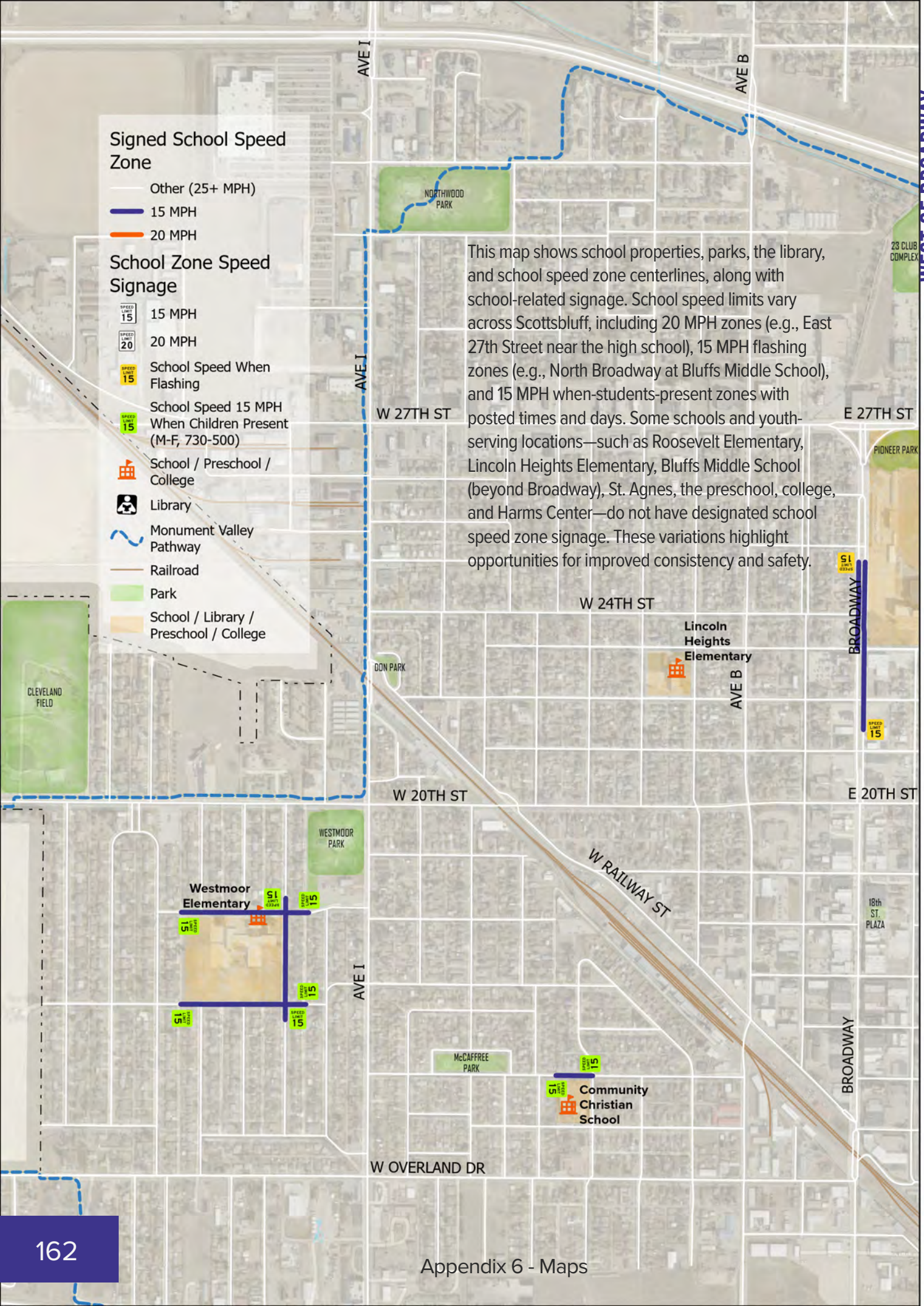
Public input was distributed geographically and community feedback informed plan development. Survey areas coincided with 2020 US Census Block boundaries, labeled in the map.



A6.3 INFRASTRUCTURE & ACCESSIBILITY MAP

Existing conditions and gaps affecting pedestrian and multimodal safety.




Signed School Speed Zone
Other (25+ MPH)
15 MPH
20 MPH
School Zone Speed Signage
15 MPH
20 MPH
School Speed When Flashing
School Speed 15 MPH When Children Present (M-F, 730-500)
School / Preschool / College
Library
Monument Valley Pathway
Railroad
Park
School / Library / Preschool / College
This map shows school properties, parks, the library, and school speed zone centerlines, along with school-related signage. School speed limits vary across Scottsbluff, including 20 MPH zones (e.g., East 27th Street near the high school), 15 MPH flashing zones (e.g., North Broadway at Bluffs Middle School), and 15 MPH when-students-present zones with posted times and days. Some schools and youth-serving locations—such as Roosevelt Elementary, Lincoln Heights Elementary, Bluffs Middle School (beyond Broadway), St. Agnes, the preschool, college, and Harms Center—do not have designated school speed zone signage. These variations highlight opportunities for improved consistency and safety.
AVE I
AVE B
NORTHWOOD PARK
23 CLUB COMPLEX
WEST OF BROADWAY
W 27TH ST
E 27TH ST
PIONEER PARK
W 24TH ST
Lincoln Heights Elementary
BROADWAY
DON PARK
CLEVELAND FIELD
W 20TH ST
E 20TH ST
WESTMOOR PARK
Westmoor Elementary
W RAILWAY ST
18th ST. PLAZA
McCAFFREE PARK
Community Christian School
W OVERLAND DR

A6.4 SCHOOL, LIBRARY, PARKS & YOUTH SAFETY MAPS

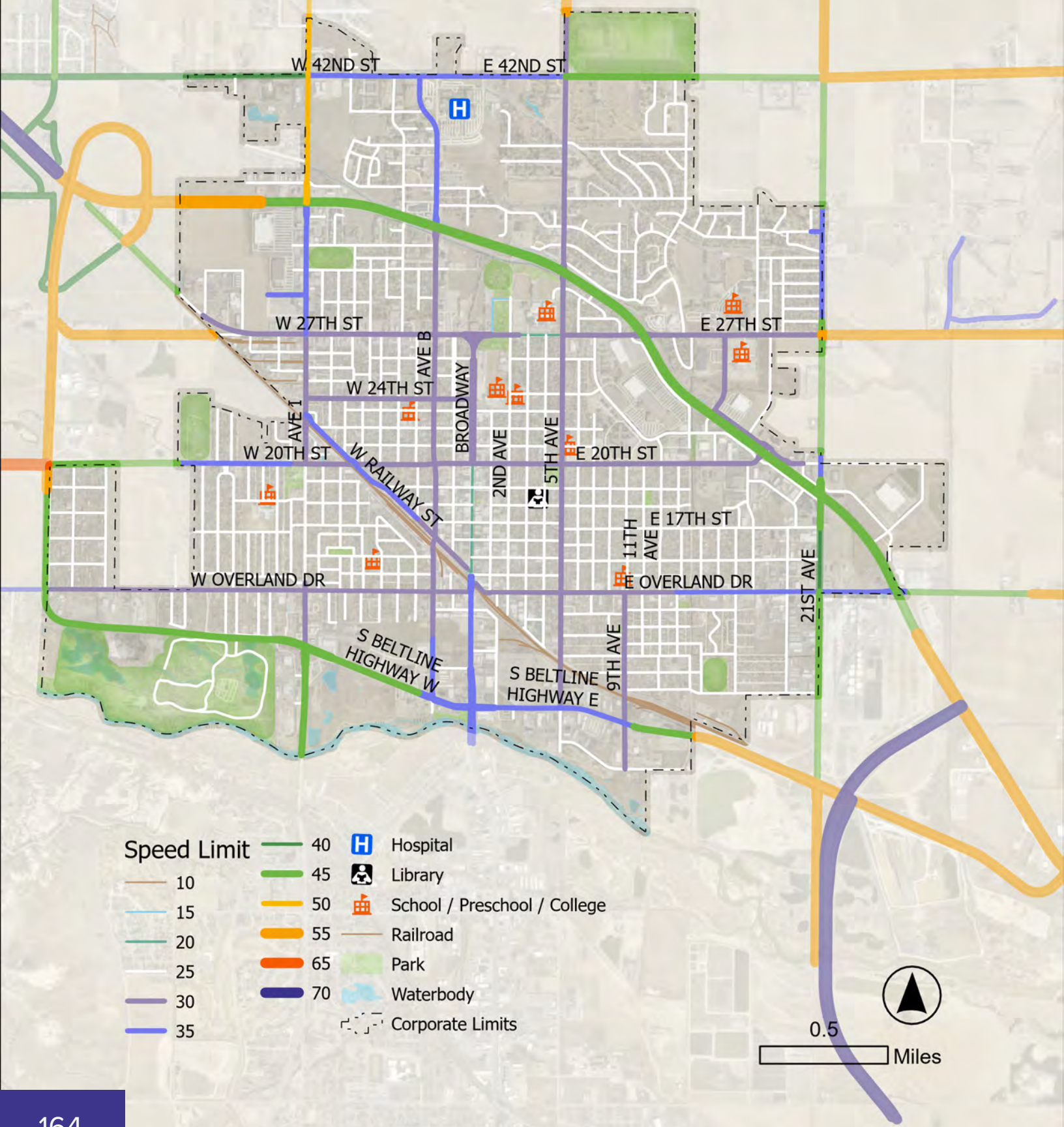
School- and park-focused map highlights areas with elevated pedestrian exposure and daily travel activity.



