8

projects

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Together, these proposed projects provide a flexible, scalable roadmap for improving safety in Bridgeport, allowing the City to advance near-term improvements while planning for longer-term investments consistent with SS4A goals.

Projects

A8.1 Full list of proposed projects

The proposed safety projects identified through the Bridgeport SS4A planning process were developed based on crash and risk analysis, public input, task force discussions, field observations, and alignment with the Safe System Approach. The list includes a range of infrastructure, operational, and programmatic actions intended to reduce fatal and serious injury risk across the community.

The inclusion of a project in this list does not represent final design, funding commitment, or construction sequencing. Rather, the projects serve as a comprehensive menu of potential safety actions that can be advanced individually or in coordinated packages as funding, partnerships, and implementation opportunities become available.

A8.2 Location, type, and priority level

Each proposed project is identified by location, project type, and priority level to support transparency, coordination, and implementation planning. Locations are described using street names, corridors, intersections, or general areas to reflect the planning-level nature of the SS4A process.

Priority levels reflect a combination of exposure risk, alignment with community and task force priorities, feasibility, and consistency with SS4A goals. Priority is not based solely on crash history, recognizing that Bridgeport's safety strategy emphasizes proactive, exposure-based risk reduction rather than waiting for severe crashes to occur.

A8.3 Planning-level cost estimates

Planning-level cost estimates are provided for each proposed project to support comparison, phasing, and grant readiness. These estimates are intended to represent order-of-magnitude costs only and are based on typical unit costs, recent comparable projects, and professional judgment.

Actual project costs may vary based on final design, site conditions, material prices, right-of-way needs, utility coordination, and agency requirements (including NDOT review where applicable). Cost estimates should be refined during project development prior to funding applications or construction.

A8.4 Notes on feasibility, phasing, or funding readiness

Narrative notes are included to provide context on project feasibility, anticipated phasing, and funding readiness. These notes highlight considerations such as coordination with NDOT, need for additional study or design, opportunities for quick-build implementation, and potential alignment with state or federal funding programs.

This information is intended to help the City prioritize near-term actions while identifying projects that may require additional time, partnerships, or capital investment before implementation.

A8.5 Project grouping by category or geography

Projects are grouped by category and/or geographic area to illustrate how individual actions can function as part of a broader safety strategy. Groupings help identify opportunities for bundled implementation, coordinated corridor improvements, or area-based safety enhancements (such as school zones, downtown corridors, or state highway segments).

This approach supports efficient use of resources, strengthens grant competitiveness, and reinforces the Safe System principle that layered, context-sensitive treatments are more effective than isolated improvements.

A8.6 Why Exposure-Based Prioritization Was Used

Bridgeport has relatively few fatal and serious injury crashes, which limits the effectiveness of traditional crash-frequency–based prioritization. Instead, the City used an exposure-based approach that focuses on locations where people walking, bicycling, or accessing schools, parks, and downtown destinations are regularly exposed to high-speed traffic, limited visibility, or missing pedestrian infrastructure. This approach aligns with FHWA's Safe System principles and SS4A guidance, which emphasize preventing future fatal and serious injuries by addressing systemic risk factors before severe crashes occur.

Each project may include a combination of proven safety countermeasures consistent with FHWA's Safe System Approach. Final countermeasure selection was determined during project development based on site conditions, coordination requirements, and applicable standards.

A8.7 Tier Definitions

Tier 1 — Near-Term Safety Actions: Projects that address documented safety risks and pedestrian exposure and are ready for near-term implementation under existing authority or with limited coordination.

Tier 2 — Phased & Programmatic Improvements: Projects that require additional evaluation, phasing, or coordination prior to full implementation, but are supported by documented safety needs and community input.

Tier 3 — Long-Term, Partner-Dependent, or Enhancement Actions: Projects that depend on external agency coordination, future capital timing, or inclusion within larger infrastructure efforts and are included to support long-term safety, system completeness, and implementation readiness.

Quick Build — Quick-build projects are low-cost, near-term safety improvements that can be implemented rapidly using striping, signage, operational changes, or temporary materials—without major reconstruction or ordinance changes. These projects are designed to deliver immediate safety benefits, allow for adjustment based on observed performance, and support longer-term capital improvements where warranted.

Key characteristics of quick-build projects include:

- Implementable within months rather than years
- Minimal design and permitting requirements
- Adjustable or reversible if needed
- Strong alignment with FHWA Safe System and SS4A guidance
- Often used to test concepts prior to permanent construction

Project tiers reflect implementation sequencing and coordination requirements. Quick-build projects are identified as low-cost, near-term safety actions deliverable using striping, signage, or operational measures.

A8.8 Cost Assumptions & Methodology

Planning-level cost estimates were developed for all proposed projects in the Bridgeport SS4A Safety Action Plan to support implementation planning and SS4A grant readiness. Cost ranges are expressed in 2025 dollars and are intended to represent order-of-magnitude estimates, consistent with FHWA guidance for Safety Action Plans. These estimates are not final construction bids and will be refined during project scoping, engineering, and interagency coordination.

Cost estimates were prepared using a combination of:

- Recent bid prices and unit costs from comparable projects in western Nebraska and the Panhandle region
- FHWA and NDOT reference materials for traffic safety, pedestrian, and operational improvements
- Professional judgment based on similar SS4A, HSIP, and local safety projects
- Anticipated scope, complexity, and jurisdictional coordination requirements

Each project estimate reflects the minimum scope necessary to achieve the intended safety outcome, rather than full corridor reconstruction. Where applicable, estimates assume the use of quick-build or operational treatments (e.g., striping, signage, devices, and policy actions) prior to capital-intensive improvements.

Unless otherwise noted, cost estimates generally include:

- Materials and installation
- Construction or implementation labor
- Minor traffic control during installation
- Administrative coordination and documentation
- Contingency to account for site-specific conditions

Costs typically exclude major utility relocation, right-of-way acquisition, and full roadway reconstruction unless explicitly identified in the project description. For projects located on state highways or partner-controlled facilities, estimates reflect conceptual improvements only and assume coordination and approval by the Nebraska Department of Transportation (NDOT) or other partner agencies.

Projects are grouped into Tier 1 (near-term / high-priority), Tier 2 (mid-term / programmatic), and Tier 3 (long-term / partner-dependent) actions to support phased implementation and funding strategies. Tier placement reflects readiness, exposure risk, and ability to implement under existing municipal authority, not solely cost magnitude.

Inflation & Escalation

All estimates are presented in 2025 dollars and do not include escalation beyond the planning horizon. Cost escalation related to inflation, market conditions, or delayed implementation will be addressed during final project scoping and engineering, consistent with standard public-sector procurement practices.

Local Match & Phasing Considerations (SS4A Implementation)

Local match assumptions and phasing strategies were developed to align with SS4A Implementation Grant requirements and Bridgeport's capacity as a small rural community. Projects are intentionally structured to:

- Allow incremental implementation as funding becomes available
- Combine local in-kind contributions (staff time, coordination, maintenance) with grant funding where eligible
- Leverage partner participation (NDOT, schools, emergency services, public health) for state-controlled or shared facilities
- Advance Tier 1 projects first to deliver immediate safety benefits, followed by Tier 2 and Tier 3 actions as resources and coordination allow

This phased approach positions Bridgeport to responsibly manage local match commitments while advancing a complete, long-term safety program.

These planning-level estimates are sufficient to support SS4A Implementation Grant applications and local capital planning and will be updated as projects advance into design and engineering.

USDOT Merit-Criteria–Ready Variant

The following is provided for use in the USDOT Implementation Grant narrative under Project Readiness, Cost Effectiveness, or Implementation Approach:

Planning-level cost estimates for all proposed projects were developed using recent regional bid prices, FHWA and NDOT reference materials, and professional judgment based on comparable safety projects in western Nebraska. Estimates reflect the minimum scope necessary to achieve documented safety outcomes and prioritize quick-build and operational treatments where feasible. Projects are grouped into Tier 1, Tier 2, and Tier 3 actions to support phased implementation, responsible local match planning, and coordination with partner agencies. All costs are presented in 2025 dollars and will be refined during project scoping and engineering. This approach ensures cost-effective delivery, readiness for implementation, and alignment with the SS4A Safe System framework.

Tier 1 Program Totals (Planning-Level)

- Low Range Total: ≈ $120,000
- High Range Total: ≈ $210,000

Ranges reflect phasing, partner coordination, and design context. Costs will be refined during final engineering and SS4A Implementation scoping.

Quick Build Projects



Low-cost, rapidly deployable safety improvements that rely primarily on pavement markings, signage, operational changes, or temporary devices. Quick-build treatments can typically be implemented within one construction season using existing municipal authority and standard materials. These improvements are well suited for early SS4A implementation, allowing Bridgeport to deliver immediate safety benefits while larger capital projects are planned and funded.

Typical quick-build improvements in Bridgeport include high-visibility crosswalk markings, parking setbacks (daylighting), speed feedback signage, school zone enhancements, and pavement marking upgrades.

Quick-Build: *Low-cost improvements such as striping, signage, and visibility upgrades that can be installed quickly to improve safety.*

Tier 1 projects prioritize existing pedestrian exposure, high-severity risk locations, and school and community access, consistent with FHWA's Safe System Approach and SS4A emphasis on near-term, implementable actions that reduce fatal and serious injury risk.



Policies, Programs, Projects

Policies, programs, and projects are structured to work together without duplication.

- Policies establish direction
- Programs provide ongoing implementation
- Capital projects deliver larger improvements.

Cost estimates reflect this distinction and are not intended to be cumulative across categories.

Tier 1

Projects (J)

J1 Downtown Parking Setbacks for Sight Distance (Quick Win)

J2 Crosswalk Visibility & Compliance Program (Main Street Corridor)

J3 North Main (US-26 / US-385) School Route Mid-Block Enhanced Crossing at PWCC

J5 Head Start Pickup / Drop-Off Pull-Out (9th Street / O Street)

J6 Downtown Crosswalk Enhancements

J8 Bridgeport Public Schools Safety Upgrades

Programs (P)

P1 Crossing Guard & School Zone Support (Quick Win)

P2 Speed Feedback Sign Expansion at Critical Locations

P3 Distracted Driving Education Program

P4 Community Speed Management Program

P6 Snow & Ice Management for Pedestrian Safety

P8 Youth Bicycle & Pedestrian Safety Education

Policies (O)

O1 Visibility & Curb Management Policy Update

O2 School Zone Operations & Signing Standards

O3 Neighborhood Stop Sign & Yield Review



Mid-block shared-use pathway crossing with RRFB, pedestrian and State Law signage, ADA ramps and high visibility crosswalk enhancements - Sidney, NE Population 6.4k



ADA ramp and crosswalks - Sidney, NE Population 6.4k



Crossing guards assist students across busy 4-lane street — Scottsbluff, NE. Population 14.4k

Tier 1



A8.9 Tier 1 Projects, Programs, Policies

Immediate, High-Impact Safety Improvements

Tier 1 prioritization reflects locations and conditions with the highest potential for severe outcomes due to speed, exposure, and roadway context, even where crash frequency is low.

Tier 1 also includes targeted education and behavior-based programs that support immediate safety improvements for vulnerable users.

Consistent with FHWA SS4A guidance, Tier 1 actions focus on proactive, near-term improvements that can reduce the risk of fatal and serious injury crashes. These include school routes, downtown crossings, key highway interfaces, and locations with documented community concern.

Tier 1 projects, programs, and policies emphasize quick-build, low-cost, and immediately implementable strategies that can be deployed under existing authority. These actions are intended to deliver visible safety improvements while establishing momentum for longer-term investments.



J1 — Downtown Parking Setbacks for Sight Distance

PROJECT DESCRIPTION

PROJECT DESCRIPTION

This quick-win project improves safety at downtown Main Street intersections by establishing and enforcing no-parking setback zones near intersection corners. Removing visual obstructions caused by parked vehicles improves sight distance between drivers, pedestrians, and cyclists, reduces near-miss conflicts, reduces multiple-threat crash risk by improving inter-lane visibility at crosswalks, and enhances pedestrian visibility at crosswalks and turning locations with higher activity.

CONCEPTUAL DESIGN

Parking setback zones will be clearly delineated at downtown intersections along Main Street using curb markings, striping, and regulatory signage as appropriate. Typical setbacks will extend approximately 20 feet from curb returns, with expanded setbacks of up to 30 feet at locations with crosswalks, documented visibility concerns, or higher pedestrian volumes. Treatments are designed as painted, quick-build measures that can be refined as needed.

CONSIDERATIONS

- Minor loss of on-street parking near corners must be balanced against safety benefits.
- Setback distances may be adjusted in constrained downtown blocks to maintain access.
- Clear markings and routine enforcement are necessary to maintain effectiveness.
- Setbacks must be coordinated with ADA curb ramps, drainage features, and existing curb geometry.
- Coordination with NDOT is required where parking setbacks occur on state highway segments.

STAKEHOLDERS INVOLVED

- City of Bridgeport (Public Works, Planning, Administration)
- Bridgeport Police Department (enforcement coordination)
- Downtown businesses and property owners
- Nebraska Department of Transportation (where applicable)

PLAN CONCURRENCE

This project is consistent with the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence dated November 5, 2024). It supports FHWA and MUTCD sight-distance principles, state pedestrian right-of-way laws, municipal authority over parking regulation, and adopted Comprehensive Plan and Activate Bridgeport goals related to downtown safety and walkability. Implementation does not require ordinance amendments and may be completed through standard traffic control orders and striping plans.

Why This Is a Quick Win

Parking setbacks deliver immediate safety benefits using low-cost, easily implemented measures such as striping, curb markings, and signage. The project can be deployed quickly without design-intensive reconstruction, supports multiple downtown pedestrian improvements, and can be adjusted over time based on observed conditions and community feedback.

J1 — Downtown Parking Setbacks for Sight Distance (Quick Win)

Estimated Cost: **$5,000 – $20,000**

(2025 dollars; planning-level estimate based on comparable small-community quick-build parking and striping projects in western Nebraska)

COST BASIS & SCOPE

This planning-level estimate reflects implementation of no-parking setback zones at selected downtown Main Street intersections through pavement markings, signage, and administrative actions. Improvements are limited to existing curb lines and do not require curb relocation or roadway reconstruction.

Included Cost Elements

- Pavement markings (no-parking curb markings and striping)
- Regulatory and/or warning signage
- Installation labor
- Minor traffic control during installation
- Administrative coordination and documentation
- Field verification and layout refinement at each intersection
- Contingency for site-specific adjustments

Installation labor

- Minor traffic control during installation
- Administrative coordination and documentation
- Contingency for site-specific adjustments

KEY COST DRIVERS

Final costs will depend on:

- Number of intersections treated
- Length of setback zones (20 feet standard; up to 30 feet at select locations)
- Existing pavement and curb conditions
- Signage quantity and reuse of existing posts
- Whether curb paint alone or curb paint plus signing is used

IMPLEMENTATION NOTES

SS4A Eligibility: This project is eligible as a low-cost, near-term safety implementation action.

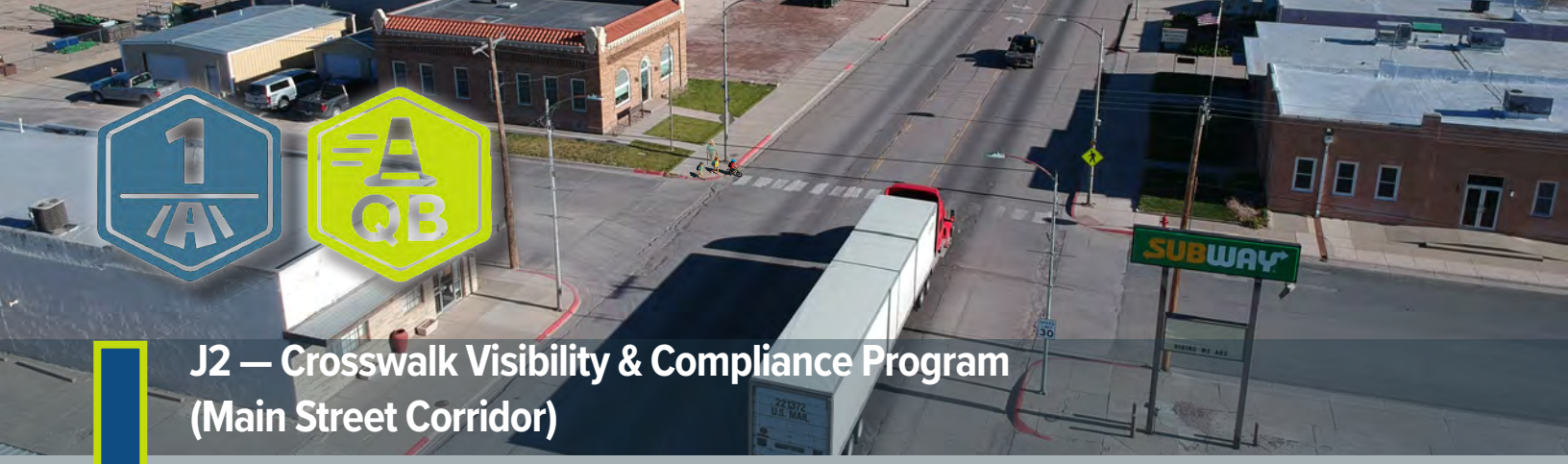
Phasing: Improvements may be implemented incrementally by intersection as funding allows.

Authority: Implementation can occur under existing municipal authority without ordinance changes.

Operations & Maintenance: Ongoing maintenance costs are minimal and limited to routine striping refresh and signage upkeep.

Design & Permitting: No formal design plans, utility coordination, or external agency approvals are required.

> **Why This Is a Quick Win**
>
> This project delivers immediate safety benefits by improving sight distance and pedestrian visibility using low-cost materials and existing right-of-way, without requiring design approvals, utility coordination, or construction beyond routine striping and signing.



J2 — Crosswalk Visibility & Compliance Program (Main Street Corridor)

PROJECT DESCRIPTION

This corridor-based quick-win project improves pedestrian visibility and driver yielding at existing crosswalks along Main Street (US-385). The program applies consistent, MUTCD-compliant enhancements to priority crossings with documented yielding failures, near-miss reports, and higher pedestrian activity—particularly in areas with truck traffic and complex turning movements. The project focuses on improving compliance at existing crossings rather than adding new crossing locations.

Conceptual Design

Enhanced pedestrian crossings will be implemented as a coordinated corridor program along Main Street (US-385). Treatments will include high-visibility continental (ladder) crosswalk markings installed at agency-standard widths, typically 6–8 feet, consistent with NDOT practice on state highways in western Nebraska.

Crosswalk widths will be selected based on pedestrian demand and context, with 8-foot markings prioritized at school routes, mid-block crossings, and locations with enhanced controls, and 6-foot markings used where appropriate.

Additional compliance-focused treatments may include:

- Advance yield lines
- "STATE LAW: YIELD TO PEDESTRIANS" signage
- Parking setbacks coordinated with crosswalk locations
- Rectangular Rapid Flashing Beacons (RRFBs), where warranted

RRFBs will be placed outside the traveled way and outside intersection conflict areas, consistent with MUTCD guidance and NDOT placement practices. The US-26 / 5th Street intersection is excluded due to heavy truck traffic and complex turning movements.

CONSIDERATIONS

- NDOT coordination and approval are required for all treatments on US-385.
- Crosswalk enhancements must remain consistent in appearance and spacing to reinforce driver expectancy.
- RRFB placement must consider sight distance, truck movements, and maintenance access.
- Treatments should be coordinated with enforcement and public education to reinforce yielding behavior.
- Winter maintenance and striping durability should be considered when selecting materials.

STAKEHOLDERS INVOLVED

- City of Bridgeport (Public Works, Planning, Administration)
- Morrill County Sheriff's Department (yielding compliance and enforcement support)
- NDOT (design review and approval)
- Downtown businesses and community organizations

PLAN CONCURRENCE

This project is consistent with the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence dated November 5, 2024). It directly advances FHWA Proven Safety Countermeasures, state pedestrian right-of-way requirements, and adopted Comprehensive Plan and Activate Bridgeport goals related to pedestrian safety, downtown walkability, and access to community destinations. Implementation may be completed through standard striping plans, traffic control orders, and routine maintenance and enforcement activities without ordinance changes.

Why This Is a Quick Win

This project delivers immediate, measurable safety benefits using proven, low-cost treatments that can be implemented through striping, signing, and targeted devices. Improvements can be phased, adjusted by location, and coordinated with routine maintenance and enforcement, making the program highly scalable and implementation-ready without major construction.

J2 — Crosswalk Visibility & Compliance Program (Main Street Corridor)

Implementation Category: Quick Win / Near-Term Safety Improvement

Estimated Cost: **$25,000 – $75,000**

(2025 dollars; planning-level estimate based on corridor-based crosswalk enhancement programs in small communities on state highways in western Nebraska)

***Lower end** assumes markings and signage only at a limited number of crossings.*
***Upper end** reflects inclusion of RRFB installations at select priority locations.*

COST BASIS & SCOPE

This planning-level estimate reflects a corridor-based enhancement program for existing pedestrian crossings along Main Street (US-385), focused on improving visibility and driver yielding compliance. Improvements are limited to existing crossing locations and do not include roadway widening, curb relocation, or signal installation.