This map shows school properties, parks, the library, and school speed zone centerlines. School speed limits and signage vary across the community, including 20 MPH zones, 15 MPH flashing zones, and 15 MPH when-students-present zones. Several schools and youth-serving locations do not currently have designated school speed zone signage.

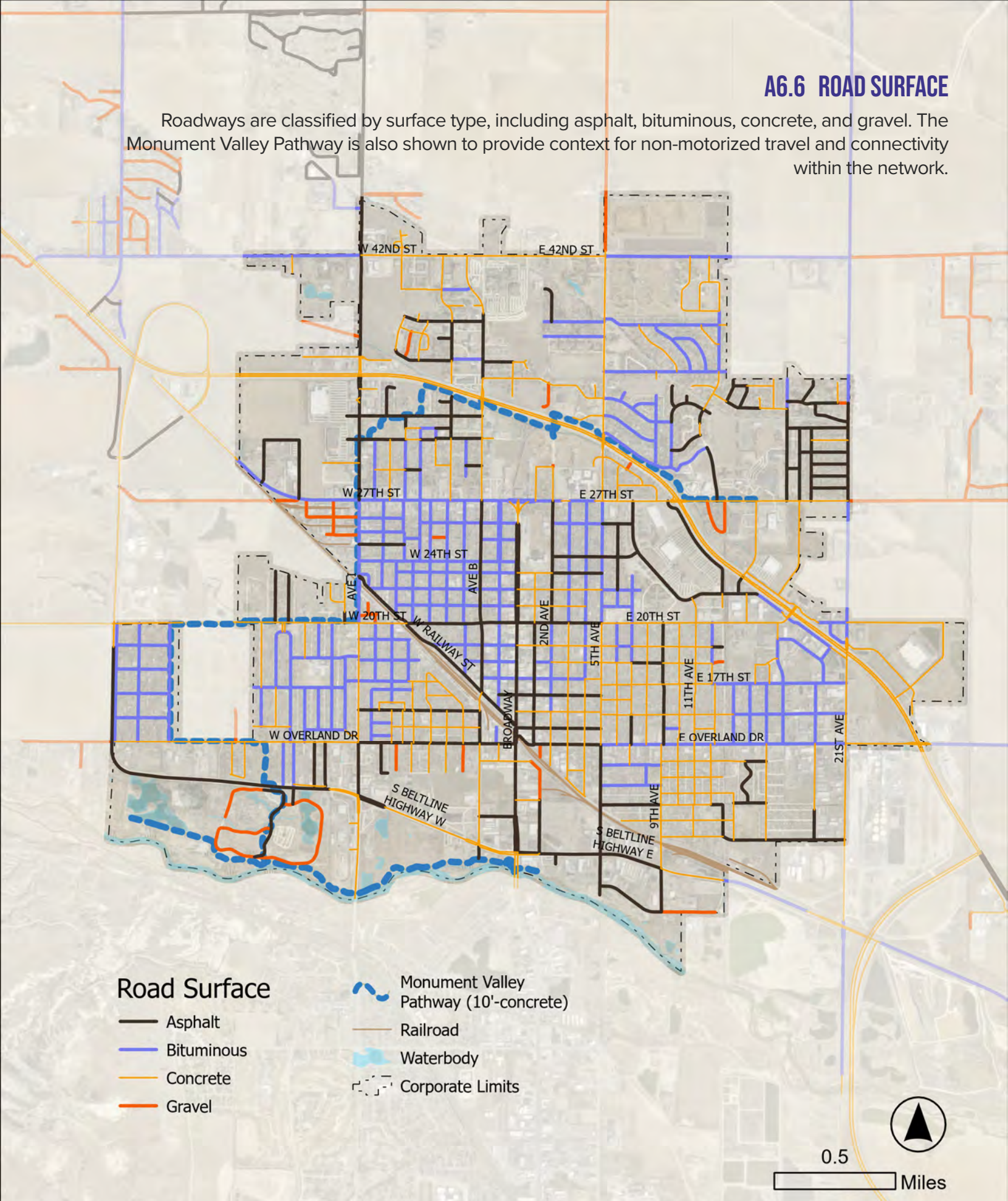
A6.5 POSTED SPEED LIMIT

Roadways are symbolized by posted speed limit, representing the regulatory speed for each segment. Speed is a key factor influencing crash severity and is used to identify higher-risk corridors.



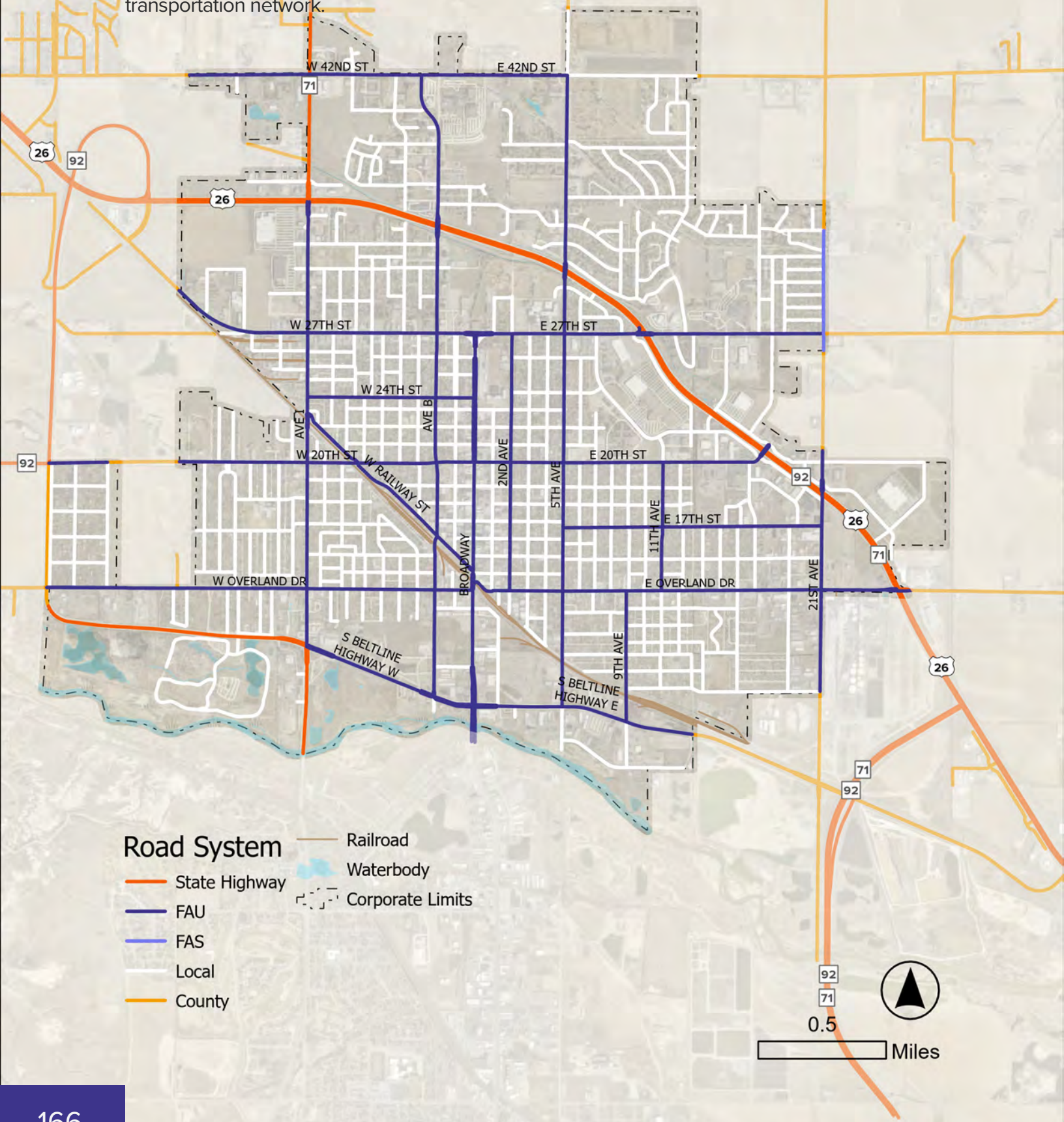
A6.6 ROAD SURFACE

Roadways are classified by surface type, including asphalt, bituminous, concrete, and gravel. The Monument Valley Pathway is also shown to provide context for non-motorized travel and connectivity within the network.



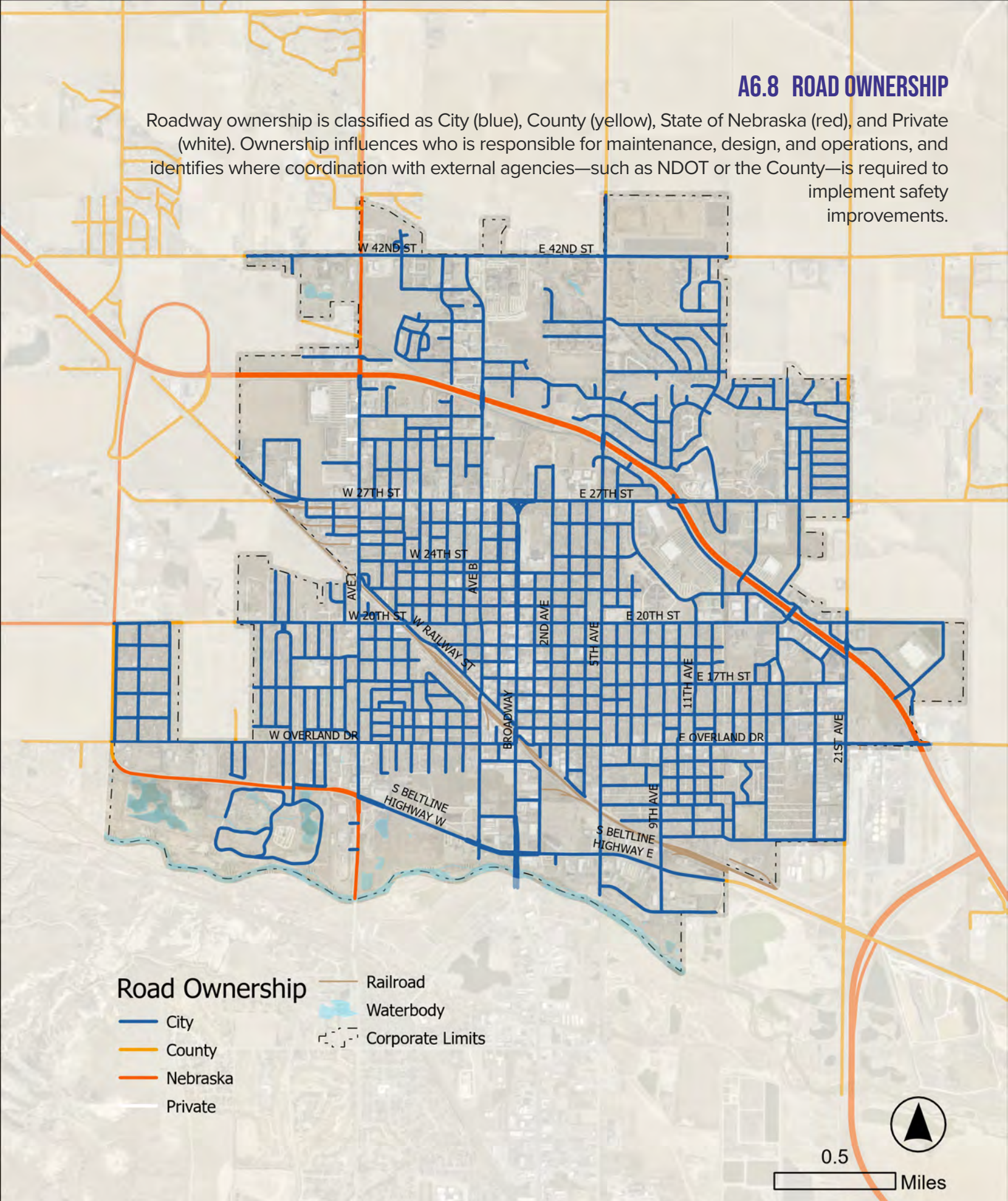
A6.7 ROAD SYSTEM CLASSIFICATION

Roadways are classified by functional system, including State (US) Highways, Federal-Aid Urban (FAU), Federal-Aid Secondary (FAS), County roads, and Local streets. This classification reflects roadway function, funding eligibility, and the role each facility plays in the transportation network.



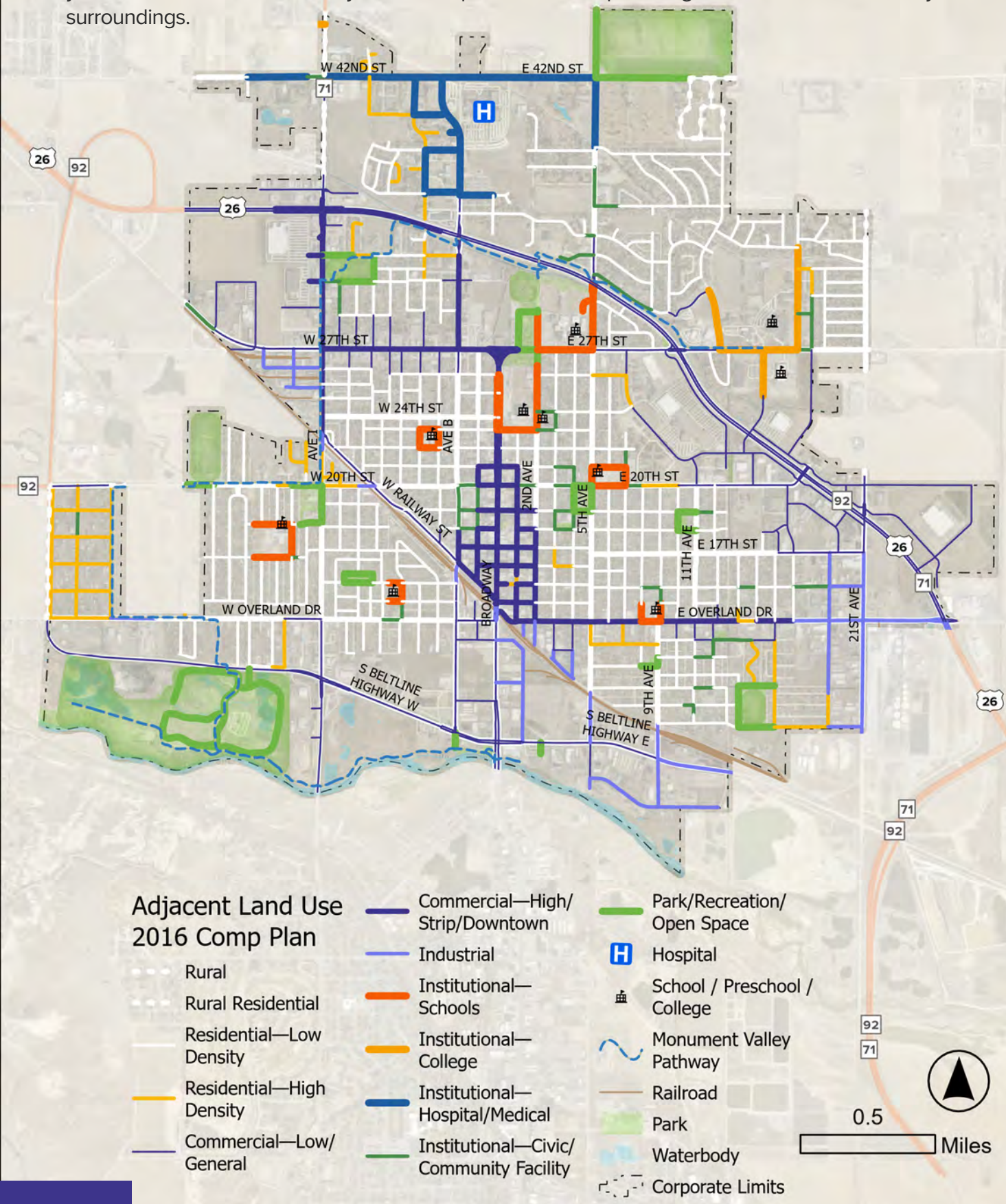
A6.8 ROAD OWNERSHIP

Roadway ownership is classified as City (blue), County (yellow), State of Nebraska (red), and Private (white). Ownership influences who is responsible for maintenance, design, and operations, and identifies where coordination with external agencies—such as NDOT or the County—is required to implement safety improvements.