> *Citywide / multiple locations*

INCLUDED COST ELEMENTS

- High-visibility continental (ladder) crosswalk markings (6–8 ft widths)
- Advance yield lines and associated pavement markings
- MUTCD-compliant pedestrian warning and regulatory signage
- Parking setback striping tied to crossings (where applicable)
- Rectangular Rapid Flashing Beacons (RRFBs) at selected locations
- Installation labor and minor traffic control
- NDOT coordination and review
- Contingency for site-specific adjustments

KEY COST DRIVERS

Final costs will depend on:

- Number of crosswalks included in the corridor program
- Crosswalk width (6 ft vs. 8 ft)
- Number of locations warranting RRFBs
- Electrical vs. solar RRFB power options
- Existing pavement condition and marking removal needs
- NDOT review requirements and scheduling

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a Proven Safety Countermeasure–based implementation action.

Phasing: Crossings may be upgraded incrementally based on safety need and funding availability.

Coordination: Improvements within state highway right-of-way require NDOT coordination and approval.

Operations & Maintenance: Ongoing costs include periodic restriping and RRFB maintenance (minimal for solar units).

> **Why This Is a Quick Win:**
> This program improves pedestrian visibility and driver yielding behavior using MUTCD-compliant markings, signage, and beacons that can be implemented quickly within the existing roadway footprint, without major construction or signalization.



J3— North Main (US-26 / US-385) School Route Mid-Block Enhanced Crossing at PWCC

PROJECT DESCRIPTION

This project installs a protected, high-visibility mid-block pedestrian crossing on North Main Street (US-26 / US-385) near the Prairie Winds Community Center (PWCC) to safely serve school-route and community pedestrian demand across a high-speed, high-volume state highway corridor. The crossing addresses documented pedestrian exposure, serving school-route and community pedestrian demand, including event-related pedestrian activity at PWCC.

CONCEPTUAL DESIGN

The crossing is intentionally located north of 5th Street to avoid heavy truck traffic, complex turning movements, and operational constraints at the 5th & Main intersection. The mid-block location improves driver expectancy by clearly defining where pedestrian crossings occur.

Treatments may include high-visibility crosswalk markings, pedestrian-activated warning devices (such as RRFBs), refuge features where feasible, and targeted pedestrian lighting. All elements will be MUTCD-compliant and coordinated with NDOT to address vehicle speeds, traffic volumes, and sight distance along this rural-to-urban transition corridor.

CONSIDERATIONS

- NDOT review and approval are required for all treatments within the state highway right-of-way.
- Mid-block placement must meet sight distance and speed-related safety criteria.
- Refuge features may be constrained by roadway width and truck operations.
- Winter maintenance, visibility, and long-term durability must be considered.
- Pedestrian connections to local sidewalks and school routes must be clearly defined.

Stakeholders Involved

- City of Bridgeport (Public Works, Planning, Administration)
- Nebraska Department of Transportation
- Bridgeport Public Schools
- Prairie Winds Community Center
- Bridgeport Police Department

PLAN CONCURRENCE

This project is consistent with the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence dated November 5, 2024). It supports FHWA guidance favoring consolidated, enhanced pedestrian crossings on high-speed corridors, advances school route safety and community access objectives, and reduces pedestrian exposure on state highways through coordinated, data-driven design.

> ***Why This Is a Quick Win***
>
> *This project concentrates pedestrian crossing activity at a single, clearly defined location using FHWA-proven treatments, reducing exposure without introducing new signal phases or complex intersection operations. While requiring NDOT coordination, the project can be implemented without full intersection reconstruction.*

J3 — North Main (US-26 / US-385) School Route Mid-Block Enhanced Crossing at PWCC

Implementation Category: Capital Project (NDOT-Coordinated)

Estimated Cost:
$60,000 – $120,000

(2025 dollars; planning-level estimate for a single enhanced mid-block pedestrian crossing on a high-speed state highway corridor in a rural community context)

Lower end *assumes high-visibility markings, signage, RRFBs, and lighting with no median refuge.*

Upper end *reflects inclusion of a raised median/refuge, enhanced lighting, drainage adjustments, and additional traffic control.*

COST BASIS & SCOPE

This planning-level estimate reflects construction of one consolidated, protected mid-block pedestrian crossing on North Main Street (US-26 / US-385), intentionally located north of 5th Street to reduce conflicts with heavy truck turning movements and intersection operations.

The project is scoped to safety-focused pedestrian crossing improvements only and does not include roadway widening, full signalization, or intersection reconstruction.

INCLUDED COST ELEMENTS

- MUTCD-compliant high-visibility crosswalk markings (8 ft)
- Pedestrian crossing warning signage and advance signage
- Rectangular Rapid Flashing Beacons (RRFBs) with pushbuttons
- Supplemental pedestrian-scale or roadway lighting
- ADA-compliant curb ramps and pedestrian access improvements
- Median refuge or channelization (where feasible and approved)
- Minor concrete work (curbs, ramps, refuge)
- Traffic control during construction
- NDOT coordination, review, and approvals
- Contingency for site-specific constraints (drainage, utilities, sight distance)

KEY COST DRIVERS

Final costs will depend on:

- Whether a raised median or pedestrian refuge is feasible
- Lighting type and electrical requirements (solar vs. hardwired)
- Drainage modifications needed within the median or curb line
- Right-of-way constraints and existing curb geometry
- Pavement condition and marking removal
- NDOT design standards and review requirements

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a capital implementation project using FHWA Proven Safety Countermeasures (RRFBs, enhanced crossings, pedestrian refuge).

NDOT Coordination: Required, as the crossing is located on the state highway system.

Design Approach: Consolidated mid-block crossing to improve driver expectancy and reduce exposure.

Phasing: Designed and constructed as a single prioritized crossing.

Operations & Maintenance: RRFB and lighting maintenance coordinated with City and NDOT responsibilities.

Why This Is a Tier 1 Priority

This project addresses a documented pedestrian crossing need on a high-speed corridor, serving school routes and the Prairie Winds Community Center. Concentrating crossings at a single, enhanced mid-block location reduces conflict, improves predictability, and aligns with FHWA guidance for pedestrian crossings on high-speed roadways.



J5 — Head Start Pickup / Drop-Off Pull-Out (9th Street / O Street)

PROJECT DESCRIPTION

This project will construct a dedicated curbside pull-out to accommodate Head Start student pickup and drop-off activities, removing loading operations from the active travel lane. The pull-out will provide a clearly defined, low-speed loading environment that improves safety for young children, caregivers, and passing traffic during peak arrival and dismissal periods.

CONCEPTUAL DESIGN

The pull-out will be located on either 9th Street or O Street, with final placement determined through operational and safety evaluation. While 9th Street directly fronts the facility, it also functions as a public-school bus route and higher-volume corridor. O Street may offer a lower-conflict alternative with improved safety and operational conditions.
Design elements may include curb extensions or indented curb space, signing and pavement markings designating loading-only use, and direct connection to ADA-compliant pedestrian routes serving the facility entrance.

CONSIDERATIONS

- Current loading activity occurs in the roadway, creating congestion and unpredictable vehicle movements
- Final location selection will balance school bus operations, traffic volumes, pedestrian safety, and site access
- Pull-out geometry will be designed for safe passenger loading without backing or complex maneuvers
- ADA-compliant boarding areas and sidewalk connections will be provided
- Coordination with adjacent curb, sidewalk, or drainage improvements may be required

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Head Start administrators and staff
- Bridgeport Public Schools (coordination with bus routing)
- Morrill County Sheriff's Department (operational coordination, if needed)
- Parents and caregivers

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024) and aligns with SS4A emphasis on exposure reduction for vulnerable users, particularly very young children. The project can be implemented under City authority within the public right-of-way and does not require ordinance changes.

Why This Matters

Removing Head Start loading activity from the travel lane applies a higher-order safety control by physically separating young children from moving traffic at one of the community's most sensitive pickup locations.

J5 — Head Start Pickup / Drop-Off Pull-Out (9th Street / O Street)

Implementation Category: Capital Project (Operational / Curbside Safety Improvement)

Estimated Cost: **$80,000**

(2025 dollars; planning-level estimate for a single dedicated curbside pull-out serving Head Start loading and unloading activity)

Lower end reflects a short curbside pull-out with minimal drainage and utility conflicts.
Upper end reflects longer curb work, sidewalk integration, ADA upgrades, and traffic control enhancements.

COST BASIS & SCOPE

This planning-level estimate reflects construction of a dedicated curbside pull-out to remove Head Start pickup and drop-off activity from the active travel lane, reducing congestion, near-miss conflicts, and pedestrian exposure during peak arrival and dismissal periods.

The project is intentionally scoped as a low-speed, operational safety improvement, not a roadway widening or capacity project. Final location (9th Street or O Street) will be determined during design based on traffic operations, school bus routing, and pedestrian safety considerations.

INCLUDED COST ELEMENTS

Curb removal and reconstruction

- Pavement widening for pull-out bay
- ADA-compliant sidewalk connection and curb ramps
- Detectable warnings where pedestrian routes intersect curb
- Minor grading and drainage adjustments
- Pavement marking and signage for loading zone designation
- Traffic control during construction
- Design, inspection, and construction administration
- Contingency for utilities, drainage, and field conditions

KEY COST DRIVERS

Final costs will depend on:

- Final location selection (9th Street vs. O Street)
- Length and depth of pull-out bay
- Existing curb, sidewalk, and drainage conditions
- Utility conflicts (water, sewer, electrical)
- Need for new or relocated curb ramps
- Coordination with adjacent sidewalk or ADA projects
- Traffic control complexity during construction

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible capital safety project addressing child exposure and school-related conflicts.

Design Approach: Curbside pull-out designed for low-speed loading, not long-term parking.

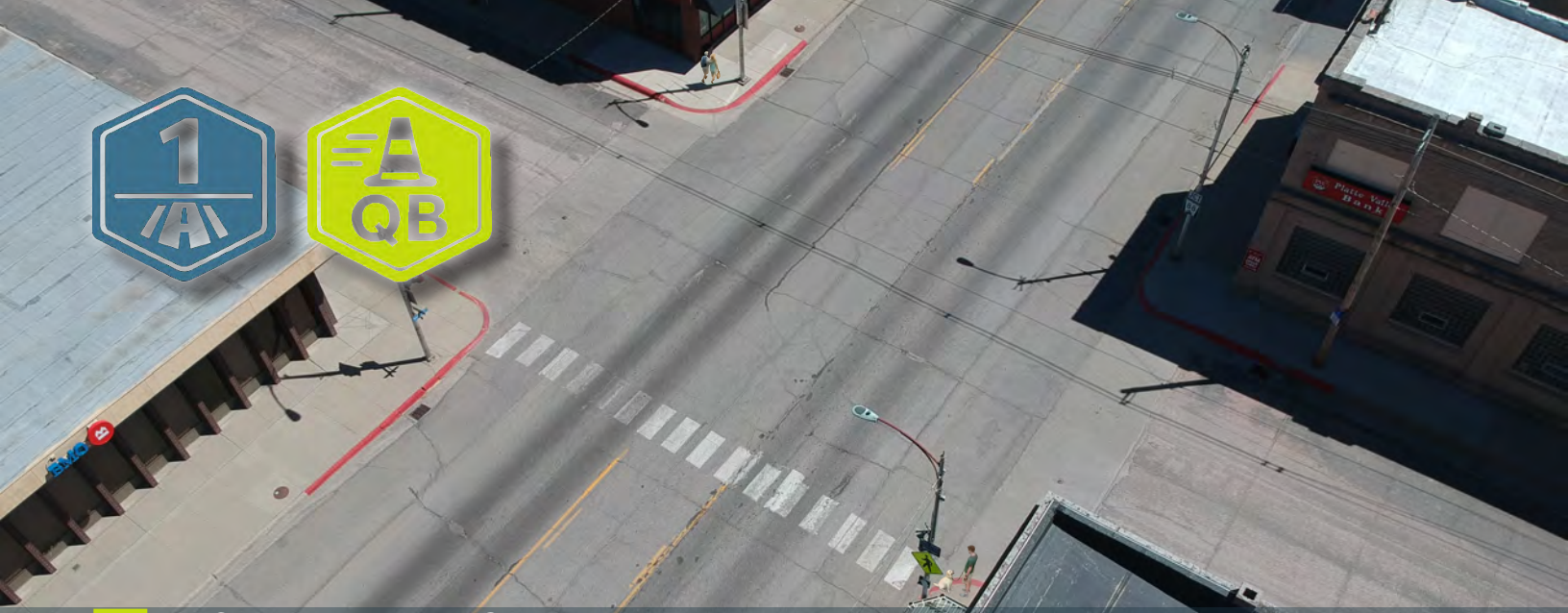
Phasing: Can be implemented independently or coordinated with nearby sidewalk upgrades.

Authority: Implementable under existing City authority within the public right-of-way.

Operations & Maintenance: Routine curb and pavement maintenance remains City responsibility.

Why This Is a Tier 1 Priority
Children and caregivers are currently loading and unloading directly within the travel lane, creating unpredictable vehicle movements and safety conflicts. This project removes that exposure by providing a clearly defined, dedicated loading space at a critical early childhood facility.

> **Why This Is a Quick, High-Impact Safety Investment:** This project removes school-related loading activity from the travel lane, reducing conflicts at the times of day when risk to children is highest. Because it relies on curbside geometry and clear designation—not enforcement—it delivers durable safety benefits consistent with FHWA's Safe System Approach.



J6 — Downtown Crosswalk Enhancements

Implementation Category: Capital Project (Targeted Pedestrian Safety Upgrades)

PROJECT DESCRIPTION

This project will improve pedestrian safety at existing downtown crosswalks by upgrading outdated warning devices and enhancing crosswalk visibility at locations with documented safety concerns. Several downtown crossings currently rely on older flashing beacons that no longer consistently capture driver attention or encourage yielding behavior.

CONCEPTUAL DESIGN

Enhancements will be applied selectively at existing downtown crosswalk locations based on site conditions, pedestrian demand, and observed yielding behavior. Treatments may include high-visibility crosswalk markings, updated pedestrian warning signage, advance yield lines, and replacement of older flashing beacons with more effective, MUTCD-compliant devices such as Rectangular Rapid Flashing Beacons (RRFBs), where warranted.

All improvements will be designed to fit within the existing roadway footprint and maintain appropriate downtown traffic operations.

CONSIDERATIONS

- Focuses on improving existing crossings rather than adding new locations
- Replacement of older beacon technology prioritized where yielding compliance is low
- Treatment selection will vary by location based on pedestrian demand and roadway context
- Improvements will be coordinated with parking setbacks, signing, and pavement markings
- NDOT coordination required for any crossings located along US-385

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Downtown businesses and property owners
- Morrill County Sheriff's Department (coordination on compliance and operations)
- Nebraska Department of Transportation (where crossings are on state highways)

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024) and supports SS4A and FHWA Proven Safety Countermeasures related to pedestrian visibility, yielding compliance, and predictable driver behavior. The project can be implemented under City authority with NDOT coordination where applicable.

Why This Is a Quick Win

Upgrading existing crosswalks using current, MUTCD-compliant treatments improves safety and compliance without adding new crossings, changing traffic patterns, or requiring major construction—allowing benefits to be delivered quickly and cost-effectively.

J6 — Downtown Crosswalk Enhancements

Implementation Category: Capital Project (Targeted Pedestrian Safety Upgrades)

Estimated Cost: **$40,000 – $120,000**

(2025 dollars; planning-level estimate for upgrades at multiple existing downtown crosswalk locations)

Lower end reflects striping, signage, and advance yield markings at a small number of crossings.
Upper end reflects replacement of outdated flashing beacons with RRFBs at one or more priority locations, plus associated striping and signing.

COST BASIS & SCOPE

This estimate reflects upgrading existing downtown pedestrian crossings that currently rely on outdated or ineffective warning devices or minimal markings. The project focuses on visibility, driver yielding, and compliance, not adding new crossings or altering roadway geometry.

Improvements will be applied selectively at locations with documented safety concerns, pedestrian activity, or observed yielding failures.

> *Downtown-focused*

INCLUDED COST ELEMENTS

- Removal or decommissioning of outdated pedestrian warning beacons
- Installation of MUTCD-compliant pedestrian warning devices (as warranted)
- High-visibility continental (ladder) crosswalk striping
- Advance yield lines and “Yield Here to Pedestrians” signage
- Supplemental pedestrian warning signage
- Electrical service or solar power (if RRFBs are used)
- Minor foundation work for device installation
- Traffic control during striping and installation
- Design, inspection, and construction administration
- Contingency for field conditions and coordination

KEY COST DRIVERS

Final costs will depend on:

- Number of crossings included
- Type of treatment selected at each location
- Use of RRFBs versus signage-only upgrades
- Power source (solar vs. hardwired)
- Coordination requirements on US-385
- Traffic control complexity during installation
- Integration with other downtown projects

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible pedestrian safety capital improvements.

Design Standards: MUTCD-compliant markings, signage, and devices.

Coordination: NDOT coordination required for treatments within state highway ROW.

Phasing: Crossings can be upgraded incrementally as funding allows.

Maintenance: Striping and device maintenance under City responsibility, coordinated with NDOT where applicable.

Why This Is a Tier 1 Priority

Downtown crossings already exist but do not consistently produce driver yielding behavior. Upgrading visibility and warning effectiveness improves safety immediately without expanding pedestrian exposure or altering traffic operations.

> Why This Is a Quick, High-Impact Safety Investment: This project upgrades existing crossings using proven, MUTCD-compliant treatments that improve driver yielding behavior without changing roadway geometry. Because improvements can be implemented incrementally and coordinated with routine maintenance, safety benefits can be delivered quickly and cost-effectively.



J8 — Bridgeport Public Schools Safety Upgrades

PROJECT DESCRIPTION

This project will improve safety and accessibility around the Bridgeport Public Schools campus through targeted school-zone infrastructure upgrades. Existing conditions lack consistent school zone speed signage, clearly defined bus loading and drop-off areas, and fully ADA-compliant pedestrian crossings, creating confusion for drivers and increased risk for students, staff, and families during peak arrival and dismissal periods.

CONCEPTUAL DESIGN

Improvements may include posted school zone speed limits with supporting signage, clearly marked and signed bus loading and parent drop-off zones, ADA-compliant crosswalks and curb ramps, enhanced pavement markings, and supplemental school-area warning signage. Treatments will be coordinated to clearly define school-zone limits, reinforce expected driver behavior, and improve pedestrian visibility and accessibility throughout the campus perimeter.

CONSIDERATIONS

- High concentration of vulnerable users during predictable peak periods
- Need for clear separation of bus, parent, and student movements
- ADA compliance required for all pedestrian facilities
- Opportunities to phase improvements to minimize school disruption
- Coordination with school operations and schedules
- Improvements reflect direct input from school administration regarding speed, loading operations, and pedestrian access

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Bridgeport Public Schools
- Morrill County Sheriff's Department (traffic operations support)
- School staff and parents
- Nebraska Department of Transportation (if improvements affect state facilities)

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It directly supports SS4A and Safe System goals by reducing exposure for children, clarifying roadway operations, and improving accessibility at one of the community's highest-risk pedestrian activity areas.

Why This Project Matters

School zones represent Bridgeport's highest concentration of vulnerable users. These targeted upgrades deliver immediate, visible safety improvements that protect students while supporting predictable, efficient daily school operations.

*Improvements are implemented in coordination with School Zone Operations Standards (**O2**).*

J8 — Bridgeport Public Schools Safety Upgrades

Implementation Category: Capital Project (School Safety & Accessibility)

Estimated Cost: **$30,000 – $90,000**

(2025 dollars; planning-level estimate reflecting phased implementation and site-specific treatment selection)

Lower end reflects targeted signage, markings, curb management, and limited ADA upgrades.
Upper end reflects more comprehensive school-zone treatments, curb ramp reconstruction, crosswalk upgrades, and expanded loading zone improvements.

COST BASIS & SCOPE

This project delivers targeted safety and accessibility upgrades within and immediately surrounding the Bridgeport Public Schools campus, where pedestrian exposure, school bus operations, parent drop-off activity, and student drivers converge.

The scope focuses on clarifying operations, reducing speeds, improving visibility, and ensuring ADA-compliant access, particularly during arrival, lunch, and dismissal periods.

Improvements will be coordinated as a package of school-zone safety treatments, rather than isolated fixes, to maximize safety benefit and operational clarity.

INCLUDED COST ELEMENTS

- School zone speed signage and regulatory signing
- Pavement markings (school zone markings, speed legends, edge lines)
- Clearly delineated bus loading and unloading zones (curb markings and signage)
- Parent pick-up / drop-off curb management treatments
- High-visibility crosswalk markings
- ADA-compliant curb ramps and detectable warnings
- Sidewalk transitions and minor infill adjacent to the campus
- Speed feedback signs (if included at the campus level)
- Traffic control during construction
- Design, inspection, and construction administration
- Contingency for field conditions and phasing

KEY COST DRIVERS

Final costs will depend on:

- Number and extent of ADA curb ramps reconstructed
- Length and configuration of bus loading zones
- Number of crosswalks upgraded
- Inclusion of speed feedback signs
- Extent of sidewalk infill or replacement
- Coordination with adjacent Tier 1 school-route projects
- Construction phasing to minimize school disruption

School-area focused

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible school-area pedestrian safety and accessibility infrastructure.