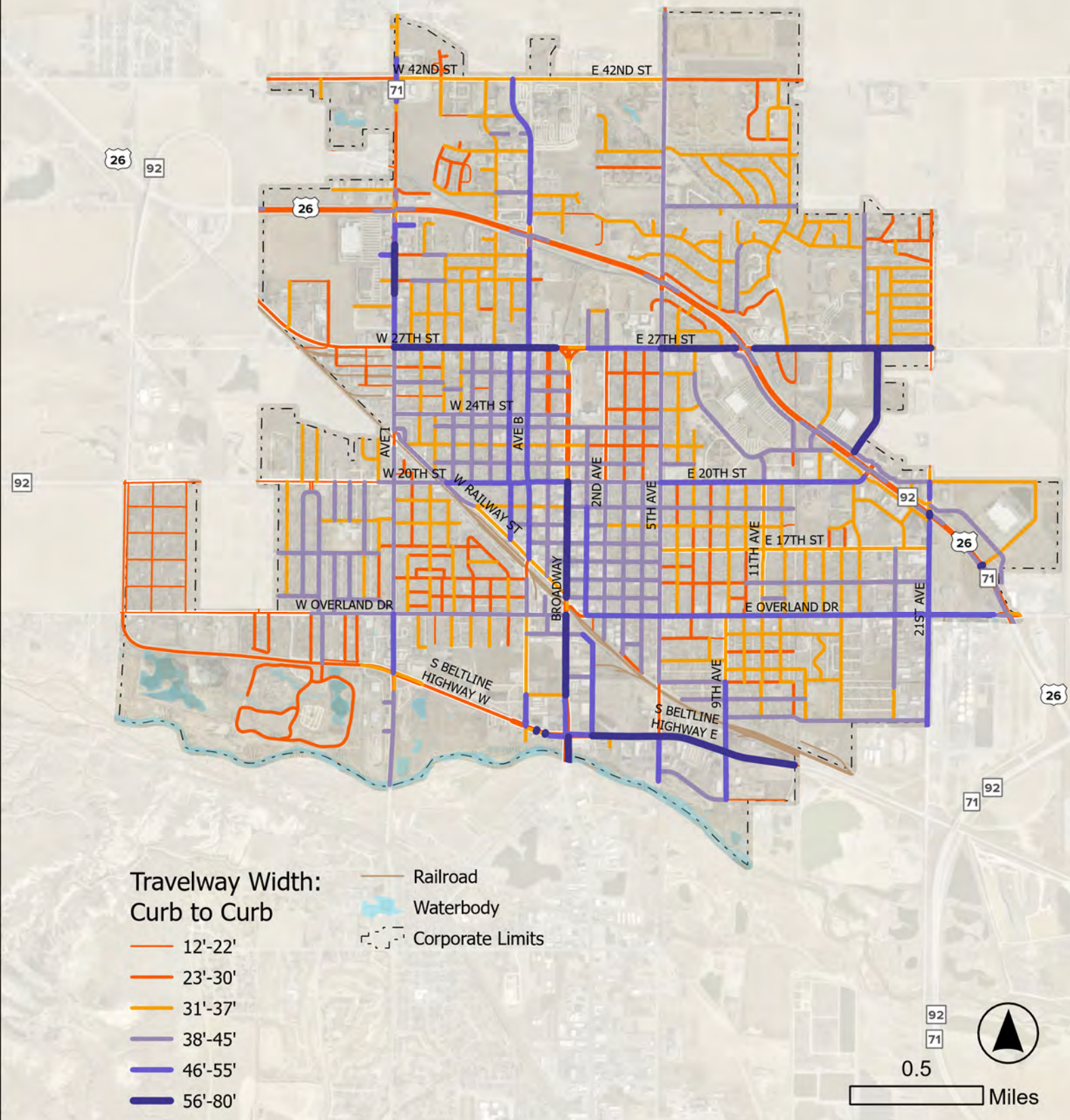
A6.9 ADJACENT LAND USE

Adjacent land use is based on the 2016 Comprehensive Plan, as the 2026 land use dataset was not yet available at the time of analysis. This map is intended to provide general context for roadway surroundings.



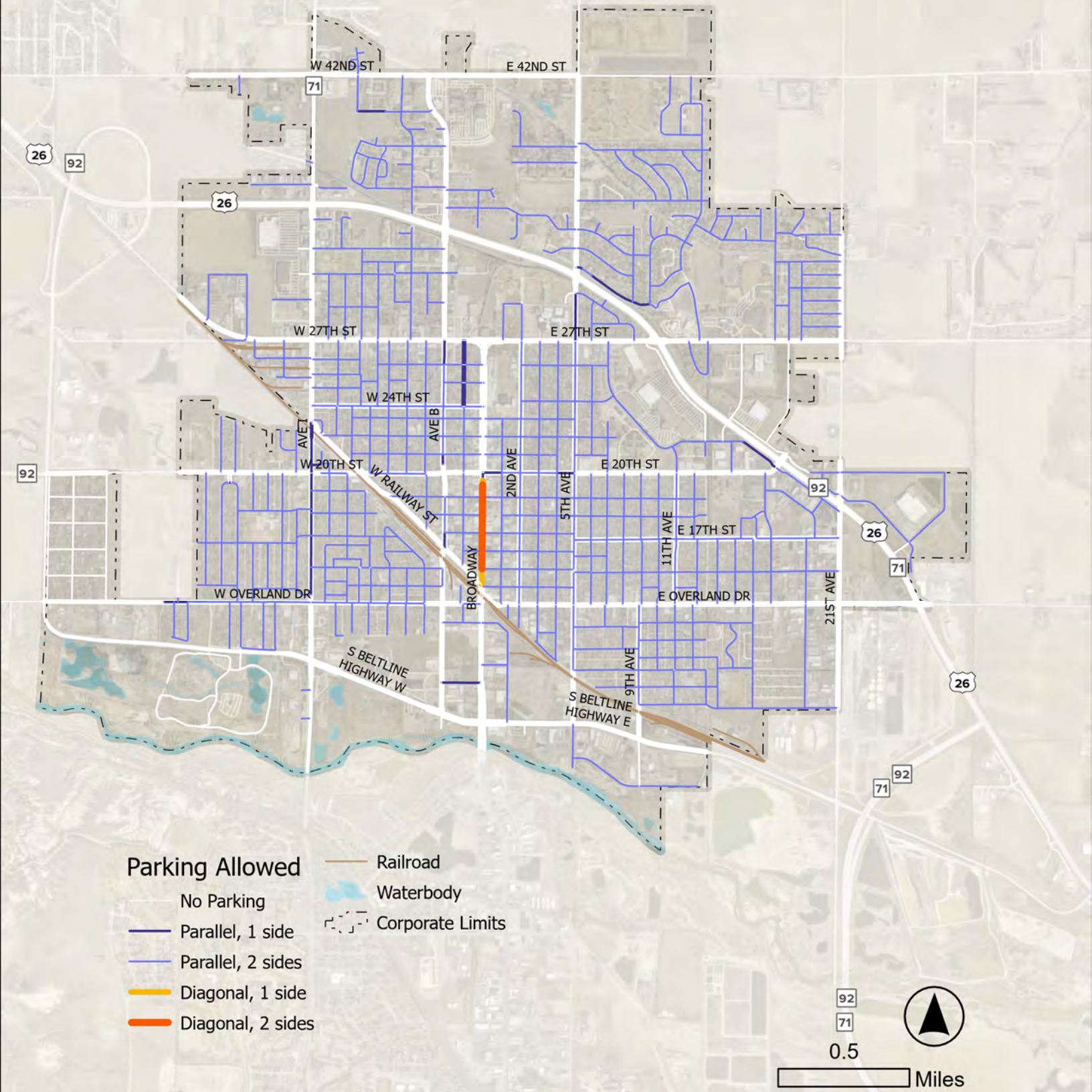
A6.10 ROAD TRAVELWAY WIDTH

Travelway width reflects the paved driving surface only and excludes paved shoulders. For divided highways (e.g., US routes), the centerline dataset represents each direction separately; therefore, widths are shown per direction and do not represent the total roadway width across both directions.



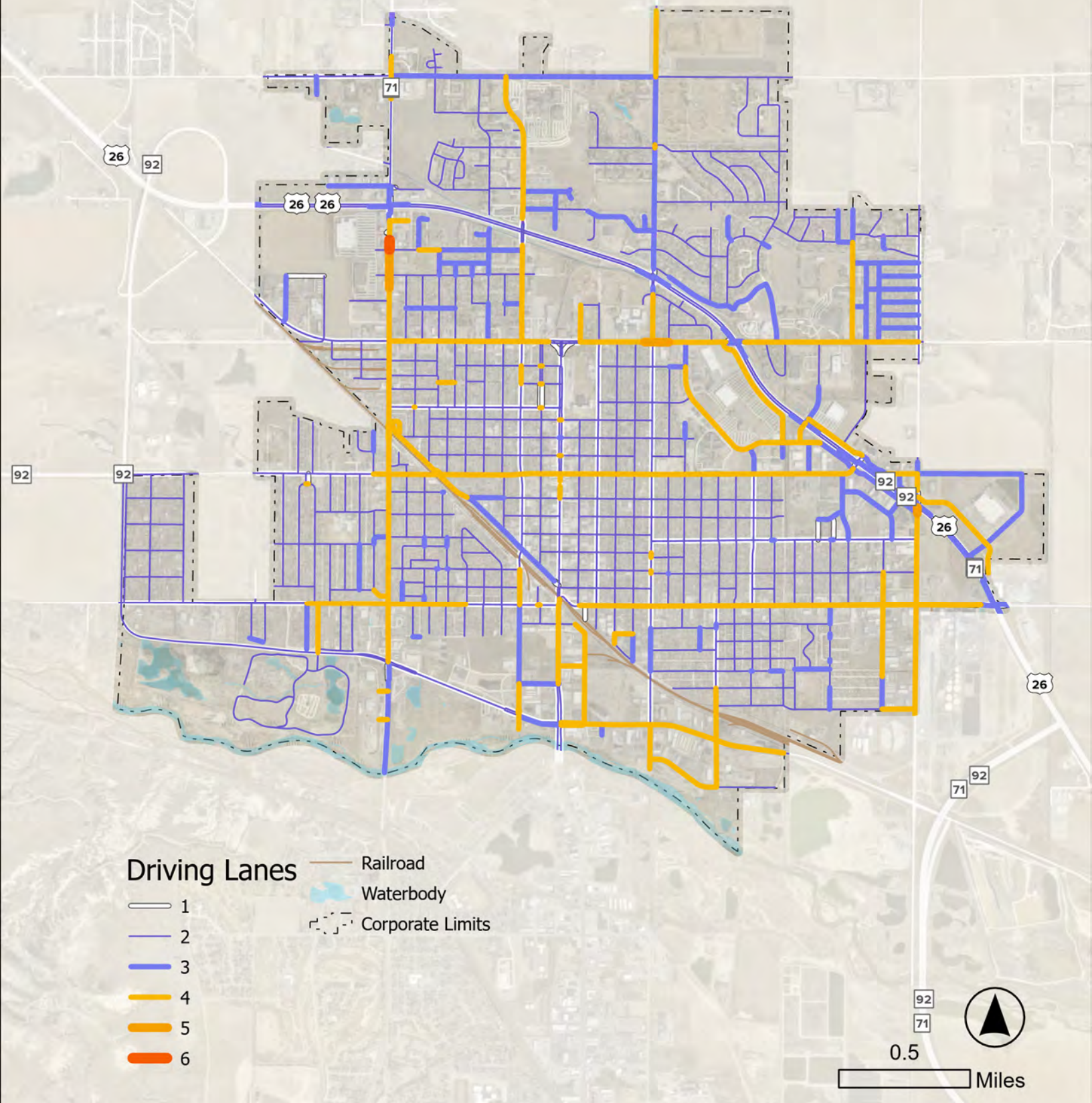
A6.11 PARKING

Road centerlines are symbolized based on available parking, including no parking, parallel parking on one or both sides, and diagonal parking on one or both sides.



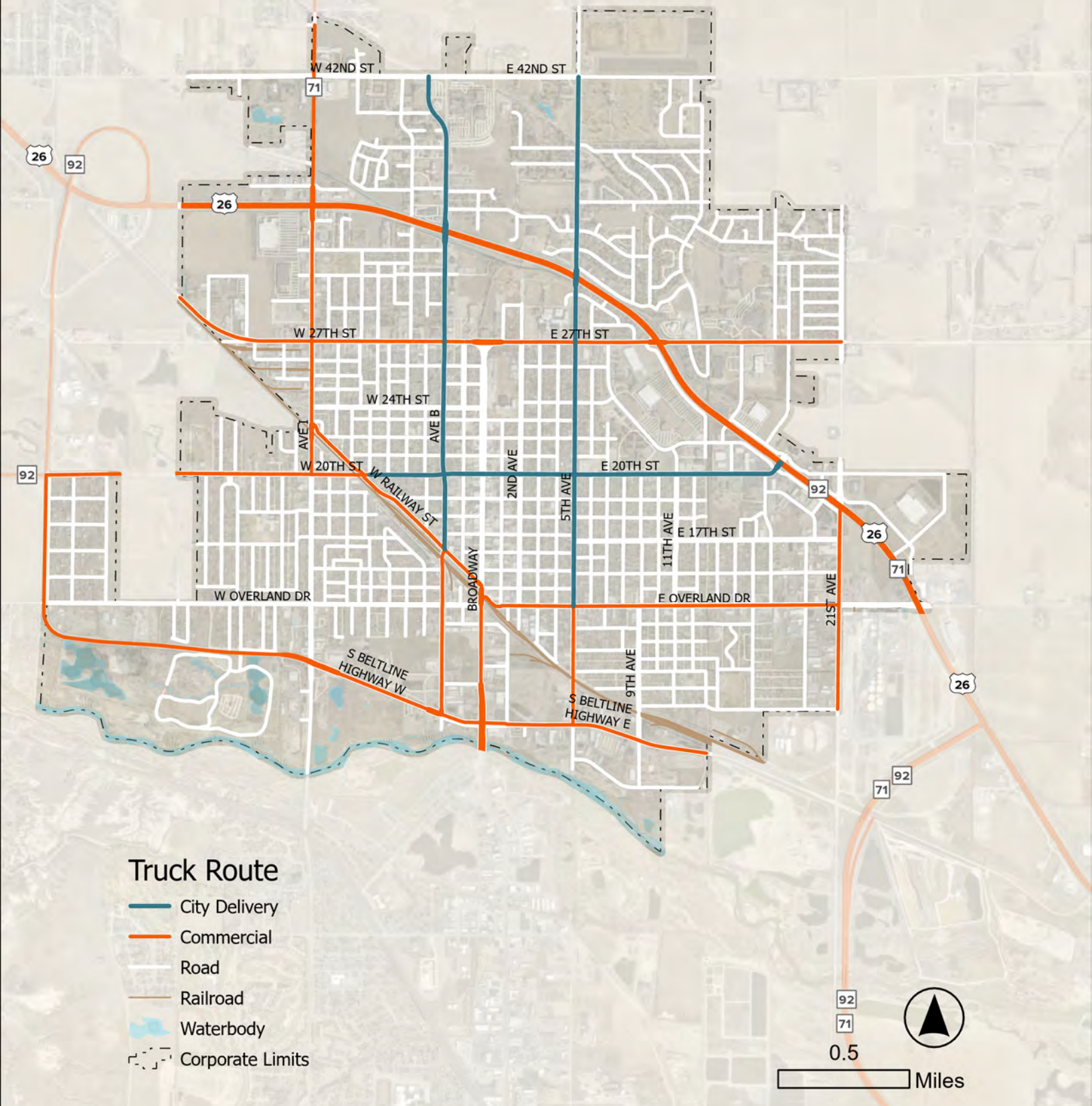
A6.12 ROAD LANES

The roadway centerline dataset represents each direction of travel separately for divided roadways. As a result, **lane symbology for divided roadways** reflects the number of lanes in a single direction rather than the total lanes across both directions.