Design Standards: MUTCD school zone guidance; ADA Public Right-of-Way standards.

Authority: Fully within City authority for school zones, curb use, signage, and ADA compliance.

Phasing: Improvements may be delivered incrementally to align with funding and school schedules.

Operations: Designed to support safer daily school operations without relying solely on enforcement.

Why This Is a Tier 1 Priority

School zones represent the highest concentration of vulnerable users in Bridgeport. Public input, Task Force discussion, and school stakeholder feedback consistently identified speeding, unclear loading operations, and accessibility gaps as primary safety concerns. This project directly addresses those risks with proven, implementable treatments.

> **Why This Project Is Phasing-Friendly:** School safety upgrades can be implemented in discrete, high-impact components—allowing the City to deliver immediate benefits while coordinating with school schedules and available funding. This phased approach aligns with SS4A guidance emphasizing scalable, exposure-based safety improvements.



P1 — Crossing Guard & School Zone Support

Implementation Category: Operational / Programmatic (Non-Infrastructure)

PROJECT DESCRIPTION

This quick-win program will enhance school-route safety by deploying trained crossing guards and strengthening school zone operations during peak arrival and dismissal periods. Public input and Task Force discussions identified driver yielding failures, speeding, and inconsistent compliance with school zone expectations as ongoing concerns, particularly where children cross busy streets.

CONCEPTUAL DESIGN

Crossing guard deployment will focus on priority locations with documented pedestrian activity, complex traffic movements, or limited sight distance. The program may include part-time or seasonal staffing, high-visibility apparel and MUTCD-compliant stop paddles, portable advance warning signage, and coordinated operational protocols aligned with school schedules.

CONSIDERATIONS

- Guards operate only during defined peak periods
- Requires recruitment, training, and ongoing coordination
- Effectiveness depends on consistent visibility and placement
- Does not physically slow traffic outside active periods
- Best used to complement—not replace—capital improvements

*Supports school zone operations defined in **O2** but does not include capital improvements.*

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Bridgeport Public Schools
- Morrill County Sheriff's Department (traffic operations and support)
- School administrators, staff, and parents
- Community volunteers or contracted guard services (as applicable)

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It aligns with SS4A and Safe System principles by reducing exposure for vulnerable users during peak-risk periods and providing immediate, operational safety benefits while longer-term infrastructure projects are implemented.

Why This Is a Quick Win

Crossing guards deliver immediate, visible safety improvements at low cost, can be deployed quickly under existing authority, and are easily adjusted based on school schedules and observed conditions.

P1 — Crossing Guard & School Zone Support (Quick Win)

Implementation Category: Operational / Programmatic (Non-Infrastructure)

Estimated Cost: **$5,000 – $18,000**

(Annualized program cost; planning-level estimate)

Lower end reflects part-time or seasonal crossing guard coverage at one or two priority locations. Upper end reflects expanded coverage, equipment, training, and coordination across multiple school crossings.

COST BASIS & SCOPE

This project provides trained crossing guard support and enhanced school zone operations during peak arrival and dismissal periods, where infrastructure alone may not adequately protect children.

The program focuses on visibility, active supervision, and driver compliance, particularly at locations with:

- Documented yielding failures
- Higher traffic volumes
- Limited sight distance
- Younger student crossings

This is intentionally structured as a quick-build, flexible, and scalable program that can be implemented rapidly and adjusted over time.

INCLUDED COST ELEMENTS

- Crossing guard staffing (hourly wages or stipends)
- Training and certification (initial and refresher)
- High-visibility apparel (vests, jackets)
- MUTCD-compliant stop paddles
- Portable signage (school crossing / school zone)
- Program coordination and scheduling
- Seasonal or substitute staffing coverage
- Administrative oversight and documentation
- Contingency for staffing variability

KEY COST DRIVERS

Final costs will depend on:

- Number of crossings staffed
- Days per week and hours per day
- Length of school year coverage
- Use of permanent vs. rotating staff
- Training requirements and refresh cycles
- Integration with other school safety improvements

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible non-infrastructure safety strategy under education and operational improvements.

Authority: Fully supported under municipal authority for traffic control assistance and school safety operations.

Staffing: Guards may be city employees, contracted staff, or coordinated volunteers where appropriate.

Coordination: Program will be coordinated with Bridgeport Public Schools and the Morrill County Sheriff's Office.

Flexibility: Program can be expanded, reduced, or relocated based on observed conditions and need.

Why This Is a Quick Win

Crossing guards can be deployed immediately, require no construction, and deliver direct safety benefits during the highest-risk school travel periods. This makes the program ideal for near-term implementation while longer-term infrastructure improvements are planned or constructed.

Relationship to Other Tier 1 Projects

This program directly complements:

- J3 — North Main PWCC Mid-Block Crossing
- J8 — Bridgeport Public Schools Safety Upgrades
- J10 — Residential Traffic Calming Near Schools

> **Why Operational Measures Matter:** Operational strategies like crossing guards directly address exposure risk during peak demand periods and are recognized by FHWA as effective, implementable safety actions—especially in small and rural communities where infrastructure changes may take longer to deliver.



P2 — Speed Feedback Sign Expansion at Critical Locations

Implementation Category: Quick Win (Education-First Speed Management)

PROJECT DESCRIPTION

This quick-win project will expand the use of speed feedback signs at locations with documented speeding concerns, particularly near schools, parks, residential streets, and neighborhood corridors with pedestrian activity. Speed feedback signs display a driver's real-time speed relative to the posted limit, encouraging voluntary speed reduction without relying solely on enforcement.

Locations will be prioritized based on public input, observed speeding behavior, proximity to vulnerable users, and roadway context. Signs may be deployed permanently or on a rotating basis to maximize effectiveness and respond to emerging concerns.

CONCEPTUAL DESIGN

Speed feedback signs will be installed in advance of sensitive areas and speed transition zones, typically paired with existing speed limit signage. Deployment may include:

- Fixed or portable radar speed feedback signs
- Rotational placement across priority corridors
- Data-logging units to track before/after speed behavior

Placement will be coordinated to ensure visibility, appropriate driver reaction distance, and consistency with MUTCD guidance.

CONSIDERATIONS

- Effectiveness may diminish if signs remain in one location continuously
- Best used as part of a broader speed management strategy
- Placement should avoid visual clutter or driver distraction
- Monitoring is important to guide future deployment
- Coordination needed near state highways or NDOT right-of-way
- Portable signs may be rotated periodically to prevent driver desensitization.

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Morrill County Sheriff's Department
- Bridgeport Public Schools (school-area locations)
- Neighborhood residents and community groups

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It supports FHWA and SS4A guidance promoting speed management through proven, low-cost, systemic countermeasures.

> ***Why Speed Feedback Signs?***
>
> *In small-town contexts like Bridgeport, speeding is often unintentional. Speed feedback signs are an effective education-first tool that increases driver awareness, supports compliance, and complements traffic calming, school zone improvements, and targeted enforcement.*

P2 — Speed Feedback Sign Expansion at Critical Locations

(Quick Win)
Implementation Category: Low-Cost Capital / Programmatic

Estimated Cost:
$5,000 – $12,000

(2025 dollars; planning-level estimate based on portable and fixed speed feedback sign deployments in small Nebraska communities)

COST BASIS & SCOPE

This planning-level estimate reflects the purchase, deployment, and operation of speed feedback signs at priority locations with documented speeding concerns, including near schools, parks, residential streets, and neighborhood corridors. Signs may be installed as fixed units or deployed on a rotating basis to maximize coverage and effectiveness.

The scope focuses on education-first speed management, providing real-time feedback to drivers without relying solely on enforcement. No roadway reconstruction or permanent geometric changes are included.

INCLUDED COST ELEMENTS

- Procurement of portable or fixed speed feedback sign units
- Mounting hardware and posts (as needed)
- Initial installation and setup
- Programming and calibration
- Limited data collection and reporting (speed compliance trends)
- Rotation and relocation labor (if portable units are used)
- Administrative coordination and deployment planning
- Minor traffic control during installation
- Contingency for site-specific mounting or electrical needs

KEY COST DRIVERS

Final costs will depend on:

- Number of speed feedback signs purchased
- Portable versus fixed installation
- Power source (solar, battery, or hardwired)
- Number of deployment locations and rotation frequency
- Data collection and reporting capabilities included with units
- Reuse of existing posts or infrastructure

Equipment-based (devices)

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a proven, low-cost speed management countermeasure.

Quick Build: Can be deployed rapidly with minimal design and no ordinance changes.

Authority: Installation can occur under existing municipal authority.

Phasing: Signs may be added incrementally as funding allows and rotated to respond to emerging concerns.

Operations & Maintenance: Ongoing costs include battery replacement, minor maintenance, and occasional calibration.

Why This Is a Quick Win

Speed feedback signs deliver immediate safety benefits by encouraging voluntary speed reduction, particularly in small-town contexts where speeding is often unintentional. The signs are highly visible, easy to deploy, and flexible, making them an effective near-term tool that complements longer-term traffic calming, school zone improvements, and enforcement programs.



P3 — Distracted Driving Education Program

Implementation Category: Programmatic (Education-First, Targeted Enforcement)

PROJECT DESCRIPTION

This program addresses distracted driving—particularly cell phone use—through a coordinated, education-first approach supported by targeted, data-informed enforcement. Community outreach, school-based education, and local messaging will reinforce safe driving behaviors, while limited enforcement will be strategically deployed at locations and times with documented safety concerns.

The program emphasizes awareness, visibility, and behavior change rather than punitive enforcement alone, reflecting community feedback and Bridgeport's small-town context.

CONCEPTUAL DESIGN

The program will combine:

- Public education campaigns using local imagery and messaging
- School- and youth-focused distracted driving education
- Community outreach through events, utility inserts, and digital platforms
- Targeted enforcement focused on documented problem locations and peak risk periods

Education and enforcement activities will be coordinated and communicated in advance to reinforce transparency and community understanding.

CONSIDERATIONS

- Education alone may not produce immediate behavior change
- Enforcement must be applied carefully to maintain equity and public trust
- Program effectiveness depends on consistency and repetition
- Limited staffing requires targeted deployment
- Coordination needed with the Morrill County Sheriff's Department

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Morrill County Sheriff's Department
- Bridgeport Public Schools
- Panhandle Public Health District
- Community organizations and employers

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It supports FHWA and SS4A guidance emphasizing safer road users and behavior-focused countermeasures within the Safe System Approach.

Why Education-First?

In Bridgeport, distracted driving is often unintentional rather than aggressive. Education-first strategies build awareness, reinforce new infrastructure investments, and create lasting behavior change. Targeted enforcement is used selectively to reinforce—not replace—education efforts.

Why This Is a Quick Win

This project qualifies as a Quick-Build, non-infrastructure safety action under SS4A, as it can be deployed rapidly using existing authority and resources to address a documented crash risk factor.

P3 — Distracted Driving Education Program

Implementation Category: Programmatic Safety Action (Education + Targeted Enforcement)

Estimated Cost: **$2,000 – $8,000**

(2025 dollars; planning-level estimate based on small-community education-first traffic safety programs and targeted enforcement initiatives in Nebraska and comparable rural communities)

COST BASIS & SCOPE

This planning-level estimate reflects development and implementation of a coordinated distracted driving safety program emphasizing education, visibility, and limited targeted enforcement rather than continuous citation-based policing.

The program is designed to complement infrastructure-based safety improvements by addressing driver behavior through outreach, messaging, and focused enforcement at locations and times with documented concerns (e.g., school areas, downtown, and residential corridors).

The scope does not assume full-time enforcement staffing or permanent equipment purchases and is scalable based on available funding.

INCLUDED COST ELEMENTS

- Development of education and outreach materials (print and digital)
- Community messaging campaigns (school-based, downtown, and residential focus)
- Coordination with schools, community groups, and employers
- High-visibility enforcement periods (limited duration)
- Officer overtime or supplemental enforcement support (**P4**)
- Temporary signage or message boards supporting enforcement periods
- Administrative coordination and program management
- Data tracking and documentation of outreach and enforcement activity
- Contingency for expanded outreach or additional enforcement windows

KEY COST DRIVERS

Final costs will depend on:

- Frequency and duration of enforcement periods
- Extent of education and outreach materials
- Use of paid media versus in-kind or partner-supported messaging
- Level of law enforcement staffing required
- Coordination with schools, public health partners, or regional agencies
- Grant reporting and documentation requirements

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a Safe Road Users programmatic implementation action.

Authority: Implementation supported under existing municipal authority in coordination with the Morrill County Sheriff's Office.

Phasing: Program elements may be launched incrementally, starting with education and visibility and adding enforcement as needed.

Flexibility: Program can be adjusted seasonally or in response to observed behavior trends.

Operations & Maintenance: Ongoing costs are programmatic and discretionary rather than capital-based.

Why This Is a Quick Build

This program can be launched quickly using existing staff, partnerships, and communication channels, without requiring design, construction, or regulatory changes. By prioritizing education and targeted enforcement, the City can deliver near-term safety benefits while maintaining community trust and supporting longer-term behavior change consistent with FHWA's Safe System principles.



P4 — Community Speed Management Program

Implementation Category: Programmatic (Policy, Engineering, Education, Enforcement)

PROJECT DESCRIPTION

This project establishes a coordinated, citywide approach to managing vehicle speeds across multiple corridors, neighborhoods, and land-use contexts. Rather than relying on a single tool, the program integrates policy guidance, education, engineering strategies, and targeted enforcement to reduce excessive speeds and improve safety for all roadway users, providing a consistent framework for speed decisions across departments and corridors.

The program provides a consistent framework for evaluating speed concerns and selecting appropriate countermeasures near schools, parks, residential neighborhoods, downtown streets, and other sensitive locations.

CONCEPTUAL DESIGN

The Community Speed Management Program will:

- Establish criteria for identifying speed-related safety concerns
- Align posted speeds and roadway design with surrounding land uses
- Coordinate use of tools such as speed feedback signs, traffic calming, striping, and enforcement
- Support data-informed decision-making using speed studies, community input, and observed behavior

The program will guide both near-term quick-win actions and longer-term capital investments.

CONSIDERATIONS

- Program effectiveness depends on consistency and follow-through
- Speed concerns vary by context and require tailored solutions
- Coordination is required where state highways are involved
- Education and enforcement must support—not replace—design solutions
- Ongoing data collection is needed to refine strategies over time

STAKEHOLDERS INVOLVED

- City of Bridgeport (Public Works, Administration)
- Morrill County Sheriff's Department
- Nebraska Department of Transportation
- Bridgeport Public Schools
- Community members and neighborhood representatives

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It aligns with FHWA and SS4A guidance identifying speed management as a core element of the Safe System Approach and a primary strategy for reducing crash severity.

Why a Program Approach?

Speeding in Bridgeport occurs across multiple contexts. A coordinated program ensures consistent, context-sensitive decisions rather than isolated, reactive responses—maximizing safety benefits and community acceptance.

Enforcement-based (behavior)

P4 — Community Speed Management Program

Implementation Category: Programmatic Safety Action (Policy + Education + Engineering + Targeted Enforcement)

Estimated Cost: **$5,000 – $12,000**

(2025 dollars; planning-level estimate based on small-community speed management programs combining policy development, education, portable traffic devices, and targeted enforcement support in Nebraska and comparable rural communities)

COST BASIS & SCOPE

This planning-level estimate reflects development and implementation of a coordinated, citywide speed management framework that integrates policy guidance, education, engineering tools, and targeted enforcement.

The program establishes consistent criteria for identifying speed-related safety concerns, selecting appropriate countermeasures, and coordinating speed management across different roadway contexts (schools, parks, residential streets, downtown, and state highways).

The scope includes program setup and near-term implementation, including acquisition of a portable speed feedback sign that can be rotated throughout the community in response to observed speeding, complaints, or special conditions.

INCLUDED COST ELEMENTS

- Development of a community speed management framework and guidance
- Review of speed-related concerns by roadway context (school zones, residential streets, downtown, corridors)
- Coordination with the Morrill County Sheriff's Office on enforcement strategy
- Education and outreach related to speed awareness and compliance
- Acquisition of one portable speed feedback sign for flexible deployment
- Installation hardware and setup for portable sign use
- Limited data collection and monitoring (speed trends, compliance)
- Administrative coordination and documentation

Contingency for additional outreach or expanded deployment

KEY COST DRIVERS

Final costs will depend on:

- Purchase versus lease of portable speed feedback sign
- Specifications of the sign (solar-powered, data collection capability, display size)
- Number of deployment locations and rotation frequency
- Level of policy and technical documentation developed
- Degree of coordination with NDOT on state highways
- Extent of education and outreach activities

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a Safe System–aligned speed management programmatic implementation action.

Authority: Supported under existing municipal authority with enforcement coordination through the Morrill County Sheriff's Office.

Phasing: Program can begin with policy guidance and portable sign deployment, with additional tools added over time.

Coordination: Speed management on state highways will be coordinated with NDOT as required.

Operations & Maintenance: Ongoing costs primarily relate to staff time and minor maintenance of portable equipment.

Why This Is a Quick Build

The Community Speed Management Program can be launched quickly using existing authority, partnerships, and proven tools. The use of a portable speed feedback sign allows immediate, visible speed management at priority locations without permanent installation, design approvals, or construction—delivering near-term safety benefits while supporting longer-term, context-sensitive speed reduction strategies.

Stakeholder-Driven Justification

This program directly reflects input from the Morrill County Sheriff's Office, which identified the need for a portable speed feedback sign to address speeding concerns dynamically across Bridgeport. Incorporating this tool within a broader speed management framework ensures that equipment investments are used strategically, consistently, and in alignment with Safe System principles.



P6 — Snow & Ice Management for Pedestrian Safety

Implementation Category: Programmatic / Operations (Quick-Deploy, Seasonal)

PROJECT DESCRIPTION

This project improves pedestrian safety during winter conditions by strengthening snow and ice management practices along sidewalks, curb ramps, crosswalks, and priority pedestrian routes. Inconsistent winter maintenance has been identified as a recurring safety issue that forces pedestrians—including older adults and people with mobility limitations—into travel lanes during snow and ice events.

The program prioritizes maintaining safe, accessible pedestrian routes during winter months to reduce slip hazards and minimize pedestrian exposure to moving traffic.

CONCEPTUAL APPROACH

- Snow and ice management improvements will focus on:
- School routes and school-adjacent sidewalks
- Downtown sidewalks and curb ramps
- Marked crosswalks and stop-controlled intersections
- High-use pedestrian corridors and access points

Actions may include updated maintenance policies, clearer responsibility standards, improved coordination between City and private snow removal, and targeted enforcement where applicable. The approach emphasizes prioritization rather than blanket citywide requirements.

CONSIDERATIONS

- Seasonal but high-impact safety benefit
- Slip-and-fall risk and ADA accessibility during winter events
- Pedestrians forced into roadway when sidewalks are impassable
- Implementation relies on policy, coordination, and operations—not construction
- Flexible and scalable based on winter severity and available resources

STAKEHOLDERS INVOLVED

- City of Bridgeport (Public Works and Administration)
- Property owners and adjacent businesses (where applicable)
- Schools and community facilities along priority routes
- Morrill County Sheriff's Department (supportive enforcement, as needed)

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). FHWA SS4A guidance recognizes winter maintenance and operational practices as eligible safety actions when they reduce pedestrian exposure, improve accessibility, and prevent crashes or serious injuries.

Why This Matters

When sidewalks and curb ramps are impassable, pedestrians are pushed into traffic—turning winter maintenance into a direct safety risk rather than a routine operations issue.

Why This Is a Quick Win

This project qualifies as a Quick-Build safety action because it can be implemented quickly using operational changes and maintenance practices, delivering immediate pedestrian safety benefits without the need for capital construction.

P6 — Snow & Ice Management for Pedestrian Safety

Implementation Category: Operations & Maintenance Program

Estimated Cost: **$5,000 – $12,000 per year**

(2025 dollars; planning-level estimate based on small-community winter maintenance program enhancements, policy updates, and targeted pedestrian-priority snow and ice management practices in western Nebraska)

Note: Costs reflect program startup and annual operating needs. This project is not intended to fund general street plowing, but rather targeted pedestrian safety actions.

COST BASIS & SCOPE

This planning-level estimate reflects enhanced snow and ice management practices focused on pedestrian safety, particularly along sidewalks, curb ramps, crosswalks, and key pedestrian routes where inadequate winter maintenance increases fall risk and forces pedestrians into the roadway.

The program emphasizes policy clarity, prioritization, coordination, and targeted treatment, rather than citywide expansion of maintenance obligations.

INCLUDED COST ELEMENTS

- Development or refinement of pedestrian-priority winter maintenance policies
- Identification and mapping of priority pedestrian routes (schools, downtown, crossings)
- Targeted sidewalk, curb ramp, and crosswalk snow/ice clearing
- Ice treatment materials for pedestrian facilities
- Coordination with adjacent property owners where applicable
- Training or guidance for City crews on pedestrian-priority areas
- Limited enforcement or compliance outreach (if applicable)
- Program administration and documentation
- Contingency for severe or prolonged winter events

Key Cost Drivers

Final costs will depend on:

- Number and length of priority pedestrian routes
- Frequency and severity of winter weather events
- Existing City staffing and equipment capacity
- Extent of coordination with private property owners
- Level of documentation and monitoring desired
- Use of contractors versus City forces

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a programmatic safety implementation action addressing pedestrian exposure and fall risk.