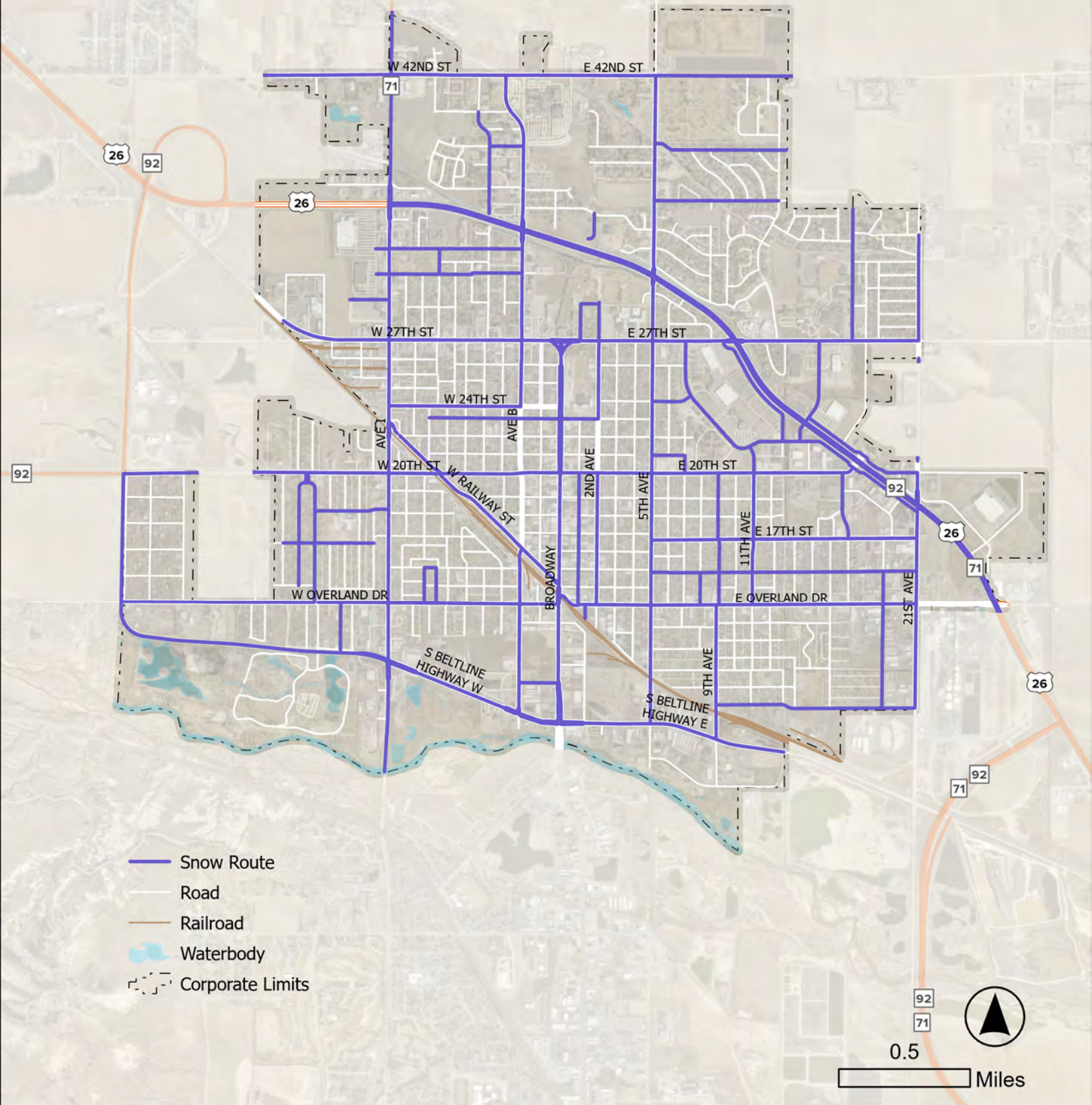
A6.13 TRUCK ROUTE

Roadways are classified by truck route designation: blue represents City Delivery Truck Routes, red represents Commercial Truck Routes, and white roadways do not have a designated truck route.



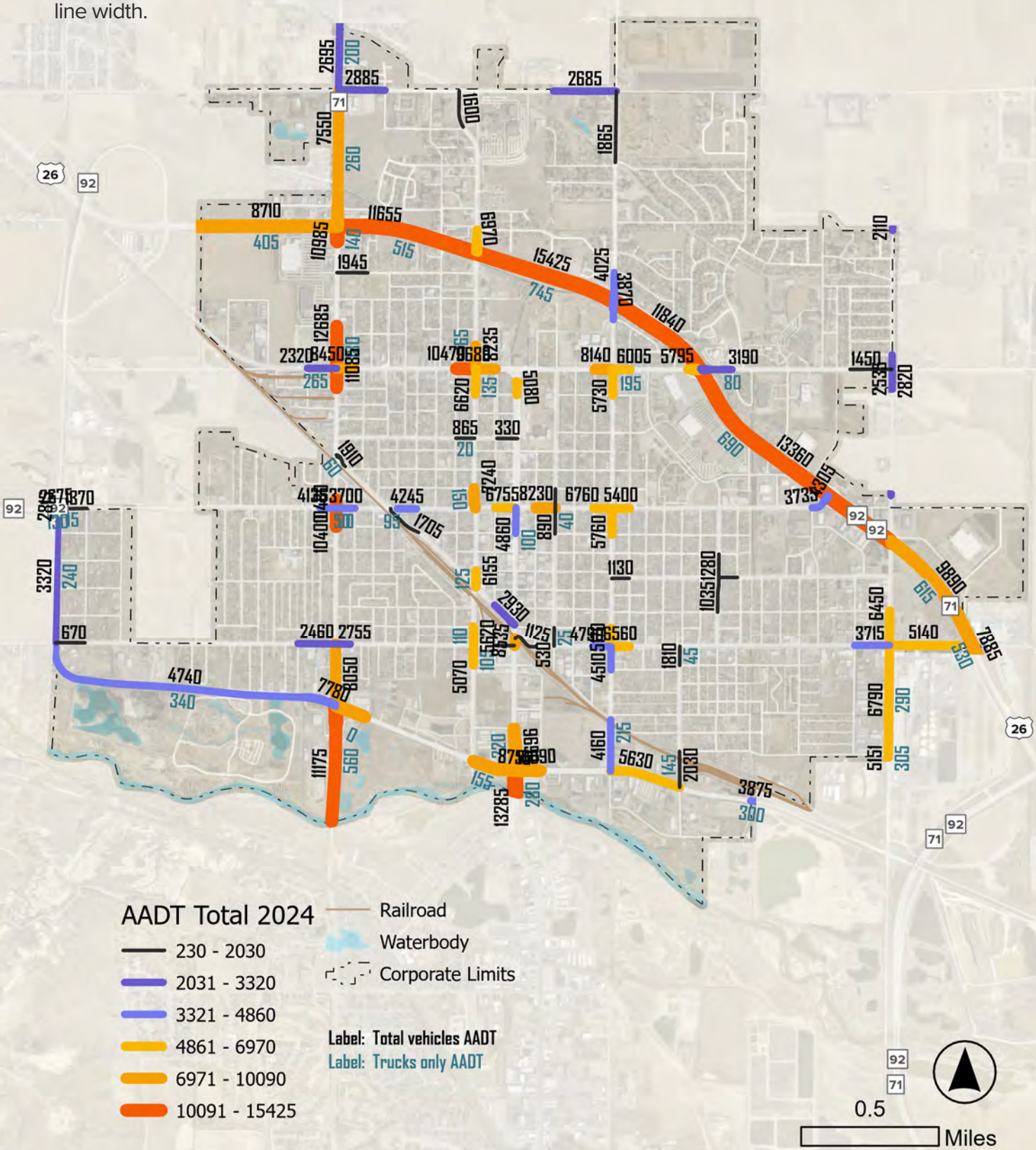
A6.14 SNOW ROUTE

Roadways shown in dark blue represent designated snow routes.



A6.15 ANNUAL AVERAGE DAILY TRAFFIC 2024

The 2024 AADT dataset is shown, as it provides the most complete coverage. Black labels represent total traffic volumes, while blue labels indicate truck volumes for the same segment. Values range from 230 to 15,425 vehicles per day and are symbolized using six classes with graduated color and line width.