Phasing: Can be implemented immediately and refined annually based on observed conditions.

Authority: Fully implementable under existing municipal authority.

Operations & Maintenance: Costs are ongoing but modest and scalable.

Equity Consideration: Prioritization can focus on routes serving schools, older adults, people with disabilities, and downtown destinations.

WHY THIS IS A COST-EFFECTIVE SAFETY ACTION

Inconsistent winter sidewalk conditions were repeatedly identified through public input as a safety concern. Improving snow and ice management on priority pedestrian routes:

- Reduces slip-and-fall risk
- Prevents pedestrians from walking in travel lanes
- Improves ADA accessibility during winter months
- Delivers measurable safety benefits without capital construction

ENGINEERING / PROGRAM DEVELOPMENT NOTES

For future refinement, staff or consultants may:

- Define priority pedestrian route tiers
- Establish response-time goals for pedestrian facilities
- Coordinate winter maintenance with crossing and sidewalk projects
- Track near-miss or complaint data to refine priorities



P8 — Youth Bicycle & Pedestrian Safety Education

Implementation Category: Education Outreach Program

PROJECT DESCRIPTION

This program provides basic bicycle and pedestrian safety education for youth through school-based and community-supported activities. The effort focuses on teaching safe walking, biking, and street-crossing behaviors, particularly near schools and common travel routes.

The program is designed to be delivered through existing partnerships and staff, minimizing cost while maximizing reach and consistency.

KEY ACTIVITIES

- Classroom or assembly-style safety presentations (elementary and middle school)
- Bicycle safety instruction (helmet use, rules of the road, visibility)
- Pedestrian safety training (crossing behavior, visibility, driver awareness)
- Participation in school or community events (e.g., safety days, back-to-school outreach)
- Distribution of basic safety materials (flyers, handouts)

TARGET AUDIENCE

- Elementary and middle school students
- Parents and caregivers (through school coordination)

TARGET LOCATIONS

- Bridgeport Public Schools
- School travel routes
- Community events

IMPLEMENTATION PARTNERS

LEAD

- Morrill County Sheriff's Office

PARTNERS

- City of Bridgeport
- Bridgeport Public Schools
- Panhandle Public Health District (PPHD)

IMPLEMENTATION APPROACH

- Coordinate annually with school administration to schedule presentations
- Utilize Morrill County Sheriff personnel for instruction and engagement
- Support messaging through City and PPHD where applicable
- Align content with school travel routes and identified safety concerns

IMPLEMENTATION READINESS

- High (can begin immediately with existing staff and coordination)

> *While not a physical quick-build improvement, this program can be implemented immediately and supports early safety outcomes through education and awareness.*

P8 — Youth Bicycle & Pedestrian Safety Education

Implementation Category: Education / Outreach

Estimated Cost:
$700 – $2,500
(Annually)

(2025 dollars; planning-level estimate based on similar programs in small Nebraska communities)

ESTIMATED COST (PLANNING LEVEL)

- ***Staff Time***
  (planning & delivery) In-kind
- ***Printed Materials***
  (flyers, handouts)
  $200 – $500 annually
- ***Safety Supplies***
  (optional helmets, reflectors)
  $500 – $1,500 annually
- ***Event Support***
  (optional)
  $0 – $500

Total Estimated Annual Cost
$700 – $2,500

Note: *Program is primarily in-kind and partnership-based. Costs may vary depending on materials and level of expansion.*

Cost Type: *Primarily in-kind with minor annual material costs*

FUNDING OPPORTUNITIES

Local partnerships (schools, health organizations)

Highway Safety Office (HSO) education funds

Small grants through public health or safety programs

Timeframe

Short-Term / Ongoing

Can be initiated within the first year and repeated annually.

Supports

- **CP-1** Crossing & Visibility
- **CP-2** School Safety Improvements
- **CP-4** Operational Improvements

EXPECTED BENEFITS

- Increased awareness of safe walking and biking behaviors
- Improved safety near schools and along common routes
- Reinforcement of Safe System principles through education
- Performance Measures
- Number of presentations conducted annually
- Number of students reached Participation in school or community events
- Feedback from schools and partners

EVALUATION METRICS

- Number of students reached annually
- Number of sessions conducted
- Participation in events
- Partner feedback

SS4A ALIGNMENT

- **Safer People**: Improves awareness and behavior
- **Safer Speeds**: Reinforces understanding of speed risks
- **Safe System Approach**: Supports proactive, education-based safety

This program is intentionally low-cost and scalable. It can be expanded over time if additional funding or partnerships become available but is designed to be effective at a basic level with existing resources.

> *This program supports Tier 1 safety improvements, particularly school zone and pedestrian-focused projects.*



O1 — Visibility & Curb Management Policy Update

Implementation Category: Policy / Low-Cost Capital / Quick Win

PROJECT DESCRIPTION

This project establishes a formal City policy for visibility and curb management at intersections, focusing on parking setbacks (daylighting), curb use, and sight distance. The objective is to improve intersection visibility for drivers, pedestrians, and bicyclists by reducing obstructions near corners and reinforcing consistent, predictable curb use.

Currently, informal practices and inconsistent enforcement can limit sight distance at intersections. This policy provides a clear, citywide framework to improve safety through low-cost, high-impact measures.

CONCEPTUAL DESIGN

The policy will define standards and procedures for managing curb space and maintaining clear sight lines at intersections. Key elements may include:

- Standard parking setback distances (e.g., 20–30 feet from intersections)
- Use of pavement markings (daylighting) to reinforce no-parking zones
- Installation of signage where needed for compliance
- Guidance for curb use near schools, downtown, and high-activity areas
- Integration with future striping, crosswalk, and streetscape projects

Implementation will occur through striping, signage, and administrative adoption, using existing right-of-way.

CONSIDERATIONS

- Balance between parking availability and safety
- Consistency across downtown, residential, and school areas
- Visibility needs for all users, including pedestrians and turning vehicles
- Seasonal considerations (snow storage and maintenance)
- Coordination with downtown businesses and residents

STAKEHOLDERS INVOLVED

- City of Bridgeport (lead – policy development and implementation)
- Morrill County Sheriff's Department (enforcement coordination)
- Downtown businesses and residents
- Bridgeport Public Schools (school-area application)

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (November 5, 2024). It aligns with FHWA Proven Safety Countermeasures and SS4A guidance promoting daylighting and visibility improvements at intersections.

Why This Is Tier 1-2

This policy supports widespread, low-cost safety improvements that can be implemented quickly and systematically across multiple locations, directly addressing common visibility-related crash risks.

Why Include this Project

Formalizing curb management ensures that visibility improvements are applied consistently citywide, allowing the City to implement effective, low-cost safety measures without requiring major infrastructure investment.

01 — Visibility & Curb Management Policy Update

Implementation Category: Policy / Low-Cost Capital (Tier 1, City-Led)

Estimated Cost:
$5,000 – $20,000
(annual construction program)

(2025 dollars; planning-level estimate based on citywide pavement marking, signage, and policy implementation efforts in small Nebraska communities)

COST BASIS & SCOPE

This planning-level estimate reflects the development and implementation of a citywide policy to improve intersection visibility through parking setbacks (daylighting), curb management, and consistent application of striping and signage.

The scope includes policy development, identification of priority locations, and implementation of low-cost treatments such as pavement markings and signage within the existing public right-of-way. No roadway reconstruction or geometric changes are included.

INCLUDED COST ELEMENTS

- Policy development and documentation
- Identification of priority intersections and corridors
- Pavement marking for parking setbacks (daylighting)
- Installation of signage where needed
- Minor traffic control during installation
- Coordination with enforcement and public communication
- Administrative updates and mapping
- Contingency for field adjustments

KEY COST DRIVERS

Final costs will depend on:

- Number of intersections or corridors treated
- Extent of pavement marking required
- Signage needs and existing infrastructure
- Coordination and public communication efforts

> *This policy supports multiple Tier 1 projects, including downtown and school-area safety improvements.*

IMPLEMENTATION NOTES

SS4A Eligibility: Qualifies as a systemic, low-cost safety improvement focused on visibility.

Quick Build: Yes; relies on striping and signage.

Authority: Can be implemented under existing municipal authority.

Phasing: May be implemented incrementally, starting with downtown and school areas.

Operations & Maintenance: Ongoing costs limited to striping refresh and sign maintenance.

Why This Is a Quick Win

This policy enables the City to implement low-cost, high-impact visibility improvements across multiple locations using proven safety strategies. By formalizing parking setbacks and curb management, the City can improve safety quickly and consistently without major infrastructure investment.



O2 — School Zone Operations & Signing Standards

Implementation Category: Policy / Low-Cost Capital (Tier 2, City-Led)

PROJECT DESCRIPTION

This project establishes standardized school zone operations and signing practices across Bridgeport to improve safety, clarity, and consistency near schools. The objective is to ensure that drivers clearly understand expectations related to speed, stopping, loading zones, and pedestrian crossings in school areas.

Current conditions may vary between locations, creating inconsistent driver expectations. This policy provides a coordinated approach to school zone design and operations.

CONCEPTUAL DESIGN

The policy will define uniform standards for school zone treatments and operations. Key elements may include:

- Consistent school zone signage placement and spacing
- Standardized speed zone transitions and regulatory signs
- Defined school pickup/drop-off and bus loading areas
- Crosswalk placement and visibility treatments
- Coordination with truck routes to minimize conflicts near schools

Improvements will be implemented through signage, pavement markings, and operational adjustments within existing right-of-way.

CONSIDERATIONS

- Coordination with school schedules and operations
- Managing parent pickup/drop-off circulation
- Interaction between school traffic and through traffic
- Minimizing conflicts with truck and freight routes
- Visibility and compliance during peak school times

STAKEHOLDERS INVOLVED

- City of Bridgeport (lead – policy development and implementation)
- Bridgeport Public Schools (operations and coordination)
- Morrill County Sheriff's Department (enforcement coordination)
- Parents, school staff, and bus operators

PLAN CONCURRENCE

This project supports SS4A goals by improving safety for vulnerable users, particularly children, through consistent and predictable school zone design.

Why This Is Tier 1

This project addresses important safety conditions near schools but requires coordination with school operations and may be implemented incrementally over time.

Why Include this Project

Establishing clear and consistent school zone standards improves safety, reduces confusion, and supports coordinated implementation of signage, crossings, and circulation improvements across all school locations.

O2 — School Zone Operations & Signing Standards

Policy / Low-Cost Capital (Tier 2, City-Led)

Estimated Cost:
$5,000
(one-time, short-term)

(2025 dollars; planning-level estimate based on school zone signage, striping, and operational coordination in small rural communities)

COST BASIS & SCOPE

This planning-level estimate reflects the development and implementation of standardized school zone operations and signing practices across Bridgeport.

The scope includes policy development, coordination with school stakeholders, and installation or adjustment of signage and pavement markings to improve clarity and safety near schools. No major reconstruction or roadway widening is included.

> *Ongoing costs are minimal and are incorporated into routine maintenance or related programs.*

> *This policy guides physical improvements (**J8**) and operational programs such as crossing guard support (**P1**).*

INCLUDED COST ELEMENTS

- Policy development and coordination with schools
- Review of existing school zone conditions
- Standardization of signage placement and speed zones
- Pavement marking updates (crosswalks, legends, curb markings)
- Minor signage installation or replacement
- Traffic control during installation
- Administrative coordination and documentation
- Contingency for site-specific adjustments

KEY COST DRIVERS

Final costs will depend on:

- Number of school locations and zones
- Extent of signage updates required
- Pavement marking needs
- Coordination with school operations and circulation

IMPLEMENTATION NOTES

- **SS4A Eligibility:** Supports safety improvements for vulnerable users, particularly children
- **Quick Build:** Yes; relies on signage, striping, and operational adjustments
- **Authority:** Can be implemented under existing municipal authority
- **Phasing:** May be implemented incrementally by school or corridor
- **Operations & Maintenance:** Ongoing costs limited to signage and marking upkeep

Why This Is a Quick Win

This project improves safety by creating consistent, predictable school zone conditions across the community. Standardized signage and operations reduce confusion for drivers and improve safety for students, while allowing the City to implement improvements quickly and cost-effectively.



03 — Neighborhood Stop Sign & Yield Review

Implementation Category: Quick Win (Systemic Safety Review)

PROJECT DESCRIPTION

This quick-win project will conduct a systematic, citywide review of neighborhood intersections to determine where stop or yield control is warranted based on traffic volumes, sight distance, pedestrian activity, proximity to schools and parks, and reported near-miss concerns. The objective is to improve intersection predictability and reduce conflicts caused by inconsistent or inappropriate traffic control.

Rather than applying blanket stop sign installation, this effort focuses on targeted, data-informed application of traffic control devices to reinforce driver expectations and improve safety on local residential streets.

CONCEPTUAL DESIGN

The review will evaluate neighborhood intersections using MUTCD warrant guidance and engineering judgment. Recommended actions may include:

- Installation of stop or yield signs where warranted
- Modification or removal of unwarranted or inconsistent controls
- Supplemental pavement markings or advance warning signage where appropriate

Improvements will be implemented within the existing public right-of-way using low-cost signage and markings.

CONSIDERATIONS

- Overuse of stop signs can reduce compliance and safety
- Controls must align with MUTCD warrants and sight-distance needs
- Focus on predictability, not speed control alone
- Coordination with school-route and residential calming projects
- Public communication is important to set expectations

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Morrill County Sheriff's Department
- Neighborhood residents
- Bridgeport Public Schools (school-route coordination)

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It supports FHWA and SS4A guidance promoting systemic, low-cost safety improvements on local streets.

> ***Why Not Stop Signs Everywhere?***
>
> *FHWA and NDOT guidance discourage blanket stop sign installation, which can reduce driver compliance, increase rolling stops, and create inconsistent expectations. This project applies MUTCD warrant criteria and engineering judgment to ensure stop and yield control is used only where it improves visibility, predictability, and safety.*

03 — Neighborhood Stop Sign & Yield Review

(Quick Win)
Implementation Category: Programmatic / Low-Cost Capital

Estimated Cost: **$10,000 – $40,000**

(2025 dollars; planning-level estimate based on citywide traffic control reviews and sign implementation in small Nebraska communities)

COST BASIS & SCOPE

This planning-level estimate reflects a systematic, citywide review of neighborhood intersections to evaluate the appropriateness of stop and yield control based on MUTCD guidance, sight distance, pedestrian activity, proximity to schools and parks, and observed near-miss conditions. The scope emphasizes targeted, data-informed application of traffic control, not blanket stop sign installation.

The project includes field review, documentation, and installation or modification of low-cost traffic control devices within the existing public right-of-way. No roadway reconstruction or geometric modification is included.

INCLUDED COST ELEMENTS

- Field inventory of neighborhood intersections
- Review of existing stop and yield control
- Sight-distance and context assessment
- Application of MUTCD warrant guidance and engineering judgment
- Documentation of recommended changes
- Removal, installation, or replacement of stop or yield signs
- Supplemental pavement markings where appropriate (stop bars, legends)
- Installation labor
- Minor traffic control during sign installation
- Administrative coordination and record updates
- Contingency for site-specific adjustments

KEY COST DRIVERS

Final costs will depend on:

- Number of intersections reviewed
- Number of new or modified traffic control installations
- Condition and reuse of existing sign posts
- Extent of supplemental pavement markings
- Need for public communication or education related to changes

IMPLEMENTATION NOTES

- **SS4A Eligibility**: This project qualifies as a low-cost, systemic safety implementation action.
- **Quick Build: Improvements** rely on standard signage and markings with minimal design or permitting.
- **Authority**: Implementation can occur under existing municipal authority without ordinance changes.
- **Phasing**: The review and installations may be completed in phases or bundled with other neighborhood safety actions.
- **Operations & Maintenance**: Ongoing costs are minimal and limited to routine sign replacement and marking refresh.

Why This Is a Quick Win

This project improves safety by increasing predictability and consistency at neighborhood intersections using low-cost, widely understood traffic control devices. By applying stop and yield control only where warranted, the City improves compliance, reduces near-miss conflicts, and avoids the unintended safety issues associated with overuse of stop signs. The program can be implemented quickly, adjusted over time, and coordinated with other Tier 2 neighborhood safety initiatives.

Tier 2

Projects (J)

J4 Sidewalk Infill & ADA Upgrades

J7 Recreation Road Pathway to Bridgeport State Lakes

J10 Residential Traffic Calming Near Schools

J11 5th & Main Non-Signal Safety Improvements

J13 Park Area Speed & Safety Improvements

J15 Pedestrian-Scale Lighting in Downtown

Programs (P)

P5 Community Sidewalk & Paving Program

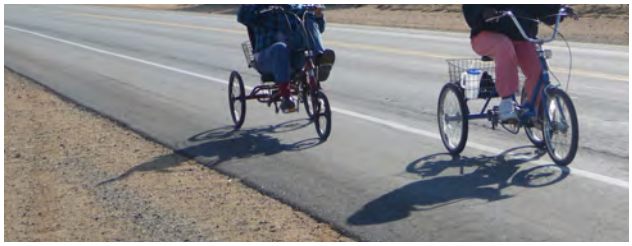
P7 Lane Clarity & Pavement Marking Program

P9 Annual ADA Improvement Program

P10 Wayfinding & Trail Access Signage Program

Policies (O)

O5 Citywide ADA Transition & Accessibility Improvement Policy



Cyclists on trikes ride on paved shoulder — Ridgecrest, CA. Population 28,600



Separated place to walk within roadway — Detroit, OR. Population 210



Cycling in mixed traffic on bicycle boulevard — Arcata, CA. Population 16,797



Buffered rumble strip zone creates a more comfortable paved shoulder — Townsend, MT. Population 1950

Tier 2



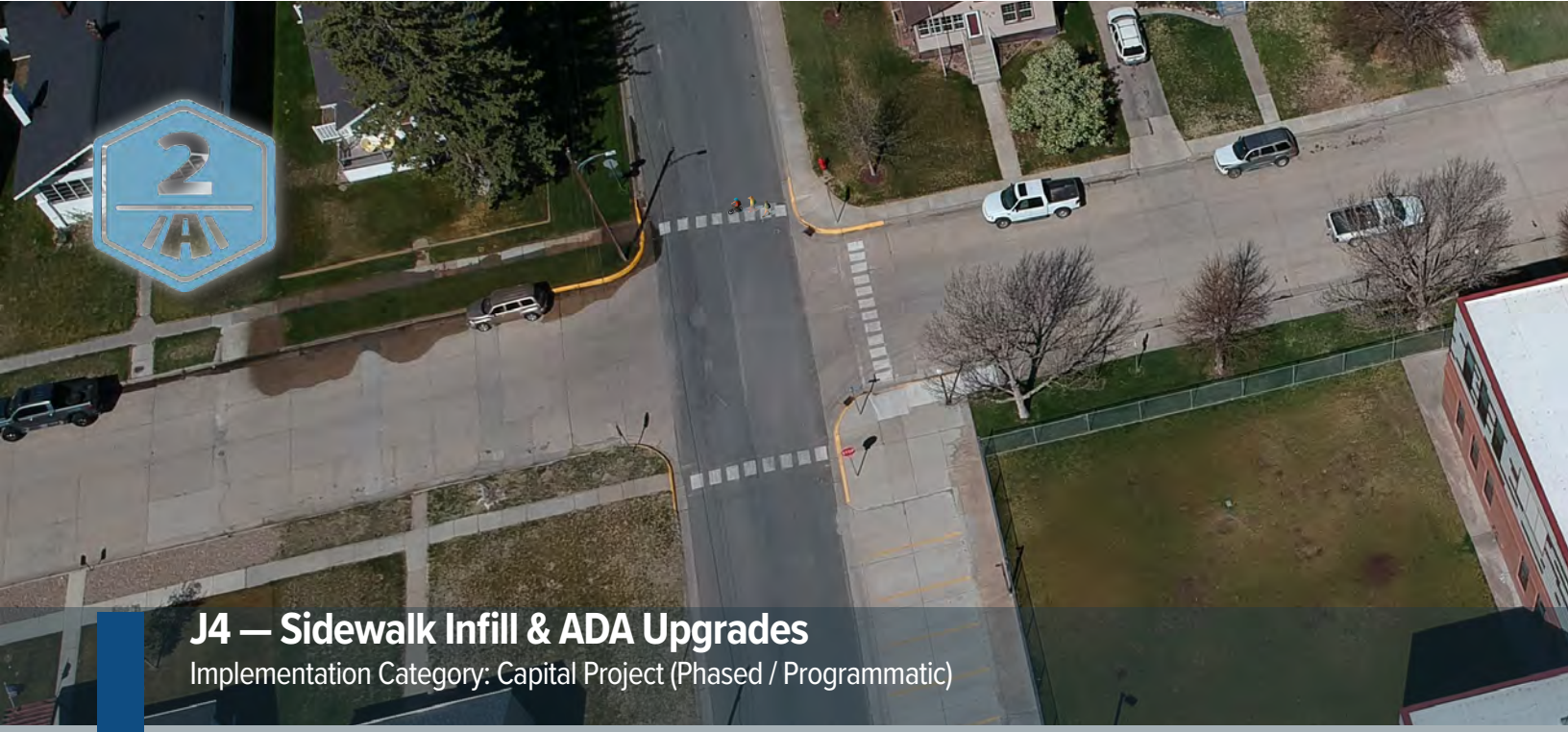
A8.10 Tier 2 Projects

Neighborhood & Systemwide Safety Improvements

Tier 2 actions address broader, systemwide safety conditions across neighborhood streets, school-adjacent areas, and key corridors. These improvements respond to recurring community concerns such as speeding, inconsistent traffic control, accessibility gaps, and maintenance-related safety issues.

While Tier 2 actions typically address more distributed or lower-severity risk than Tier 1, they are essential to reducing overall crash potential and improving day-to-day safety across the network.

Many Tier 2 actions emphasize scalable, programmatic, and policy-based approaches that can be implemented incrementally over time. Together, they support FHWA's Safe System Approach by managing speed, improving roadway consistency, and enhancing conditions for pedestrians and bicyclists throughout the community.



J4 — Sidewalk Infill & ADA Upgrades

Implementation Category: Capital Project (Phased / Programmatic)

PROJECT DESCRIPTION

This project addresses missing, broken, and inaccessible sidewalks along priority pedestrian routes in Bridgeport, focusing on locations where people are currently forced to walk in the roadway due to sidewalk gaps or ADA deficiencies. Improvements will enhance safety, accessibility, and network continuity for pedestrians of all ages and abilities, particularly for very young children and caregivers.

CONCEPTUAL DESIGN

Improvements may include sidewalk infill where sidewalks are missing, repair or replacement of deteriorated sidewalk segments, and installation or upgrade of ADA-compliant curb ramps, landings, and detectable warnings. Priority corridors include routes serving schools, downtown destinations, parks, and community facilities, as well as locations identified through public input and field review.

KEY CONSIDERATIONS

- Prioritize routes with documented pedestrian exposure and accessibility barriers
- Coordinate with other Tier 1 safety actions (crosswalk visibility, parking setbacks, school-route improvements)
- Meet ADA and PROWAG requirements for slopes, surfaces, and transitions
- Phase implementation based on safety need, equity considerations, and funding availability
- Coordinate with roadway or utility projects where feasible to reduce costs

STAKEHOLDERS INVOLVED

- City of Bridgeport (Public Works, Planning, Administration)
- Bridgeport Public Schools
- Community facility operators (parks, downtown destinations)
- Morrill County Sheriff's Department (coordination where pedestrian exposure intersects traffic operations)
- Residents and community stakeholders

PLAN CONCURRENCE

This project is consistent with the FHWA-approved Bridgeport Safety Action Plan and aligns with SS4A Safe System principles by reducing pedestrian exposure, improving accessibility, and addressing systemic safety gaps rather than isolated crash locations. Implementation will occur under the City's existing authority for sidewalk construction and maintenance, with phasing tied to documented safety needs and public input.

Why This Matters

Sidewalk gaps and ADA barriers are one of the most consistent, community-identified safety issues in Bridgeport, directly forcing pedestrians into traffic and increasing exposure risk along school routes, downtown streets, and access to public facilities.

J4 — Sidewalk Infill & ADA Upgrades

Implementation Category: Capital Project (Phased / Programmatic)

Estimated Cost: **$150,000 – $500,000**

(2025 dollars; planning-level estimate for a phased, multi-location sidewalk infill and ADA upgrade program focused on safety-critical pedestrian routes)

Lower end reflects targeted infill and ADA upgrades at a limited number of priority locations. Upper end reflects multiple corridors, extensive curb ramp upgrades, and coordination with crossings and downtown routes.

COST BASIS & SCOPE

This planning-level estimate reflects a programmatic set of sidewalk infill, repair, and ADA accessibility upgrades at locations where pedestrians are currently forced into the roadway due to missing or non-compliant facilities.

The project is intentionally scoped as a safety-driven investment, not a citywide sidewalk replacement program. Improvements are limited to priority pedestrian routes serving schools, downtown destinations, parks, and public facilities.

INCLUDED COST ELEMENTS

- New sidewalk construction where gaps exist
- Removal and replacement of deteriorated or hazardous sidewalk segments
- ADA-compliant curb ramps and detectable warnings
- Sidewalk transitions and driveway crossings
- Minor grading and drainage adjustments
- Pavement removal and restoration (where required)
- Striping or crosswalk tie-ins where sidewalk connects to crossings
- Traffic control and pedestrian detours during construction
- Design, inspection, and construction administration
- Contingency for subsurface conflicts and field conditions

KEY COST DRIVERS

Final costs will depend on:

- Number and length of sidewalk gaps addressed
- Concrete thickness and sidewalk width
- Number of curb ramps upgraded or installed
- Driveway density and utility conflicts
- Drainage corrections needed to maintain ADA compliance
- Coordination with other Tier 1 pedestrian projects (crossings, parking setbacks)
- Construction phasing and bundling opportunities

> *Larger sidewalk and ADA improvements may be coordinated with the Annual ADA Improvement Program (P9), but represent separate capital investments.*

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a capital implementation project addressing pedestrian exposure and ADA accessibility.

Design Approach: Systematic, corridor-based improvements rather than isolated spot fixes.

Phasing: Improvements may be delivered incrementally as funding allows.

Bundling: Can be bundled with crosswalk enhancements, parking setbacks, or school-route improvements.

Operations & Maintenance: Sidewalk and ramp maintenance remains under City responsibility.

Why This Is a Tier 2 Priority

Sidewalk gaps and accessibility barriers were among the most consistently identified safety concerns through public input, online comments, and stakeholder discussions. Addressing these gaps directly reduces pedestrian exposure to traffic and improves safety for children, older adults, and people with disabilities.

> **Why This Is a "High-Return" Safety Investment:** Sidewalk infill and ADA upgrades reduce pedestrian exposure at all times of day and do not rely on user behavior or enforcement. When coordinated with crossings and speed management, these improvements provide durable, systemwide safety benefits consistent with FHWA's Safe System Approach.



J7 — Recreation Road Pathway to Bridgeport State Lakes

(Alignment refined to allow flexibility with future rail overpass improvements)

PROJECT DESCRIPTION

This project will create a continuous, safe walking and bicycling pathway connecting Bridgeport neighborhoods and school routes to the State Lakes Recreation Area, while preserving flexibility to integrate with future rail overpass improvements. The corridor currently lacks dedicated pedestrian or bicycle facilities, requiring residents—particularly children, families, and recreational users—to travel along roadways with higher speeds and limited shoulders.

CONCEPTUAL DESIGN

The pathway will be developed along Recreation Road and/or adjacent connecting corridors, with final alignment determined through design evaluation, right-of-way availability, and coordination with planned railroad overpass improvements. Treatments may include shared-use path segments, pedestrian sidepaths, or off-road pathways separated from vehicle travel lanes where feasible. Wayfinding and targeted crossing enhancements will be included at key access points to support safe, intuitive use.

CONSIDERATIONS

- Alignment flexibility preserved to integrate with future rail overpass improvements
- Facility type may vary by segment based on roadway context and available right-of-way
- Emphasis on low-stress design appropriate for children and family users
- Coordination needed at roadway crossings and transition points
- Phasing possible as funding becomes available

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Bridgeport Public Schools
- Nebraska Game and Parks Commission (State Lakes Recreation Area)
- Nebraska Department of Transportation (as applicable)
- Railroad stakeholders (coordination with future overpass improvements)

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It advances SS4A and Safe System principles by reducing pedestrian and bicyclist exposure to high-speed traffic, improving network connectivity, and providing a separated facility for vulnerable users.

Why This Project Matters

The Recreation Road pathway addresses one of Bridgeport's most frequently cited walking and biking safety gaps while preserving flexibility to integrate with future rail infrastructure—delivering near-term safety benefits without constraining long-term improvements.

J7 — Recreation Road Pathway to Bridgeport State Lakes

Implementation Category: Capital Project (Multimodal Safety & Connectivity)

Estimated Cost: **$400,000 – $1,000,000**

(2025 dollars; planning-level estimate reflecting alignment flexibility, phased construction, and coordination with future rail overpass improvements)

Lower end reflects partial pathway segments, sidepath treatments, or buffered off-road facilities using existing ROW with minimal grading. Upper end reflects a continuous shared-use path with grading, drainage, crossings, and higher construction complexity.

COST BASIS & SCOPE

This estimate reflects construction of a dedicated walking and bicycling pathway connecting Bridgeport neighborhoods and school routes to the State Lakes Recreation Area along Recreation Road and/or adjacent corridors.

The project is intentionally flexible to:

- Allow alignment refinement
- Coordinate with future railroad overpass improvements
- Be phased over time based on funding and constructability
- The pathway will prioritize separation from vehicle traffic where feasible, with treatments tailored to roadway context, right-of-way constraints, and safety conditions.

INCLUDED COST ELEMENTS

- Corridor evaluation and alignment refinement
- Surveying and geotechnical investigation
- Earthwork, grading, and subgrade preparation
- Shared-use path or sidepath pavement (asphalt or concrete)
- Drainage improvements and erosion control
- Minor retaining or edge protection where required
- Crossing treatments at intersecting roads or access points
- Wayfinding signage and pavement markings
- ADA-compliant transitions and connections
- Traffic control during construction
- Environmental review and permitting (as applicable)
- Design, inspection, and construction administration
- Contingency for field conditions and coordination

KEY COST DRIVERS

- Final costs will depend on:
- Final alignment length and location
- Path width and surface type
- Amount of grading and drainage required
- Right-of-way availability
- Number and complexity of crossings
- Integration with rail or roadway improvements
- Environmental or permitting constraints
- Phasing approach

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible pedestrian and bicycle safety infrastructure reducing exposure to traffic.

Design Standards: AASHTO / FHWA shared-use path and sidepath guidance.

Coordination: Rail coordination and future overpass planning will inform final alignment.

Phasing: Can be delivered in segments to align with funding and construction windows.

Maintenance: Long-term maintenance under City authority.

Why This Is a Tier 2 Priority

This corridor is already used by pedestrians and bicyclists despite lacking dedicated facilities. Providing a separated pathway reduces exposure to higher-speed traffic and addresses a documented safety gap connecting neighborhoods, schools, and a major recreational destination.

> Why This Project Is Phasing-Friendly: The pathway can be constructed in logical segments that deliver immediate safety benefits while preserving flexibility for future rail and roadway improvements. This approach aligns with SS4A guidance supporting scalable, exposure-reducing infrastructure investments.



J10 — Residential Traffic Calming Near Schools

Implementation Category: Capital Project (Phased)

PROJECT DESCRIPTION

This project introduces targeted traffic calming treatments on residential streets near schools where children currently walk or bike in the roadway due to narrow street widths, speeding traffic, and incomplete pedestrian infrastructure. The focus is on reducing vehicle speeds, improving driver awareness, and creating safer neighborhood conditions along school-route approaches.

Traffic calming will be implemented following a school-route analysis to identify priority residential corridors and conflict locations. Improvements will be context-sensitive and tailored to neighborhood conditions.

CONCEPTUAL DESIGN

Potential treatments may include curb extensions, speed tables, chicanes, narrowed travel lanes, enhanced signage, and pavement markings. Treatments will be selected based on street geometry, traffic volumes, pedestrian activity, and community context.

Implementation will occur in phases, allowing the City to pilot lower-cost measures, evaluate effectiveness, and expand or refine treatments as needed. This approach supports flexibility, neighborhood coordination, and responsible use of limited funding.

CONSIDERATIONS

- Residential context requires careful coordination with nearby residents
- Traffic calming elements must accommodate emergency access and service vehicles
- Some treatments may require design refinement or capital investment
- Phased delivery may extend implementation timelines
- Effectiveness depends on consistent application along priority routes
- Initial phases may include paint-based or temporary treatments prior to permanent construction.

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Bridgeport Public Schools
- Neighborhood residents and property owners
- Morrill County Sheriff's Department (traffic operations coordination)
- School staff and parents

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It aligns with the Safe System Approach by reducing vehicle speeds, improving roadway self-enforcement, and prioritizing vulnerable users on school-route residential streets.

Tier 2 - Phasing Rationale

While these residential streets experience school-related pedestrian activity, improvements are best advanced following completion of Tier 1 school-frontage and crossing projects. A phased approach allows the City to apply lessons learned, coordinate with neighborhoods, and scale treatments based on observed effectiveness and funding availability.

J10 — Residential Traffic Calming Near Schools

(Phased Implementation Following School-Route Analysis)
Implementation Category: Capital Project (Phased)

Estimated Cost:
$25,000 – $90,000

(2025 dollars; planning-level estimate based on comparable residential traffic calming projects in small Nebraska communities, assuming phased implementation across multiple streets)

COST BASIS & SCOPE

This planning-level estimate reflects phased implementation of targeted traffic calming measures on residential streets near schools where speeding, narrow street widths, and incomplete pedestrian infrastructure create safety concerns for students and families.

Improvements will be limited to local streets within existing right-of-way and are intended to reduce vehicle speeds, improve driver awareness, and enhance pedestrian safety. Final treatments will be selected following a school-route analysis and community coordination process. Full corridor reconstruction is not anticipated.

INCLUDED COST ELEMENTS

- School-route analysis and field verification
- Concept-level design and layout of traffic calming features
- Pavement markings and striping
- Traffic calming devices such as speed tables, curb extensions, chicanes, or lane narrowing treatments
- Regulatory, warning, and school-related signage
- Minor curb work where needed for curb extensions or bulb-outs
- Installation labor
- Temporary traffic control during construction
- Community coordination and outreach during phasing
- Contingency for site-specific conditions

KEY COST DRIVERS

Final costs will depend on:

- Number of streets or blocks treated
- Type and quantity of traffic calming features selected
- Use of modular or quick-build materials versus permanent construction
- Existing curb, pavement, and drainage conditions
- Extent of school-route coverage
- Phasing approach and bundling of installations

Physical design (infrastructure)

IMPLEMENTATION NOTES

SS4A Eligibility: This project qualifies as a capital safety implementation action focused on speed reduction and protection of vulnerable road users.

Phasing: Improvements may be implemented incrementally, starting with pilot locations and expanding based on effectiveness and community acceptance.

Authority: Implementation may occur under existing municipal authority on local streets.

Operations & Maintenance: Ongoing costs are limited to routine maintenance of pavement markings, signage, and traffic calming features.

Coordination: Coordination with school administrators and residents will occur during project selection and phasing.

Why This Is a Priority Safety Investment

Residential streets near schools represent areas of high pedestrian exposure and heightened risk. By reducing vehicle speeds and reinforcing predictable driver behavior through physical design, this project provides durable safety benefits for children and families while supporting walkability and school access. Phasing allows Bridgeport to deliver near-term improvements while managing cost and community context.



J11 — 5th & Main Non-Signal Safety Improvements

Intersection Safety Study (Non-Signal Controls)

Implementation Category: Capital Project (Study → Incremental Implementation)

PROJECT DESCRIPTION

This project will evaluate targeted, non-signal safety and operational improvements at the 5th Street & Main Street (US-26 / US-385) intersection, where heavy truck traffic, turning movements, parked vehicles, and limited sight distance contribute to near-miss conflicts and driver confusion.

While previous analyses determined that traffic signalization is not warranted, safety concerns persist. This effort focuses on practical, context-sensitive improvements that enhance pedestrian safety, clarify vehicle movements, and improve visibility without introducing a traffic signal.

Input from the Morrill County Sheriff's Office and Fire Department reinforced that safety challenges at this location are driven by operational confusion, limited sight distance, turning movements, and congestion during peak periods rather than high crash frequency. These insights support a non-signal approach focused on visibility, lane clarity, curb and parking management, and predictable operations that improve safety while maintaining emergency response flexibility and highway function.

CONCEPTUAL DESIGN

The study will assess a range of non-signal countermeasures that may be implemented individually or incrementally, including:

- Turn lane configuration and striping refinements
- Parking restrictions and daylighting near the intersection
- Sight-distance improvements (vegetation, obstructions, curb use)
- Lane use clarification, channelization, and operational striping to reduce congestion and improve emergency vehicle maneuverability during peak periods
- Signing and pavement marking upgrades
- Other MUTCD-compliant, non-signal operational controls

The outcome will be an actionable set of near-term improvements coordinated with NDOT and aligned with adjacent downtown safety projects.

CONSIDERATIONS

- Intersection is located on the state highway system
- Must maintain freight, agricultural, and through-traffic operations
- Signalization is not warranted under MUTCD criteria
- Improvements must be low-profile, operational, and context-sensitive
- NDOT review and approval required for all recommended treatments

STAKEHOLDERS INVOLVED

- City of Bridgeport
- NDOT
- Morrill County Sheriff's Department (operations coordination)
- Downtown business/property owners
- Freight and agricultural users

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024) and aligns with FHWA and SS4A guidance encouraging the use of proven, low-cost, non-signal countermeasures at complex intersections where traffic signal warrants are not met.

Because the intersection is located on the state highway system, all recommended treatments will be coordinated with and approved by the Nebraska Department of Transportation (NDOT).

This project qualifies as an SS4A capital safety implementation action focused on reducing conflict, improving visibility, and enhancing operational clarity without introducing traffic signalization.

Why Non-Signal Improvements at 5th & Main

Previous evaluations determined that signalization is not warranted at this location. Consistent with NDOT and FHWA practice, this project prioritizes non-signal operational and visibility improvements that reduce conflicts, improve driver expectancy, and maintain highway function without increasing delay or rear-end crash risk.

J11 — 5th & Main Non-Signal Safety Improvements

(Intersection Safety Study → Near-Term Implementation)
Implementation Category: Capital Project (Non-Signal, Partner-Dependent)

Estimated Cost:
$75,000 – $250,000

(2025 dollars; planning-level estimate based on comparable non-signal intersection safety and operational improvement projects on state highways in small Nebraska communities)

COST BASIS & SCOPE

This planning-level estimate reflects evaluation, design, and implementation of targeted, non-signal safety and operational improvements at the 5th Street & Main Street (US-26 / US-385) intersection. Improvements are focused on reducing conflicts, improving sight distance, clarifying lane use, and enhancing pedestrian safety without introducing traffic signalization.

The scope includes an implementation-oriented safety evaluation coordinated with NDOT, followed by near-term construction or installation of approved non-signal countermeasures. Major geometric reconstruction or signal installation is not included.

INCLUDED COST ELEMENTS

- Implementation-focused intersection safety evaluation and documentation
- Field observations and operational review
- Concept-level design and layout of recommended improvements
- Pavement striping modifications and lane-use clarification
- Parking restriction adjustments near the intersection
- Regulatory, warning, and guide signage
- Visibility and sight-distance improvements
- Minor curb or pavement work where needed
- Installation labor
- Temporary traffic control during installation
- Coordination with NDOT for review and approval
- Contingency for site-specific adjustments

KEY COST DRIVERS

Final costs will depend on:

- Number and type of countermeasures selected
- Extent of striping and lane configuration changes
- Degree of parking restriction modifications
- Minor geometric or curb adjustments required
- NDOT review requirements and implementation standards
- Ability to bundle improvements with other downtown safety projects

IMPLEMENTATION NOTES

SS4A Eligibility: This project qualifies as a capital safety implementation action using proven, low-cost, non-signal countermeasures.

Signalization: Traffic signal installation is explicitly excluded, consistent with MUTCD warrants and NDOT guidance.

Authority: Because the intersection is located on the state highway system, NDOT review and approval are required.

Phasing: Evaluation and implementation may occur in phases, with near-term improvements prioritized.

Operations & Maintenance: Ongoing costs are limited to routine striping, signage maintenance, and operational enforcement support.

WHY THIS IS A PRIORITY SAFETY INVESTMENT

The 5th & Main intersection has been repeatedly identified through public input and field observations as a location with near-miss conflicts, visibility challenges, and operational confusion—particularly involving turning movements, heavy vehicles, and pedestrians. By applying targeted, non-signal improvements, this project addresses documented safety concerns while preserving highway function and freight mobility. The approach aligns with FHWA guidance supporting low-cost, context-sensitive safety enhancements where signal warrants are not met.



J13 — Park Area Speed & Safety Improvements

Implementation Category: Capital / Operational (Phased)

PROJECT DESCRIPTION

This project improves safety around Bridgeport's parks and recreation facilities by addressing vehicle speeds, pedestrian access gaps, and conflicts with heavy vehicles in areas with frequent use by children, families, and other vulnerable users. Public input, online safety comments, and field observations identified recurring issues near park areas, including speeding, limited pedestrian visibility, sidewalk gaps, and ADA access deficiencies.

Rather than implementing isolated fixes, this project applies an area-based park safety approach, allowing coordinated safety improvements to be implemented where pedestrian exposure is highest.

CONCEPTUAL DESIGN

Final treatments will be selected based on site context, speed environment, and observed risk factors. Potential improvements may include:

- Speed management treatments on park-adjacent streets (e.g., speed tables, edge-line narrowing, gateway markings)
- High-visibility pedestrian crossings and advance yield signage
- ADA-compliant sidewalk infill and curb ramp upgrades
- Improved sight distance through parking management or vegetation trimming
- Operational strategies to discourage or reroute truck traffic near parks where appropriate
- Treatments may be implemented incrementally and tailored to individual park locations.