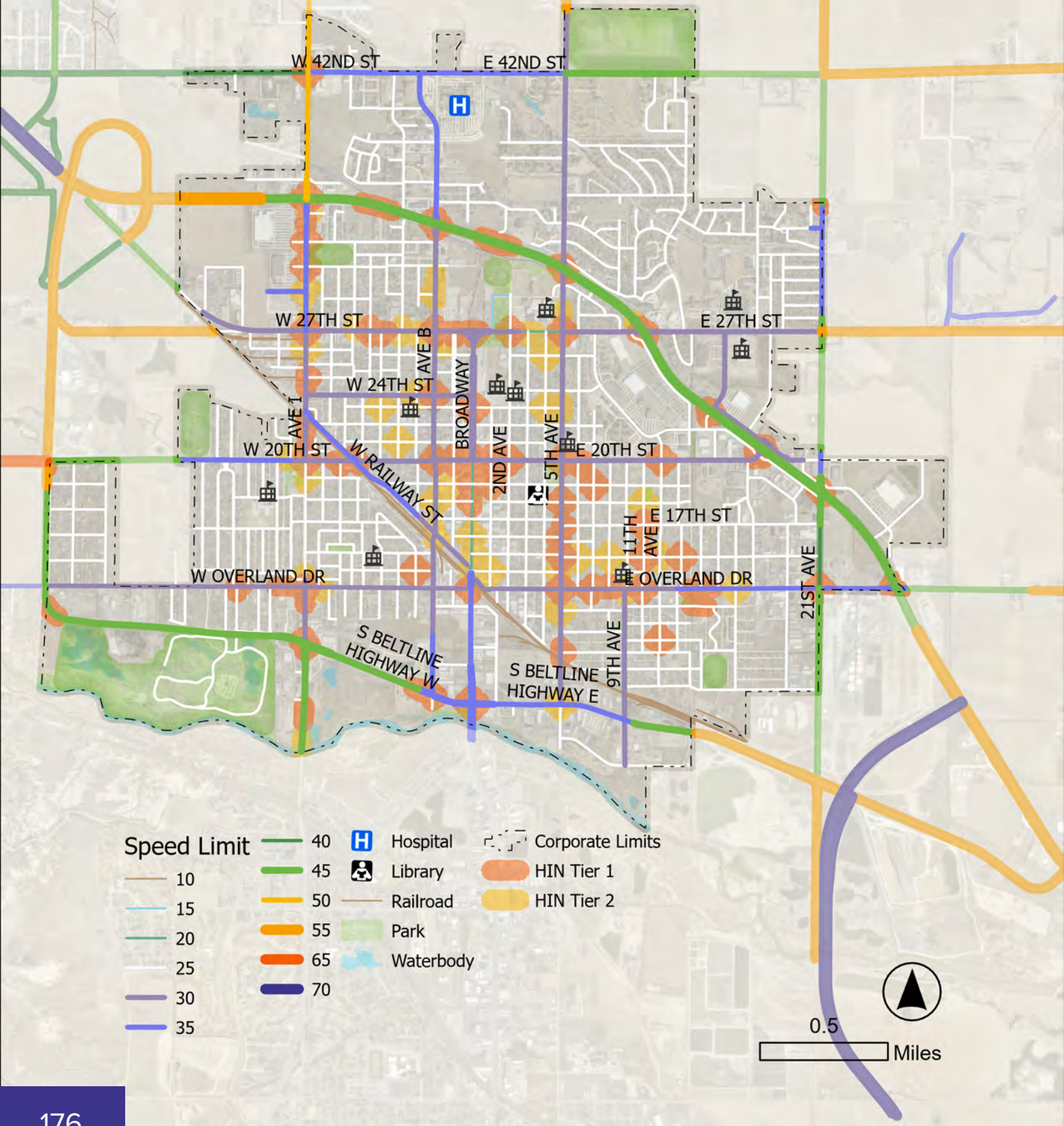
A6.16 TRI-CITY ROADRUNNER TRANSIT

Public transit routes and stops are concentrated along higher-speed arterial corridors, where stakeholder input identified challenges with safe boarding, visibility, and access—highlighting the need for targeted stop and corridor safety improvements.



A6.17 POSTED SPEED AND THE HIGH INJURY NETWORK

High Injury Network corridors closely align with higher posted speed roadways, reinforcing that increased operating speeds are a primary driver of crash severity and a defining characteristic of systemic safety risk.





While many HIN segments occur on 30 mph city streets, higher-speed corridors are disproportionately associated with severe crashes.

Roadways posted at 45 mph account for more than one quarter of all HIN segments, and corridors with speeds of 50 mph or greater account for nearly one-fifth of the network.

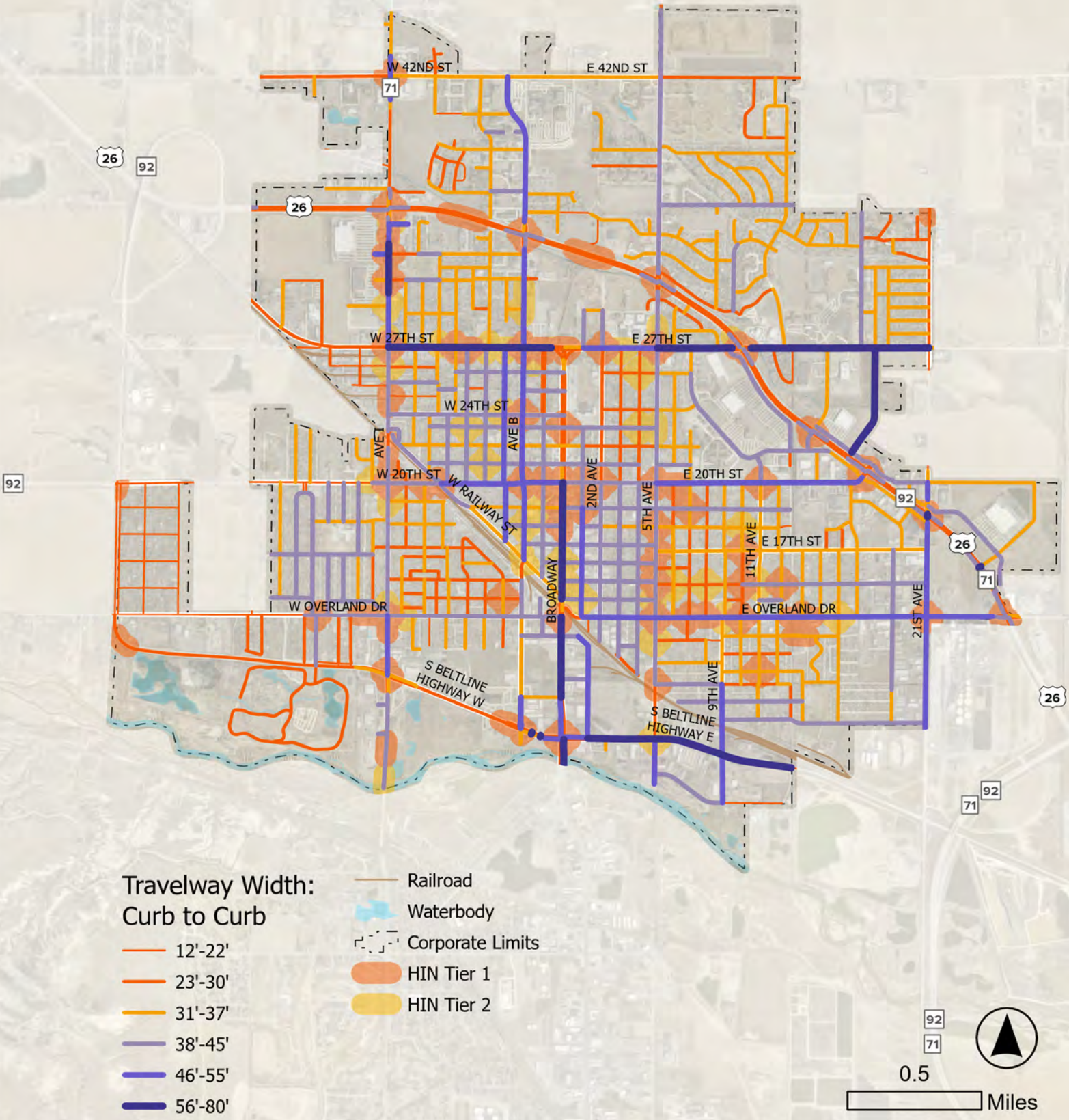
These results emphasize the importance of addressing both speed management and corridor design along Scottsbluff's higher-speed arterial routes.

HIN AND POSTED SPEED LIMIT

Analysis of the High Injury Network (HIN) also highlights the role that roadway speed environments play in severe crash risk. The largest share of HIN segments occur on roadways with posted speeds of 30 mph (35%), reflecting the large number of crashes occurring on city streets that carry both neighborhood traffic and access to major destinations. However, higher-speed corridors are also strongly represented, with 45 mph segments accounting for 26% of the HIN despite representing a smaller portion of the city's roadway network. Additional HIN segments occur on roadways posted at 55 mph and above, which together account for approximately 17% of HIN segments. These findings reinforce the relationship between speed and crash severity and highlight the importance of targeted speed management, corridor design improvements, and intersection safety treatments along higher-speed corridors such as US-26 and other major arterials.