CONSIDERATIONS

- High concentration of vulnerable users
- Speed and exposure management prioritized over enforcement alone
- Area-based approach allows multiple risk factors to be addressed together
- Improvements can be phased and adjusted by park location
- Implementable under existing municipal authority
- Coordination required where parks are adjacent to higher-volume routes

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Parks & Recreation staff
- Local schools and youth organizations
- Morrill County Sheriff's Department (operational coordination)
- Adjacent property owners and park users

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). FHWA SS4A guidance supports proactive speed management, pedestrian exposure reduction, and area-based safety treatments near parks and recreational facilities with high vulnerable-user activity.

Why Area-Based Park Safety Matters

Park-adjacent streets often experience a mismatch between vehicle speeds and pedestrian activity. Applying coordinated speed, access, and visibility improvements reduces conflict risk more effectively than isolated spot treatments.

J13 — Park Area Speed & Safety Improvements

Implementation Category: Capital Project (Phased, Area-Based)

Estimated Cost: **$20,000 – $70,000**

(2025 dollars; planning-level estimate based on phased, low- to moderate-cost safety treatments near parks and recreational facilities in small Nebraska communities)

COST BASIS & SCOPE

This planning-level estimate reflects area-based safety improvements near Bridgeport's park and recreation facilities where pedestrian activity is high and speed, visibility, and access conditions create safety concerns.

Improvements are limited to context-sensitive safety treatments within existing rights-of-way and do not include full roadway reconstruction or park facility expansion. Final countermeasures will be selected based on site-specific conditions, speed environment, and pedestrian exposure.

Park areas that may be addressed include:

- East City Park
- West City Park (horseshoe pits, tennis/pickleball courts)
- Swimming Pool
- Softball and baseball fields
- Veteran's Memorial Pond

Included Cost Elements

Depending on location and phase, costs may include:

- Pavement striping and markings (crosswalks, edge lines, channelization)
- Speed management treatments (speed tables, raised crossings, visual narrowing)
- Pedestrian access improvements (sidewalk infill, curb ramps, transitions)
- Regulatory and warning signage
- Parking management adjustments near park frontages
- Vegetation trimming or minor sight-distance improvements
- Field review, concept layout, and prioritization
- Traffic control during installation
- Program administration and documentation
- Contingency for site-specific conditions

KEY COST DRIVERS

Final costs will depend on:

- Number of park areas treated
- Type and quantity of speed management features
- Extent of sidewalk or ADA upgrades required
- Existing curb, pavement, and drainage conditions
- Ability to bundle improvements with other projects
- Phasing strategy (pilot locations vs. full buildout)

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a safety-focused implementation project addressing vulnerable-user exposure near community destinations.

Phasing: Improvements may be implemented incrementally by park area or bundled into a multi-location safety package.

Authority: Implementable under existing municipal authority.

Operations & Maintenance: Ongoing costs limited to routine pavement marking upkeep and inspection of traffic calming features.

Community Support: Strongly supported by public input and Task Force discussions.

WHY THIS IS A COST-EFFECTIVE SAFETY STRATEGY

Park-adjacent streets often experience a mismatch between vehicle speeds and pedestrian activity. An area-based approach allows the City to:

- Address multiple risk factors simultaneously
- Reduce speeds where children and families are present
- Improve pedestrian visibility and access
- Deliver meaningful safety benefits without major reconstruction

This strategy aligns with FHWA guidance emphasizing speed management and exposure reduction in locations with concentrated vulnerable-user activity.

ENGINEERING / DESIGN NOTES

For final design, engineers may:

- Evaluate prevailing speeds and roadway context near each park
- Select speed management treatments appropriate for local streets
- Coordinate pedestrian access upgrades with ADA requirements
- Confirm drainage, snow removal, and maintenance considerations
- Phase treatments to test effectiveness before expansion



J15 — Pedestrian-Scale Lighting in Downtown

Implementation Category: Capital (Enhancement to Other Downtown Projects)

PROJECT DESCRIPTION

This project adds pedestrian-scale lighting elements in downtown Bridgeport to improve nighttime visibility, comfort, and perceived safety for people walking. Lighting enhancements will be implemented only in coordination with other approved downtown safety projects—such as crosswalk upgrades, curb management, and sidewalk improvements—rather than as a standalone construction effort.

The intent is to support safer pedestrian movement at crossings and along sidewalks while maintaining consistency with downtown character and existing roadway function.

CONCEPTUAL DESIGN

Pedestrian-scale lighting will be considered as a supplemental element during the design of other downtown safety projects. Potential applications include:

- Lighting at enhanced crosswalks and pedestrian conflict points
- Supplemental illumination along sidewalks near key destinations
- Fixtures scaled and positioned to support pedestrian visibility without affecting roadway operations

Lighting elements will be limited in scope and tailored to specific safety needs identified through project-level design.

CONSIDERATIONS

- Implemented only alongside other downtown safety improvements
- Designed to support crossings and sidewalk use—not roadway capacity
- Must maintain compatibility with state highway operations
- Avoids standalone infrastructure expansion without safety nexus
- Requires NDOT coordination on US-385 corridor segments

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Downtown businesses and property owners
- Nebraska Department of Transportation (where applicable)
- City utilities / lighting maintenance staff

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). FHWA guidance supports pedestrian-scale lighting when used as a supporting countermeasure integrated into broader pedestrian safety improvements.

WHY THIS IS AN ENHANCEMENT (NOT STANDALONE)

Downtown Bridgeport lies along a state highway corridor, and pedestrian-scale lighting alone does not address the primary safety risks identified through public input and crash review. Bundling lighting with crosswalk, sidewalk, and curb management projects ensures lighting investments directly support safety outcomes rather than expanding infrastructure without a clear risk-based purpose.

NDOT COORDINATION

Any pedestrian-scale lighting installed within or adjacent to US-385 will be coordinated with NDOT and designed to complement approved roadway and pedestrian improvements. Lighting placement and scale will avoid conflicts with traffic control devices, roadway lighting standards, and highway operations.

SS4A ELIGIBILITY

Pedestrian-scale lighting is eligible under SS4A when integrated into broader safety projects that address pedestrian exposure, visibility, and crossing safety. Funding would support lighting as a supplemental safety element rather than a standalone infrastructure project.

Why This Is Tier 3

This project is intentionally scoped as a supporting enhancement to higher-priority downtown safety improvements. Its implementation depends on other approved projects and NDOT coordination, making it well suited for bundled, longer-term delivery rather than near-term standalone implementation.

J15 — Pedestrian-Scale Lighting in Downtown

Implementation Category: Capital Project (Enhancement / Bundled with Other Downtown Projects)

Estimated Cost: **$120,000 – $350,000**

(2025 dollars; planning-level estimate based on pedestrian-scale lighting enhancements in small downtown main-street corridors in Nebraska)

COST BASIS & SCOPE

This planning-level estimate reflects pedestrian-scale lighting elements installed only as enhancements to other approved downtown safety projects, such as crosswalk upgrades, curb management, or sidewalk improvements. The project is not intended as a standalone lighting installation and does not include full corridor lighting replacement.

Lighting elements would be strategically placed to improve pedestrian visibility, comfort, and nighttime awareness near:

- Enhanced crosswalks
- Downtown sidewalks
- Key pedestrian activity areas
- Community destinations along Main Street (US-385)

All improvements would be coordinated with NDOT where installations occur on or adjacent to the state highway.

INCLUDED COST ELEMENTS

- Depending on final design and coordination, costs may include:
- Pedestrian-scale light fixtures
- Decorative or context-sensitive poles and bases
- Mounting hardware and foundations
- Electrical connections and conduit
- Trenching and surface restoration
- Integration with existing lighting systems
- Traffic control during installation
- Coordination with NDOT and utility providers
- Design documentation and approvals
- Contingency for site-specific conditions

KEY COST DRIVERS

Final costs will depend on:

- Number of pedestrian-scale fixtures installed
- Whether lighting is installed concurrently with other projects
- Electrical service availability
- Fixture type and aesthetic standards
- Foundation requirements
- NDOT review and approval requirements
- Ability to reuse existing conduit or service

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible when installed as part of pedestrian safety improvements supporting crossings, sidewalks, and visibility.

Phasing: Implemented only in coordination with other downtown safety projects to minimize disruption and cost.

Authority: City-led on local facilities; NDOT coordination required on Main Street (US-385).

Operations & Maintenance: Ongoing costs include electricity, fixture upkeep, and replacement.

Bundling: Strong candidate for bundling with Tier 1 downtown projects to improve cost efficiency.

WHY THIS IS AN ENHANCEMENT (TIER 2)

Pedestrian-scale lighting alone does not address the primary crash risk factors identified downtown. Consistent with FHWA and SS4A guidance, this project is scoped as a supportive enhancement that improves nighttime pedestrian visibility only when paired with primary safety countermeasures such as crosswalk upgrades, curb management, or speed reduction measures.

ENGINEERING / DESIGN NOTES

During final design, engineers may:

- Coordinate lighting placement with crosswalk geometry and pedestrian desire lines
- Select fixture types consistent with downtown character and NDOT standards
- Ensure lighting does not conflict with traffic control devices
- Evaluate illumination levels to enhance pedestrian visibility without glare

Integrate lighting installation with curb, sidewalk, or striping work



P5 — Community Sidewalk & Paving Program (Safety-Focused, Phased)

Implementation Category: Capital Program (Phased, Safety-Driven)

PROJECT DESCRIPTION

This phased program delivers targeted sidewalk construction, sidewalk repair, and limited surface improvements at locations where pedestrian safety risks are documented and persistent. The focus is on corridors where missing, broken, or inaccessible sidewalks force pedestrians into the roadway, increasing exposure to vehicle conflicts and injury risk.

Improvements prioritize safety-critical locations rather than general condition or beautification needs.

CONCEPTUAL DESIGN

The program will prioritize:

- Sidewalk infill where pedestrians currently walk in the roadway
- Repair or replacement of damaged or uneven sidewalks
- ADA-compliant curb ramps and transitions
- Short, targeted paving or surface improvements only where surface conditions directly contribute to pedestrian or bicyclist safety risk

Priority corridors include school routes, park access streets, neighborhoods with high pedestrian activity, and locations identified through crash data, near-miss reports, public input, and field review.

CONSIDERATIONS

- Improvements are limited to safety-driven locations within the public right-of-way
- Program does not fund general resurfacing or maintenance projects
- Phasing is required to align with funding availability and construction capacity
- Coordination with other safety projects improves efficiency and impact
- NDOT coordination is required where projects occur on state facilities

STAKEHOLDERS INVOLVED

- City of Bridgeport (Public Works, Administration)
- Bridgeport Public Schools
- Morrill County Sheriff's Department (operational coordination)
- Nebraska Department of Transportation (where applicable)
- Community residents and accessibility advocates

PLAN CONCURRENCE

This program is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It aligns with FHWA and SS4A guidance emphasizing exposure reduction, system completeness, and equitable access as core pedestrian safety strategies.

> ***Why This Is a Safety Program (Not General Paving)***
>
> *All projects selected under this program must demonstrate a direct pedestrian safety benefit by reducing exposure to traffic or eliminating accessibility barriers—consistent with SS4A eligibility requirements.*

P5 — Community Sidewalk & Paving Program

Implementation Category: Capital Project (Safety-Focused, Phased)

Estimated Cost:
$25,000 – $60,000
(Partial)

(2025 dollars; planning-level estimate based on phased sidewalk infill, ADA upgrades, and limited safety-related surface improvements in small Nebraska communities)

COST BASIS & SCOPE

This planning-level estimate reflects a phased, safety-focused program to address sidewalk gaps, ADA accessibility barriers, and limited roadway surface conditions that directly contribute to pedestrian safety risk.

The program is intentionally scoped to locations with documented pedestrian exposure, where missing or deteriorated sidewalks force people into the roadway or create accessibility barriers for people with disabilities. Paving improvements are limited to short, safety-critical segments where surface conditions directly affect pedestrian or bicyclist safety and are not intended as general street rehabilitation.

Improvements will be prioritized based on documented safety need, public input, school routes, and proximity to community destinations.

INCLUDED COST ELEMENTS

- Sidewalk infill construction (concrete sidewalk where missing)
- Replacement or repair of damaged or uneven sidewalks
- ADA-compliant curb ramps, transitions, and detectable warnings
- Minor grading and drainage adjustments related to sidewalk installation
- Limited pavement surface improvements where safety-critical
- Pedestrian access improvements at intersections and crossings
- Design and layout for sidewalk and ADA elements
- Construction inspection and contract administration
- Traffic control during construction
- Contingency for site-specific conditions

KEY COST DRIVERS

Final costs will depend on:

- Total linear feet of sidewalk constructed or replaced
- Number of ADA curb ramps and detectable warning installations
- Existing curb, gutter, and drainage conditions
- Utility conflicts or adjustments
- Surface condition severity at safety-critical paving locations
- Phasing approach and coordination with other projects

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a pedestrian safety capital implementation focused on exposure reduction and ADA accessibility.

Phasing: Improvements can be implemented incrementally by corridor or neighborhood as funding allows.

Authority: Implementation occurs under existing municipal authority for sidewalks, ADA compliance, and right-of-way improvements.

Coordination: Projects along state highways or within NDOT right-of-way will be coordinated with NDOT.

OPERATIONS & MAINTENANCE: ONGOING COSTS LIMITED TO ROUTINE SIDEWALK MAINTENANCE AND ADA UPKEEP.

Why This Is a Safety-Focused Program (Not General Paving)

This program is explicitly limited to improvements that directly reduce pedestrian exposure to traffic, improve accessibility, and address documented safety concerns. General roadway reconstruction, capacity expansion, or citywide paving is excluded from scope, ensuring alignment with SS4A eligibility and Safe System principles.

ENGINEERING COST DEVELOPMENT NOTES

For detailed cost estimating, engineers should identify:

- Priority corridors and sidewalk gap locations
- Required sidewalk widths and ADA ramp configurations
- Utility conflicts and drainage needs
- Opportunities to bundle work with other safety projects
- Unit costs for concrete sidewalk, curb ramps, and surface repairs



P7 — Lane Clarity & Pavement Marking Program

Implementation Category: Operational / Quick-Build (NDOT Coordination as needed)

PROJECT DESCRIPTION

This program improves roadway safety by maintaining clear, visible, and consistent pavement markings and reinforcing intended lane use. In Bridgeport, faded striping, wide pavement areas, and inconsistent markings can lead to informal or "phantom" lane use, creating confusion and increasing conflict risk.

This effort focuses on routine pavement marking refresh and targeted striping updates to improve lane clarity, driver expectancy, and overall roadway predictability. Improvements are implemented within the existing roadway footprint and emphasize low-cost, high-impact treatments.

Initial focus areas include downtown approaches, school routes, and locations identified through public input, field observations, and staff review. Additional locations will be addressed as part of ongoing maintenance and evaluation.

CONCEPTUAL DESIGN

Improvements are implemented through routine maintenance and targeted striping updates, including:

- Pavement marking refresh (centerlines, edge lines, crosswalks)
- Clarification of lane alignment and edge lines
- Lane-use arrows and supporting signage where appropriate
- Painted channelization or buffer markings at select locations
- Removal or correction of outdated or misleading markings

The goal is to maintain clear, consistent roadway guidance and reduce confusion without adding capacity or changing roadway geometry.

Why This Matters

Clear pavement markings are one of the most effective and cost-efficient ways to improve safety. When lane alignment and roadway edges are well defined, drivers are more likely to behave predictably, reducing conflicts, improving visibility, and supporting safer interactions between vehicles, pedestrians, and bicyclists.

CONSIDERATIONS

- Focuses on maintenance and clarity, not roadway expansion
- Reinforces predictable driver behavior (driver expectancy)
- Reduces conflicts caused by unclear or inconsistent markings
- Supports pedestrian visibility and turning movements
- Can be implemented incrementally as part of routine operations
- Aligns with existing maintenance cycles and available resources

STAKEHOLDERS INVOLVED

- City of Bridgeport (lead)
- Morrill County Sheriff's Office (input and observation)
- Bridgeport Public Schools (school-area coordination)
- Nebraska Department of Transportation (as needed for state highways)

P7 — Lane Clarity & Pavement Marking Program

Implementation Category: Operational / Maintenance-Based Safety Program

Estimated Cost: **$5,000 – $25,000**

(Planning-level estimate based on routine striping refresh and targeted improvements in a small community setting)

COST BASIS & SCOPE

This estimate reflects a combination of:

- Routine pavement marking refresh cycles
- Targeted striping improvements at priority locations
- Minor signage to support lane clarity
- Traffic control during installation

Costs will vary based on the extent of striping work completed annually and whether improvements are bundled with other maintenance activities.

KEY COST DRIVERS

- Total linear feet of striping refreshed
- Number of priority locations addressed
- Level of marking removal vs. repainting
- Quantity of supplemental signage
- Coordination needs for state highway segments (if applicable)

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a low-cost safety action addressing visibility and driver behavior

Phasing: Implemented annually and expanded as needed

Authority: City-led on local streets; coordinated where necessary

Operations & Maintenance: Incorporated into routine maintenance cycles

Data Support: Based on public input, field observations, and operational experience

WHY THIS IS A COST-EFFECTIVE SAFETY ACTION

Maintaining clear and consistent pavement markings:

- Improves driver expectancy and reduces confusion
- Reinforces lane discipline without physical reconstruction
- Enhances pedestrian visibility at crossings and intersections
- Provides systemwide safety benefits at a low cost

Routine striping maintenance is a simple but critical investment that supports safer streets across the entire network.

ENGINEERING / DESIGN NOTES

- Review pavement width and edge conditions during striping updates
- Adjust lane alignment where needed to improve clarity
- Coordinate striping updates with crosswalks and intersection improvements
- Bundle improvements with other maintenance activities when possible



P9 — Annual ADA Improvement Program

Implementation Category: Programmatic / Incremental Capital (Tier 2, City-Led)

PROJECT DESCRIPTION

This program provides a consistent, annual approach to improving ADA accessibility across Bridgeport through small-scale, incremental upgrades. The objective is to address priority accessibility needs such as curb ramps, short sidewalk gaps, and localized barriers using available funding and coordination with routine maintenance and capital projects.

This program implements the priorities established in the Citywide ADA Transition & Accessibility Improvement Policy (O5) and supports larger capital improvements identified in sidewalk and pathway projects.

CONCEPTUAL DESIGN

The program focuses on manageable, repeatable improvements that can be completed each year. Typical activities may include:

- Installation or replacement of ADA-compliant curb ramps
- Minor sidewalk repairs or short infill segments
- Accessibility improvements at intersections and crossings
- Upgrades coordinated with pavement resurfacing or utility work
- Addressing high-priority locations near schools, downtown, and parks

Work is performed within existing right-of-way using standard construction methods.

CONSIDERATIONS

- Prioritization based on O5 policy and observed needs
- Coordination with other City projects to reduce costs
- Availability of local and grant funding
- Seasonal construction constraints
- Maintaining consistency with ADA standards

STAKEHOLDERS INVOLVED

- City of Bridgeport (lead – implementation and coordination)
- Public Works staff
- Community members, including individuals with disabilities
- Funding partners (i.e. SS4A, Transportation Alternatives)

PLAN CONCURRENCE

This program is supports systemic, incremental improvements that reduce risk and improve accessibility for vulnerable users.

Why This Is Tier 2

This program provides meaningful safety and accessibility benefits but is implemented incrementally over time and coordinated with available funding and project opportunities.

Why Include this Project

An annual ADA program allows the City to make steady, measurable progress without requiring large, one-time investments. This approach ensures accessibility improvements are integrated into routine operations and capital planning.

P9 — Annual ADA Improvement Program

Policy / Programmatic (Tier 2, City-Led)

Estimated Cost:
$20,000 — $60,000
(Annually)

(2025 dollars; planning-level estimate based on incremental ADA improvements and transition planning in small rural communities)

COST BASIS & SCOPE

This estimate reflects small-scale, recurring improvements rather than full corridor reconstruction. Work is typically limited to a few locations per year and is often coordinated with other City projects to maximize efficiency.

> *This program focuses on small-scale, incremental improvements and does not replace larger capital sidewalk projects identified elsewhere in the plan (J4).*

INCLUDED COST ELEMENTS

- Installation or upgrade of 2–6 curb ramps annually
- Minor sidewalk repairs or short infill segments
- Intersection accessibility improvements
- Construction labor and materials
- Traffic control for small work zones
- Administrative coordination and tracking
- Contingency

KEY COST DRIVERS

Final costs will depend on:

- Number of ramps or locations addressed annually
- Site-specific conditions
- Coordination with other projects
- Material and labor costs

IMPLEMENTATION NOTES

- **SS4A Eligibility:** Supports safety improvements for vulnerable users
- **Quick Build**: Partial (mix of minor construction + coordination)
- **Authority**: Can be implemented under existing municipal authority
- **Phasing**: Annual, ongoing program
- **Operations & Maintenance:** Integrated with routine City operations

WHY THIS IS EFFECTIVE

This program delivers continuous improvement by addressing accessibility barriers as they are identified, rather than waiting for large capital projects. It allows the City to make visible progress each year while supporting long-term system upgrades.



P10 — Wayfinding & Trail Access Signage Program

Implementation Category: Programmatic / Low-Cost Capital (Tier 2, City-Led)

PROJECT DESCRIPTION

This program establishes a coordinated approach to wayfinding and destination signage to improve navigation, visibility, and access to key locations throughout Bridgeport, including downtown, parks, schools, and the State Lakes.

The objective is to support safer and more intuitive walking and bicycling by helping users understand where routes connect, where crossings occur, and how to reach key destinations. This program complements safety improvements by improving awareness and usability of the transportation network.

Regulatory and safety signage is implemented through capital projects and policies (e.g., crosswalk improvements and school zone standards).

PROGRAM APPROACH

The program focuses on installing clear, consistent, and strategically placed signage. Typical elements may include:

- Directional signage to key destinations (downtown, schools, parks, State Lakes)
- Trail and pathway access signage
- Distance or time-based wayfinding markers
- Identification of pedestrian and bicycle routes
- Coordination with existing signage to reduce clutter

Implementation will occur incrementally and may be coordinated with corridor improvements, downtown enhancements, and pathway projects.

CONSIDERATIONS

- Avoiding signage clutter or redundancy
- Consistency in design, placement, and messaging
- Coordination with future downtown revitalization efforts
- Visibility for both drivers and non-motorized users
- Maintenance and replacement over time

STAKEHOLDERS INVOLVED

- City of Bridgeport (lead – planning and implementation)
- Downtown stakeholders and local businesses
- Parks and recreation partners
- Regional tourism and economic development partners

PLAN CONCURRENCE

This program supports Safe System principles by improving user awareness, reducing confusion, and enhancing the usability of walking and bicycling routes.

WHY THIS IS TIER 2

This program supports systemwide safety and accessibility by improving navigation and awareness but does not directly reduce crash risk at a specific location. It is best implemented incrementally alongside other improvements.

WHY INCLUDE THIS PROGRAM

Wayfinding improves how people use the system. By clearly identifying routes, destinations, and connections, the City can enhance safety, support economic activity, and reinforce investments in walking and biking infrastructure.

P10 — Wayfinding & Trail Access Signage Program

Implementation Category: Education / Outreach

Estimated Cost: **$5,000 – $20,000**

(2025 dollars; planning-level estimate based on phased signage installation and replacement in small communities)

COST BASIS & SCOPE

This estimate reflects a phased signage program implemented incrementally across multiple locations. It includes fabrication and installation of wayfinding signage but does not include major streetscape reconstruction or branding initiatives.

This program includes wayfinding and destination signage only and does not include regulatory, warning, or traffic control signage, which are addressed through other projects and policies.

> *This program may be coordinated with future downtown revitalization planning efforts.*

INCLUDED COST ELEMENTS

- Fabrication of non-regulatory and directional wayfinding signs
- Installation hardware and labor
- Minor traffic control for installation
- Design standard development (basic)
- Replacement and maintenance of signage
- Contingency

KEY COST DRIVERS

- Number of signs installed annually
- Sign type and material
- Installation conditions (urban vs corridor)
- Coordination with other projects

IMPLEMENTATION NOTES

- **SS4A Eligibility**: Supports safe system usability and accessibility
- **Quick Build**: Yes
- **Authority**: Can be implemented under existing municipal authority
- **Phasing**: Incremental, annual implementation
- **Operations & Maintenance:** Ongoing sign replacement and upkeep

WHY THIS IS EFFECTIVE

Wayfinding enhances safety by reducing confusion and helping users make predictable movements through the system. It also reinforces other investments by making routes and destinations more visible and accessible.

> *Wayfinding signage is treated as a separate program and does not duplicate regulatory or safety signage included in capital projects.*



05 — Citywide ADA Transition & Accessibility Improvement Policy

Implementation Category: Policy / Programmatic (Tier 2, City-Led)

PROJECT DESCRIPTION

This project establishes a coordinated, phased approach for improving accessibility across Bridgeport's pedestrian network in accordance with the Americans with Disabilities Act (ADA). The objective is to identify, prioritize, and systematically address barriers such as missing or non-compliant curb ramps, uneven sidewalks, and inaccessible crossings.

Rather than treating ADA improvements as isolated projects, this effort integrates accessibility upgrades into routine maintenance, capital projects, and safety improvements to ensure steady, cost-effective progress over time.

CONCEPTUAL DESIGN

The program will develop and implement a citywide ADA transition strategy focused on prioritization, coordination, and incremental improvement. Key elements may include:

- Identification and mapping of ADA barriers and gaps
- Prioritization of improvements near schools, downtown, parks, and key destinations
- Integration of ADA upgrades into sidewalk, crossing, and roadway projects
- Standardized design guidance for curb ramps and accessible routes
- Coordination with future capital improvements and resurfacing projects

Improvements will be implemented incrementally within existing right-of-way using standard construction practices.

CONSIDERATIONS

- Extent of existing ADA deficiencies and data availability
- Prioritization of high-use and high-risk areas
- Coordination with other planned infrastructure improvements
- Funding availability and phasing strategy
- Seasonal and maintenance considerations

STAKEHOLDERS INVOLVED

- City of Bridgeport (lead – planning and implementation)
- Public Works and maintenance staff
- Community members, including individuals with disabilities
- Regional partners and funding agencies

PLAN CONCURRENCE

This project supports Safe System principles and ADA compliance by improving accessibility for vulnerable users and reducing exposure risks across the transportation network.

Why This Is Tier 2

This project addresses widespread accessibility needs and provides long-term safety benefits but is implemented incrementally over time based on funding and coordination with other projects.

Why Include this Project

A phased ADA strategy allows the City to make steady, measurable progress toward accessibility while leveraging existing projects and funding opportunities. This approach improves safety, mobility, and equity without requiring large upfront capital investment.

O5 — Citywide ADA Transition & Accessibility Improvement Policy

Policy / Programmatic (Tier 2, City-Led)

Estimated Cost, annually, for Program **P9**: **$20,000 — $60,000**

(2025 dollars; planning-level estimate based on incremental ADA improvements and transition planning in small rural communities)

COST BASIS & SCOPE

This planning-level estimate reflects the development and implementation of a phased ADA transition strategy, including both planning and incremental construction of accessibility improvements such as curb ramps and sidewalk upgrades.

The program emphasizes integration with ongoing maintenance and capital projects rather than stand-alone large-scale reconstruction.

> *This policy supports and complements CP-5 Sidewalk & ADA Improvements.*
>
> *This policy establishes priorities implemented through both the Annual ADA Improvement Program (**P9**) and larger capital projects (**J4**).*

INCLUDED COST ELEMENTS

- Identification and mapping of ADA barriers
- Development and maintenance of ADA transition plan
- Incremental curb ramp installation or upgrades
- Minor sidewalk repairs and accessibility improvements
- Coordination with capital and maintenance projects
- Administrative tracking and documentation
- Contingency for site-specific adjustments

KEY COST DRIVERS

Final costs will depend on:

- Number of curb ramps constructed or upgraded annually
- Extent of sidewalk deficiencies
- Integration with other infrastructure projects
- Material and construction costs
- Availability of grant or matching funds

IMPLEMENTATION NOTES

- **SS4A Eligibility:** Supports accessibility and safety improvements for vulnerable **users**
- **Quick Build:** Partial; includes both planning and small-scale construction
- **Authority:** Can be implemented under existing municipal authority
- **Phasing:** Implemented annually as part of a long-term strategy
- **Operations & Maintenance:** Ongoing costs tied to maintenance and capital coordination

WHY THIS IS A QUICK WIN

While ADA improvements are ongoing, establishing a coordinated program allows the City to begin making immediate progress using available resources. By integrating accessibility into everyday projects, Bridgeport can improve safety and mobility in a practical, cost-effective way.

Tier 3

Projects (J)

J9 South Main Multi-Use Pathway & Rail Crossing

J12 River Bridge Shared-Use Retrofit (North Edge of Bridgeport)

J14 Citywide Street Lighting Program

J16 Downtown Main Street Corridor Enhancements

Policies (O)

O4 Truck & Farm Equipment Route Management Policy/Program

O6 Highway Shoulder Continuity Review (US-385 Southeast Corridor)



Physically Separated Shared Use Path, Scottsbluff, NE — This path supports walkers and cyclists (signage requires cyclists to walk their bicycles). Susan Myers, MCS



Physically Separated Shared Use Path, Centerville, CA — Retrofitted to an existing bridge, this path supports equestrians, hikers and cyclists. Scott Wahl, Shasta County Department of Public Works

Tier 3



A8.11 Tier 3 Projects

Long-Term, Partner-Dependent, and Policy-Based Safety Actions

Tier 3 actions address important safety needs that require extended coordination, external agency involvement, or integration with future capital projects. These include corridor-level improvements, infrastructure upgrades on state highways, and policy initiatives tied to long-term system changes.

These actions are classified as lower priority not because they are less important, but because they involve greater complexity, longer timelines, or reliance on partner agencies such as NDOT.

Tier 3 items remain critical to achieving a complete and equitable transportation system over time and position the City to pursue future funding opportunities and coordinated improvements as conditions evolve.



J9 — South Main Multi-Use Pathway & Rail Crossing

Implementation Category: Capital Project (Partner-Dependent)

PROJECT DESCRIPTION

This project will construct a continuous multi-use pathway and provide a safe non-motorized rail crossing along South Main Street, addressing a major pedestrian and bicycle safety gap in Bridgeport. The corridor currently lacks sidewalks and a safe crossing, forcing people to walk or bike along the edge of a high-speed state highway with minimal separation from traffic.

South Main serves existing neighborhoods and represents the City's primary direction of future growth. Without proactive investment, pedestrian exposure and crash risk are expected to increase as traffic volumes and development expand.

CONCEPTUAL DESIGN

Improvements may include a paved shared-use pathway or sidepath along South Main Street, buffered from traffic where feasible, with a designated pedestrian/bicycle rail crossing designed in coordination with the railroad and state transportation agencies. Treatments will prioritize separation from vehicle traffic, predictable crossing locations, and connections to the broader pedestrian network.

Final alignment and design will be refined through partner coordination, right-of-way evaluation, and safety review.

CONSIDERATIONS

- Requires coordination and approvals from railroad and state transportation agencies
- Higher cost and longer timeline than quick-build projects
- Rail crossing design subject to regulatory and safety constraints
- Phased implementation may be necessary
- Long-term maintenance responsibilities to be defined

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Nebraska Department of Transportation (NDOT)
- Railroad owner/operator
- Adjacent property owners (as applicable)
- Community residents and pathway users

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). It aligns with SS4A and Safe System principles by reducing exposure on a high-speed corridor, providing dedicated space for non-motorized users, and addressing both existing and future safety risk.

Tier 1 - Prioritization Rationale

South Main Street was prioritized over other partner-dependent projects because pedestrians are already observed walking along the roadway edge due to the absence of sidewalks or safe crossings. Public input, field observations, and corridor context confirm active exposure risk today, with demand expected to grow as development continues southward. This makes South Main a proactive, exposure-based Tier 1 safety investment, consistent with FHWA SS4A guidance.

J9 — South Main Multi-Use Pathway & Rail Crossing

Implementation Category: Capital Project (Partner-Dependent / NDOT & Railroad Coordination)

Estimated Cost: **$550,000 – $1.6 M**

(Planning-level range; final cost dependent on alignment, rail coordination, and agency standards)

Lower end reflects a primarily off-road/shared-use pathway with minimal rail crossing improvements.

Upper end reflects enhanced pathway design, ADA-compliant rail crossing treatments, drainage, and safety features coordinated with partner agencies.

COST BASIS & SCOPE

This project provides a continuous, protected pedestrian and bicycle connection along South Main Street, including a safe non-motorized railroad crossing, addressing one of Bridgeport's most significant documented pedestrian exposure risks.

Costs reflect:

- Construction of a multi-use pathway or sidepath separate from high-speed vehicle traffic
- Railroad crossing treatments required for pedestrian and bicycle use
- Compliance with ADA, NDOT, and railroad safety standards
- Higher design and coordination requirements due to jurisdictional complexity

Included Cost Elements

Estimated costs may include:

Planning & Design

- Corridor survey and base mapping

Conceptual and final pathway design

- Rail crossing design coordination
- ADA compliance review
- Environmental review (as required)
- NDOT and railroad coordination time

Construction

- Shared-use path or sidepath construction
- Earthwork and grading
- Pavement (concrete or asphalt)
- Drainage improvements
- Railroad crossing surface and safety treatments
- Protective barriers or separation where needed
- Wayfinding and regulatory signage
- Pavement markings

Safety & Accessibility

- Detectable warning surfaces
- Accessible transitions and ramps
- Sight-distance improvements
- Lighting (if warranted)

Administration

- Construction management
- Inspection and testing
- Contingency

Key Cost Drivers

Final costs will vary based on:

- Pathway length and width
- Degree of separation from roadway
- Railroad crossing requirements and approvals
- Drainage complexity
- Utility conflicts
- Agency design standards
- Timing relative to other corridor projects
- Implementation

Implementation Notes

- **Partner-Dependent:** Rail crossing components require coordination and approval from the railroad and NDOT.
- **City Role:** Planning, safety justification, local connectivity, and coordination.
- **Phasing:** Pathway segments may be constructed in phases, with rail crossing improvements coordinated separately if needed.
- **SS4A Eligibility:** Eligible as a capital safety project addressing pedestrian exposure on a high-speed corridor.

Why This Is Tier 1

This project addresses:

- Existing pedestrian exposure, not speculative future demand
- A corridor with no safe walking or biking alternative
- A high-severity risk environment where crashes would likely result in serious injury
- FHWA Safe System guidance emphasizes prioritizing separation of modes where exposure and speed are high — exactly the conditions present on South Main.
- Relationship to Other Projects

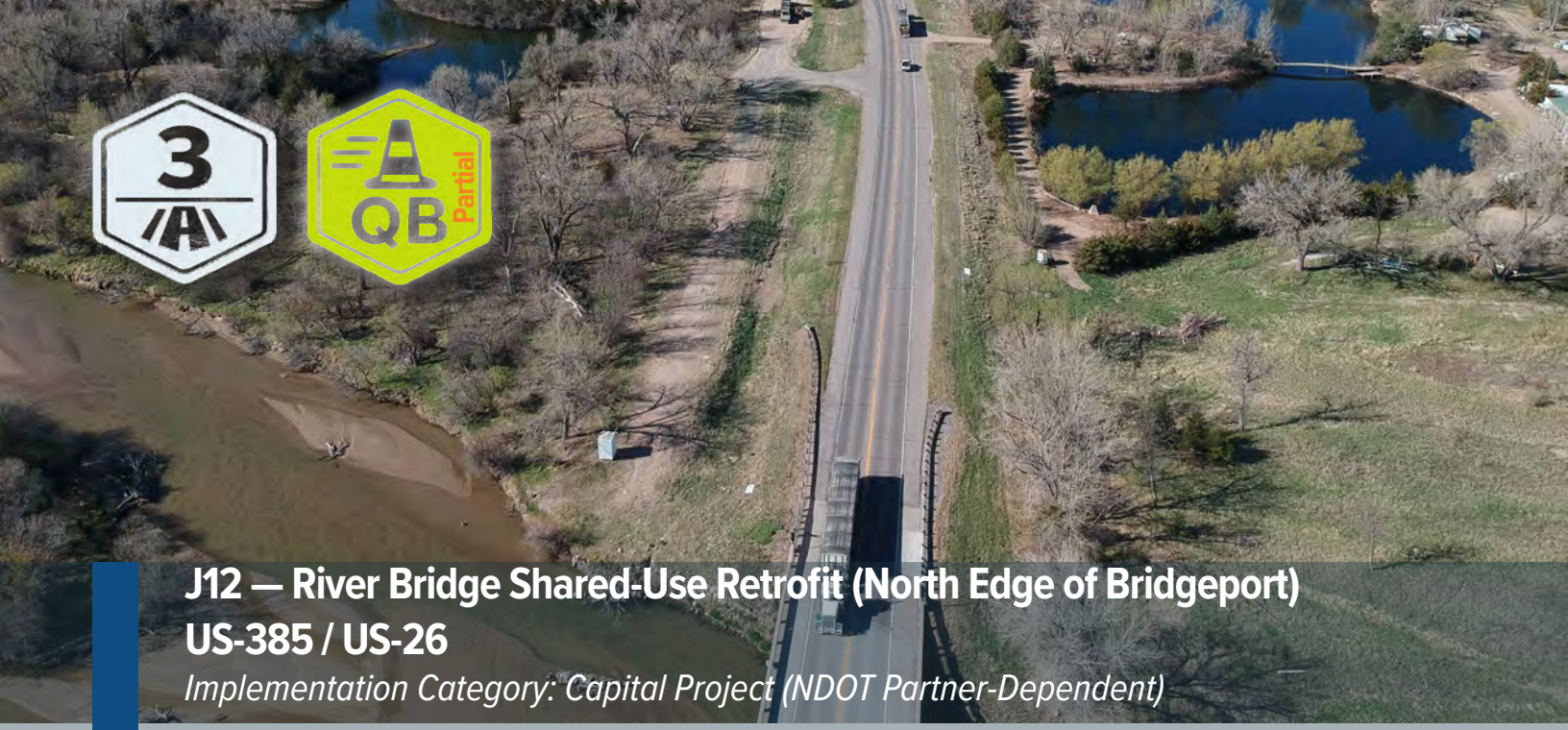
Relationship to Other Projects

This project complements:

- **J4** — Sidewalk Infill & ADA Upgrades
- **J8** — Bridgeport Public Schools Safety Upgrades
- **J12** — River Bridge Shared-Use Retrofit (North Edge of Bridgeport)

Together, these projects establish a coherent north–south pedestrian network rather than isolated segments.

> ***Partner-Dependent Capital Project***
>
> *This project requires coordination with external agencies for rail crossing elements and state highway proximity. SS4A funding may support planning, safety analysis, and construction consistent with agency approvals and timing.*



J12 — River Bridge Shared-Use Retrofit (North Edge of Bridgeport) US-385 / US-26

Implementation Category: Capital Project (NDOT Partner-Dependent)

PROJECT DESCRIPTION

This project improves pedestrian and bicycle accommodation across the US-385 / US-26 river bridge at the north edge of Bridgeport by using the existing bridge width to provide a defined space separated from vehicle traffic.

The bridge represents a critical network gap and gateway condition along a high-speed state highway corridor. While pedestrian volumes are currently low, the absence of any designated space creates a high-severity risk for users crossing the structure.

This project emphasizes a phased, retrofit approach, focusing first on low-cost, implementable improvements that enhance safety without requiring structural modification.

CONCEPTUAL DESIGN

The project prioritizes near-term improvements that can be implemented within the existing bridge footprint, with long-term options considered if warranted and feasible.

Near-Term (Retrofit / Quick-Build Focus):

- Enhanced shoulder striping to define a shared-use space
- Buffered separation using pavement markings
- Pedestrian/bicycle warning signage (bridge approaches)
- Transition treatments at both ends of the bridge

Mid-Term (If Feasible):

- Flexible delineators or minor separation elements
  Improved approach connections and continuity

Long-Term (NDOT-Dependent):

- Barrier-separated pedestrian facility or structural modification
- Integrated improvements coordinated with future NDOT bridge or corridor work

CONSIDERATIONS

- High operating speeds and limited margin for error
- Bridge geometry and available shoulder width
- Snow removal and maintenance constraints
- Structural limitations for added loads or attachments
- Dependence on NDOT design standards and project timing
- Currently low pedestrian volumes relative to other priority locations

STAKEHOLDERS INVOLVED

- City of Bridgeport (planning, coordination, advocacy)
- Nebraska Department of Transportation (lead agency)
- Regional corridor partners

PLAN CONCURRENCE

This project aligns with SS4A eligibility by addressing high-severity pedestrian exposure on a state highway facility through separation-based safety improvements.

> ***Why is this Tier 3?*** *Although the severity risk is high, this location is Tier 3 due to low current pedestrian demand, feasibility and jurisdictional constraints, and dependence on NDOT timing and coordination*
>
> ***Why include this project?*** *The river bridge represents a "no margin for error" condition. Including this project ensures pedestrian safety is considered in future NDOT planning efforts and provides a realistic, phased path toward improvement.*

J12 — River Bridge Shared-Use Retrofit (North Edge of Bridgeport)

Implementation Category: Capital Project (Partner-Dependent / NDOT Coordination)

Estimated Cost: **$25,000 – $200,000**

(Planning-level range; final cost dependent on alignment, rail coordination, and agency standards)

COST BASIS & SCOPE

This estimate reflects a phased retrofit approach using the existing bridge width and focuses on safety improvements rather than structural expansion.