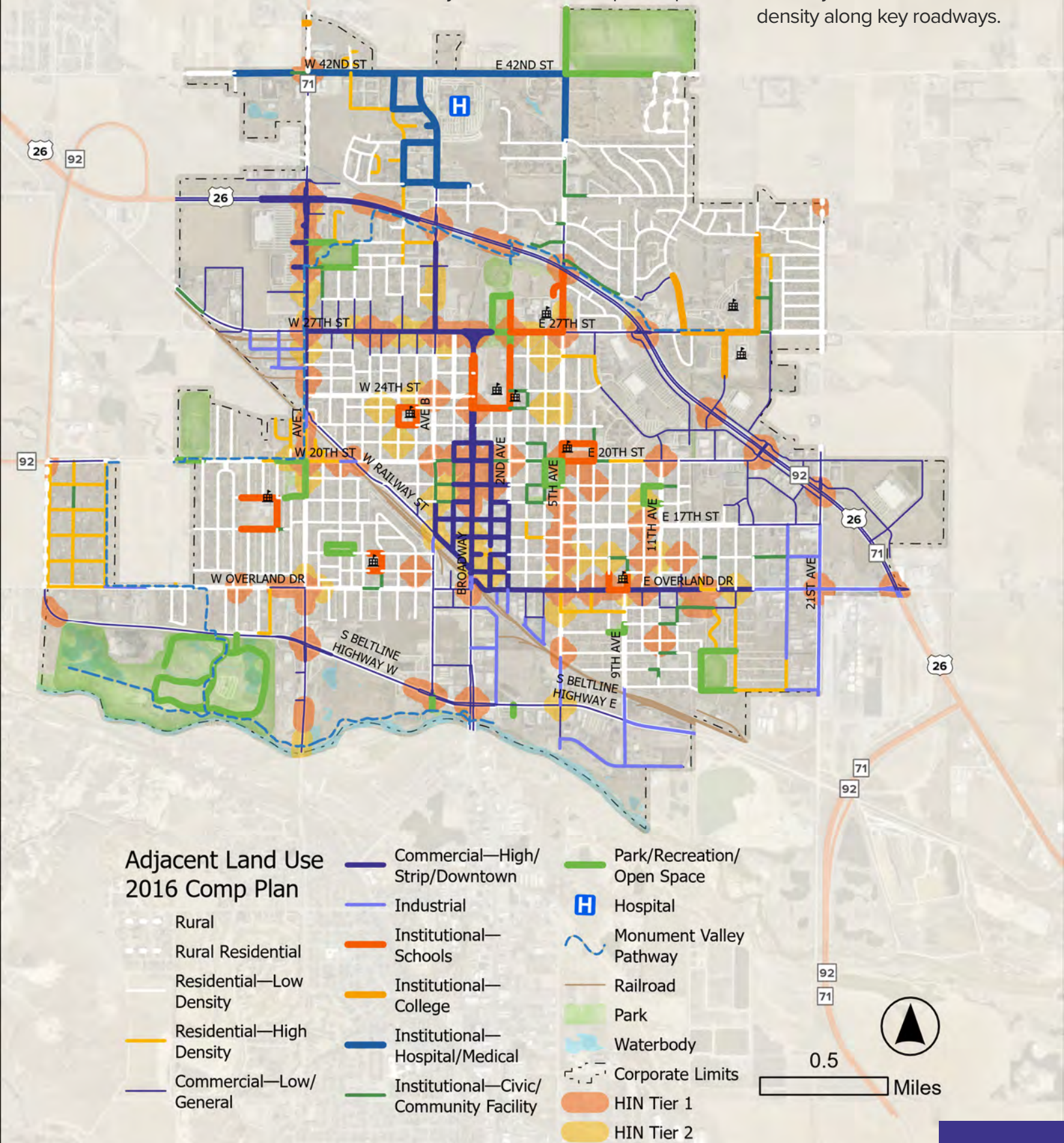
A6.18 EXPOSURE (TRAVELWAY WIDTH AND THE HIN)

High Injury Network corridors correspond with wider travelway sections, where increased roadway width contributes to higher operating speeds, longer crossing distances, and greater conflict exposure for all users.



A6.19 ADJACENT LAND USE AND THE HIN

High Injury Network corridors align with areas of higher-intensity land use, where commercial, institutional, and mixed-use activity increases access points, pedestrian activity, and overall conflict density along key roadways.



Corridors identified on the High Injury Network consistently exhibit a combination of higher posted speeds, wider roadway cross-sections, and more intense adjacent land uses (see A6.17, A6.18, A6.19). This overlap reinforces that severe crash risk in Scottsbluff is driven by systemic conditions—where speed, exposure, and conflict density converge—rather than isolated locations.

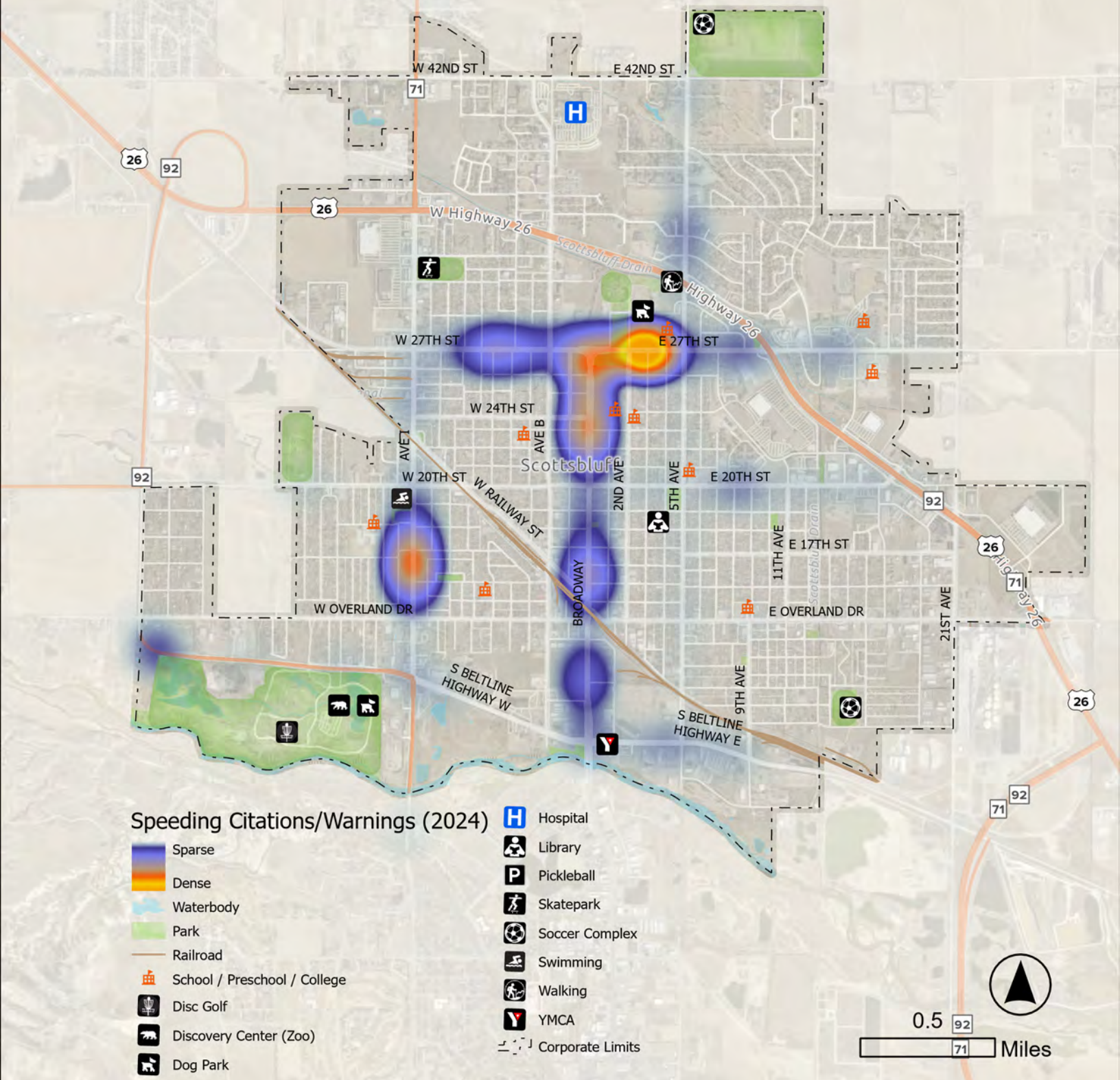
These conditions are most prevalent along arterial corridors such as US-26, Avenue I, Broadway, and East Overland, where roadway design and surrounding land use create the highest-risk environments.

Speeding hotspots shown in the A6.20 Citations Mapping (right) are developed using all 2024 citation and warning data points from stops along the following corridors only: Broadway, 5th Avenue, Avenue B, Avenue I, 27th Street, 20th Street, East and West Overland, and South Beltlione Highway

The highest concentration of stops in this dataset occurs along the 20 mph, four-lane school zone segment of East 27th Street between Broadway and 5th Avenue. Additional hot spots occur on Broadway and Avenue. Notable notable clusters are also shown on north 5th Ave, E 27th and E 20th Streets, and South Beltline Highway. This dataset offers valuable insight for the Police Department, helping align enforcement strategies with recurring high-risk locations and complementing crash-based analysis.

A6.20 CITATIONS MAPPING 2024 - SPEEDING HOTSPOTS

Citation and warning data for speeding-related traffic stops (2,522 total stops) provide a new, behavior-based perspective on safety risk. The heat map shows primary concentrations along the north–south Broadway corridor and the east–west 27th Street corridor, with additional hotspots along Avenue I between West Overland and W 20th Street. This dataset introduces a valuable new tool for the Police Department, helping align enforcement strategies.



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