INCLUDED COST ELEMENTS (NEAR- TO MID- TERM)

- Pavement marking and restriping
- Buffered shoulder or shared-use space definition
- Pedestrian/bicycle signage
- Transition treatments at bridge approaches
- Minor separation elements (if feasible)
- Traffic control during installation Contingency

KEY COST DRIVERS

- Available shoulder width and striping configuration
- Need for delineation or separation elements
- Length of bridge and transition treatments
- Traffic control requirements
- Coordination with NDOT

IMPLEMENTATION NOTES

- **SS4A Eligibility:** Eligible as a safety improvement addressing pedestrian exposure
- **Phasing:** Near-term improvements are low-cost and implementable; long-term options are NDOT-dependent
- **Authority:** NDOT coordination required for all improvements on the bridge
- **Timing:** Best implemented in coordination with future NDOT resurfacing or rehabilitation projects
- **Maintenance:** Determined through coordination with NDOT

ENGINEERING CONSIDERATIONS (FUTURE)

- Shoulder width and striping feasibility
- Bridge geometry and clear zone requirements
- Delineation vs. barrier feasibility ADA transitions at bridge approaches
- Opportunities to coordinate with NDOT resurfacing or preservation work.

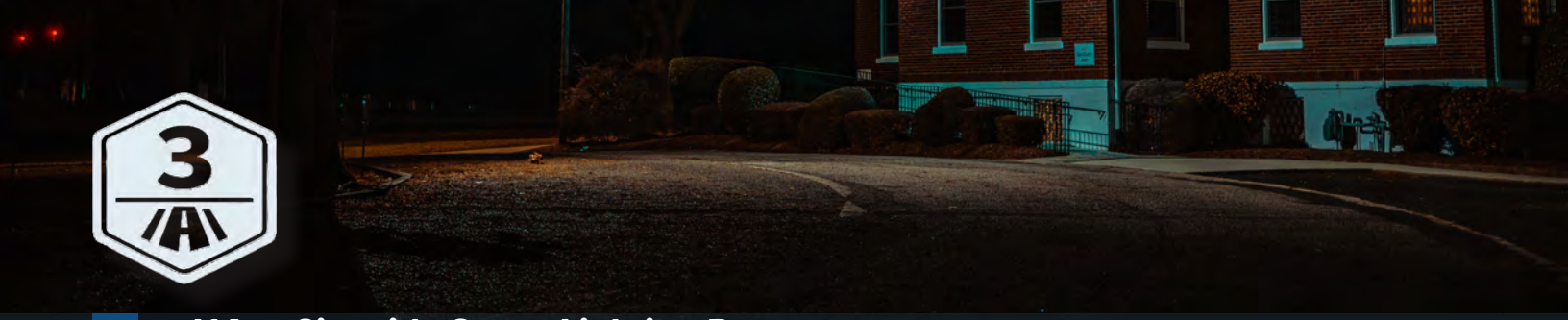
RELATIONSHIP TO OTHER PROJECTS

This project complements:

- **J4** — Sidewalk Infill & ADA Upgrades
- **J8** — Bridgeport Public Schools Safety Upgrades
- **J9** — South Main Multi-Use Pathway and Rail Crossing

Together, these projects establish a coherent north–south pedestrian network rather than isolated segments.

> *This approach allows Bridgeport to improve safety immediately while preserving flexibility for future corridor upgrades.*



J14 — Citywide Street Lighting Program

Implementation Category: Capital / Operational (Targeted, Phased)

PROJECT DESCRIPTION

This project addresses targeted gaps in street lighting at intersections, pedestrian crossings, and conflict areas where limited nighttime visibility contributes to safety concerns. While public survey results indicate general satisfaction with existing street lighting, public comments and field observations identified specific locations where additional or improved lighting could enhance pedestrian and driver awareness.

Rather than implementing uniform citywide upgrades, this non-capacity-increasing project focuses on strategic, safety-driven lighting improvements coordinated with other transportation safety and capital projects.

CONCEPTUAL DESIGN

Lighting improvements will be context-sensitive and coordinated with other safety treatments. Potential actions may include:

- Supplemental lighting at intersections with documented nighttime visibility issues
- Lighting enhancements at pedestrian crossings and along school or park routes
- Replacement or relocation of outdated fixtures to improve coverage and reduce glare
- Coordination with crosswalk upgrades, sidewalk projects, or traffic control changes

Final lighting locations and treatments will be identified through field review and integrated with other planned safety improvements.

CONSIDERATIONS

- Targeted approach avoids unnecessary systemwide expansion
- Lighting used to support pedestrian, crossing, and speed management projects
- Improvements coordinated to minimize redundant construction
- Designed to improve visibility without increasing glare or light spill
- NDOT coordination required on US-26 / US-385 segments

STAKEHOLDERS INVOLVED

- City of Bridgeport
- City utilities / lighting maintenance staff
- Nebraska Department of Transportation (where applicable)
- Morrill County Sheriff's Department (safety coordination)
- Adjacent property owners

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). FHWA guidance supports targeted lighting enhancements at locations where nighttime visibility contributes to elevated crash risk, particularly when paired with pedestrian and intersection safety improvements.

Why Targeted Lighting (Not Citywide)

Survey results and crash data do not indicate a systemwide lighting deficiency. Consistent with FHWA guidance, this project prioritizes risk-based lighting enhancements at intersections, crossings, and pedestrian conflict points where improved visibility directly supports safety outcomes.

SS4A ELIGIBILITY

Lighting improvements may be advanced under:

- SS4A Planning Grants for assessment, prioritization, and concept development, or
- SS4A Implementation Grants for near-term installation at priority locations coordinated with other eligible safety treatments.

Why This Is Tier 3

Lighting improvements are included as a supportive safety enhancement rather than a primary countermeasure. This project remains flexible, partner-coordinated, and best suited for longer-term or bundled implementation alongside higher-priority pedestrian, crossing, and speed management projects.

J14 — Citywide Street Lighting Program

Implementation Category: Capital Project (Targeted / Phased)

Estimated Cost:
$15,000 – $35,000 per crossing

(2025 dollars; planning-level estimate based on targeted safety lighting improvements at intersections, crossings, and pedestrian conflict areas in small Nebraska communities)

COST BASIS & SCOPE

This planning-level estimate reflects targeted, safety-driven street lighting improvements at specific locations where limited nighttime visibility contributes to documented or observed safety concerns. The project does not propose blanket citywide lighting upgrades and is intentionally scoped to locations with a clear safety nexus.

- Improvements may include new or upgraded lighting at:
- Intersections with documented nighttime conflicts
- Pedestrian crossings and school or park routes
- Downtown pedestrian areas with visibility constraints
- Locations coordinated with other safety projects (crosswalks, sidewalks, curb management)

Lighting improvements will generally occur within existing rights-of-way and be coordinated with roadway ownership and applicable standards.

INCLUDED COST ELEMENTS

Depending on location and treatment type, costs may include:

- New or upgraded street light fixtures
- Poles, arms, or mounting hardware (as needed)
- Electrical service extensions or connections
- Conduit, wiring, and minor trenching
- Photocells or controls
- Removal or relocation of outdated fixtures
- Traffic control during installation
- Coordination with utility providers
- Design coordination and documentation
- Contingency for site-specific conditions

KEY COST DRIVERS

Final costs will depend on:

- Number of locations treated
- Whether new poles or electrical service are required
- Distance to existing power sources
- Fixture type and mounting height
- Coordination requirements on state highways
- Ability to bundle lighting with other capital projects

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a safety-focused infrastructure improvement addressing nighttime visibility and pedestrian risk.

Phasing: Improvements may be implemented incrementally or bundled with other safety or capital projects.

Authority: City-authorized on local streets; coordination required on state highways.

Operations & Maintenance: Ongoing costs include electricity, routine inspection, and fixture maintenance.

Coordination: Lighting will be coordinated with NDOT, utilities, and other agencies where applicable.

WHY THIS IS A TIER 3 SAFETY ACTION

Crash data and survey results do not indicate a systemwide lighting deficiency. Consistent with FHWA guidance, this project focuses on targeted, risk-based lighting enhancements rather than broad expansion. Lighting is treated as a supportive safety measure that complements higher-priority pedestrian, speed management, and crossing projects.

ENGINEERING / DESIGN NOTES

For final design, engineers may:

- Evaluate nighttime crash patterns and visibility conditions
- Confirm lighting warrants and placement
- Coordinate fixture selection with utility and NDOT standards
- Integrate lighting improvements with planned roadway or sidewalk projects
- Avoid glare and ensure appropriate illumination levels for pedestrian activity



J16 — Downtown Main Street Corridor Enhancements

Implementation Category: Capital (NDOT Partner-Dependent)

PROJECT DESCRIPTION

This project represents a long-term opportunity to improve pedestrian safety and comfort along downtown Main Street (US-385) through coordination with the Nebraska Department of Transportation (NDOT). Because Main Street is a state highway, substantial geometric changes—such as curb extensions, lane reconfiguration, or permanent pedestrian refuge features—require NDOT leadership, approval, and project delivery.

The City of Bridgeport will use this project to document local safety needs, coordinate with NDOT, and position pedestrian priorities for inclusion in future NDOT-led corridor resurfacing, rehabilitation, or reconstruction projects.

CONCEPTUAL DESIGN

Final design concepts would be developed only as part of an NDOT-led project. Potential safety-focused enhancements, subject to NDOT approval and timing, may include:

- Review of curb radii and intersection geometry to reduce pedestrian crossing distances
- Lane width, striping, or channelization adjustments to improve driver expectancy and support lower operating speeds
- Integration of pedestrian-scale lighting as a supplemental safety feature
- Gateway or downtown context treatments consistent with a main-street environment

All treatments would be evaluated in coordination with NDOT design standards, traffic operations, and freight considerations.

CONSIDERATIONS

- City does not control roadway geometry on US-385
- All improvements require NDOT review and approval
- Timing dependent on state-led project programming
- Must maintain freight, highway operations, and access needs
- Intended to complement—not replace—Tier 1 downtown safety actions

This project does not propose independent design outside of NDOT-led efforts.

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Nebraska Department of Transportation (NDOT)
- Downtown businesses and property owners
- Regional freight and highway stakeholders

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). FHWA SS4A guidance supports inclusion of partner-dependent corridor projects to ensure pedestrian safety needs are documented and positioned for implementation when agency-led projects advance.

NDOT COORDINATION NOTE

NDOT will lead concept development, design, and construction for any Main Street corridor enhancements. The City's role is limited to providing documented safety concerns, community input, and SS4A justification to support inclusion of pedestrian-oriented features in future NDOT projects.

SS4A ELIGIBILITY

Under SS4A, this project supports planning-level coordination, safety justification, and partnership development for future implementation. Funding may support safety analysis, concept refinement, and interagency coordination consistent with SS4A eligibility for partner-dependent projects.

This effort focuses on coordination, advocacy, and long-range alignment rather than immediate construction

Why This Is Tier 3

- *The City does not have direct authority over Main Street (US-385) geometry*
- *Implementation depends on NDOT project timing and funding*
- *Near-term pedestrian safety needs downtown are already addressed through Tier 1 quick-win and corridor projects*

J16 — Downtown Main Street Corridor Enhancements

Implementation Category: Partner-Dependent Capital Coordination (Tier 3)

Estimated Cost: **$25,000 – $400,000**

(planning & coordination only) (2025 dollars; planning-level estimate for local participation in NDOT-led corridor concept development and coordination activities)

> **Note**: This estimate reflects the City's role in planning, coordination, and concept development only. Full construction costs would be determined and funded separately through NDOT-led capital projects and are not included here.

COST BASIS & SCOPE

This planning-level estimate reflects Bridgeport's participation in long-term corridor enhancement planning along downtown Main Street (US-385), which is under NDOT jurisdiction. The City's role is limited to documenting local safety priorities, coordinating with NDOT, and ensuring pedestrian safety considerations are incorporated into future state-led projects.

The project does not include near-term construction, curb relocation, or roadway reconstruction by the City.

INCLUDED COST ELEMENTS

- Depending on coordination needs and timing, costs may include:
- Corridor safety review and documentation
- Local data collection and field review
- Concept-level screening of pedestrian safety enhancements
- Coordination meetings with NDOT
- Review of NDOT resurfacing or rehabilitation plans
- Integration of pedestrian priorities into NDOT scopes
- Administrative coordination and documentation
- Limited consultant support for concept development
- Contingency for iterative review

KEY COST DRIVERS

Final costs will depend on:

- NDOT project timing and scope
- Level of City participation requested by NDOT
- Number of coordination meetings and plan reviews
- Whether concept sketches or renderings are requested
- Extent of pedestrian safety elements under consideration

Implementation Notes

SS4A Eligibility: Eligible for planning and coordination activities that advance future safety implementation.

Phasing: Coordination occurs opportunistically as NDOT projects are programmed.

Authority: NDOT retains full authority over roadway design and construction.

Operations & Maintenance: No ongoing O&M costs to the City beyond coordination.

Funding Role: SS4A funds may support planning, analysis, and documentation—not construction.

WHY THIS IS TIER 3

This project is dependent on external agency timing and authority and does not produce near-term safety improvements on its own. Higher-priority downtown safety needs are already addressed through Tier 1 quick-build actions, making this a longer-term coordination effort appropriate for Tier 3.

ENGINEERING / DESIGN NOTES

Engineering involvement is limited to:

- Reviewing corridor geometry for pedestrian safety implications
- Identifying feasible enhancement opportunities within NDOT standards
- Documenting local safety concerns for future NDOT projects
- Ensuring consistency with FHWA Safe System principles

> Evaluates longer-term corridor improvements along US-26 / US-385 through downtown Bridgeport, including enhanced pedestrian visibility, corridor lighting, intersection geometry refinement, and coordinated safety treatments implemented in partnership with NDOT when major corridor projects or funding opportunities arise.



O4— Truck & Farm Equipment Route Management Policy / Program

Implementation Category: Policy & Operations (Tier 3)

PROJECT DESCRIPTION

Project establishes a coordinated policy and operational framework with seasonal flexibility to manage truck and wide farm equipment movements through downtown and residential areas while preserving essential agricultural, industrial, and freight access. The program focuses on reducing conflicts with pedestrians, schools, parks, and local traffic by improving route clarity, predictability, and separation of modes in community-focused areas. Rather than prohibiting truck or farm equipment access, the program emphasizes clear expectations for where and how heavy vehicles should travel through Bridgeport, minimizing unexpected movements and improving safety for all users.

Clear routing expectations also support more reliable emergency response by reducing congestion and uncertainty along primary response corridors during both routine operations and rail-related access constraints.

CONCEPTUAL APPROACH

Potential program elements may include:

- Designation of preferred truck and farm equipment routes using existing arterial and collector streets
- Wayfinding and regulatory signage consistent with MUTCD standards
- Curb use management and parking controls near sensitive land uses
- Time-of-day or seasonal operational guidance where appropriate
- Coordination with local businesses, agricultural operators, and freight stakeholders
- Coordination of preferred truck and wide-equipment routes to avoid compounding emergency access delays
- ailroad crossings are blocked, particularly along US-26 and NE-88 corridors

Final strategies will be context-sensitive and developed through stakeholder coordination rather than fixed design standards.

CONSIDERATIONS

- Agricultural and freight access must be maintained
- Limited alternate routes in a rural context
- Seasonal variability in farm equipment movements
- Requires outreach and coordination with operators and businesses
- Portions of routes intersect with state highways
- Primarily policy- and operations-driven, not capital-intensive
- Railroad operations can periodically restrict north–south and east–west emergency access, requiring route management strategies that do not exacerbate response delays

Implementation would occur incrementally through policy updates, signage coordination, and operational agreements rather than a single construction phase.

STAKEHOLDERS INVOLVED

- City of Bridgeport
- Bridgeport Volunteer Fire Department and EMS (emergency access coordination)
- Agricultural producers and equipment operators
- Local businesses and freight operators
- Morrill County Sheriff's Department (traffic operations support)
- NDOT, as applicable

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024) and aligns with SS4A guidance supporting policy- and operations-based strategies that reduce exposure and conflict between vulnerable users and large vehicles in rural and agricultural communities.

NDOT COORDINATION NOTE

Where designated truck or farm equipment routes intersect with US-385 or US-26, coordination with the Nebraska Department of Transportation (NDOT) will be required to ensure routing consistency and appropriate placement of regulatory or guide signage within state highway right-of-way.

SS4A ELIGIBILITY

This program is eligible for SS4A non-infrastructure implementation funding, including policy development, stakeholder coordination, and safety-related signage and operational controls.

Why This Is Tier 3

This project is classified as Tier 3 because:

- *Implementation relies on policy development, outreach, and coordination rather than construction*
- *Safety benefits are achieved through gradual operational change*
- *Effectiveness depends on stakeholder participation and compliance*
- *Near-term pedestrian safety concerns are addressed through Tier 1 and Tier 2* infrastructure projects

04 — Truck & Farm Equipment Route Management Policy / Program

Implementation Category: Policy & Operations Program (Tier 3)

Estimated Cost:
$10,000 – $60,000

(2025 dollars; planning-level estimate based on small-community truck routing, signing, and operational management programs in Nebraska and the Great Plains region)

COST BASIS & SCOPE

This planning-level estimate reflects development and implementation of a truck and farm equipment route management program focused on improving route clarity, reducing conflicts in pedestrian-oriented areas, and supporting predictable freight and agricultural operations—without restricting essential access.

The program emphasizes policy development, signage, wayfinding, and outreach, rather than construction or roadway reconstruction. Physical improvements are limited to signing, striping, and curb-use management within existing right-of-way.

Included Cost Elements

Depending on final scope and coordination, costs may include:

- Identification and mapping of preferred truck and farm equipment routes
- Development of routing guidance or policy language
- MUTCD-compliant regulatory and guide signage
- Wayfinding signage for trucks and wide equipment
- Limited pavement markings (where needed for clarity)
- Curb-use management adjustments (loading zones, no-parking areas)
- Coordination with NDOT on state highway segments
- Stakeholder outreach and education (ag operators, trucking firms, businesses)
- Public information materials
- Administrative coordination and documentation
- Contingency for site-specific needs

KEY COST DRIVERS

Final costs will depend on:

- Number of designated routes and decision points
- Quantity and type of signage required
- Whether signage can be mounted on existing posts
- NDOT coordination requirements on US-385 / US-26
- Extent of outreach and education efforts
- Seasonal considerations for agricultural movements

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a systemic safety action addressing exposure and conflict risk.

Phasing: Program can be implemented incrementally, starting with signage and guidance in the highest-conflict areas.

Authority: City authority on local streets; NDOT coordination required for state highways.

Operations & Maintenance: Ongoing costs are limited to signage maintenance and periodic policy updates.

Coordination: Strong coordination component with freight operators, agricultural users, and NDOT.

WHY THIS IS TIER 3

Truck and farm equipment route management is primarily a policy and operational strategy rather than a near-term capital improvement. While safety benefits are meaningful—especially downtown and near pedestrian activity—implementation depends on coordination, education, and phased adoption rather than immediate construction.

This makes it well-suited for Tier 3 placement, allowing Bridgeport to establish expectations and frameworks now while aligning with future corridor or downtown improvements.

ENGINEERING / DESIGN NOTES

While not a capital project, engineers and planners may:

- Review turning movements, lane widths, and sight distance on designated routes
- Identify locations where signage placement is critical for driver decision-making
- Coordinate curb-use management near downtown and sensitive land uses
- Ensure consistency with NDOT freight and highway policies
- Screen routes for compatibility with wide agricultural equipment

From an emergency response perspective, route screening may also consider scenarios where both US-26 and NE-88 railroad crossings are blocked. While resolution of these constraints may require long-term coordination beyond the scope of this program, documenting and accounting for emergency routing limitations ensures that truck and farm equipment policies do not inadvertently increase response delays.



06 — Highway Shoulder Continuity Review (US-385 Southeast Corridor)

Implementation Category: Monitoring & Coordination (Tier 3, Partner-Dependent)

PROJECT DESCRIPTION

This project documents and monitors shoulder continuity conditions along the US-385 southeast corridor following recent NDOT improvements related to truck operations and railroad clearance near the ethanol plant. While bicycle accommodation was not a focus of the completed project, the corridor experiences occasional recreational bicycle use, and shoulder continuity remains relevant to overall corridor safety, emergency operations, and roadside recovery.

This action does not propose near-term construction. Instead, it establishes a record of existing conditions and positions the City to coordinate with NDOT during future corridor reviews, preservation projects, or safety assessments where shoulder conditions may be evaluated in a broader operational and safety context.

CONCEPTUAL APPROACH

- Document existing shoulder widths, continuity, and transitions
- Acknowledge recent NDOT operational and safety investments
- Identify the corridor as a candidate for future review during NDOT-led efforts
- Coordinate with NDOT as opportunities arise through preservation, resurfacing, or safety programs

CONSIDERATIONS

- Corridor is under NDOT jurisdiction
- Recent improvements prioritized truck operations and railroad clearance
- Shoulder design must balance freight, safety, and maintenance needs
- Bicycle accommodation is incidental, not a primary corridor function
- City role is limited to documentation and coordination
- Corridor conditions may influence emergency response routing and roadside recovery when primary crossings are blocked

STAKEHOLDERS INVOLVED

- Nebraska Department of Transportation (NDOT)
- City of Bridgeport (documentation and coordination)
- Local recreational roadway users

PLAN CONCURRENCE

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). FHWA SS4A guidance supports documentation of corridor conditions and interagency coordination where safety-related issues may be addressed through future partner-led actions.

PLAN CONCURRENCE, NDOT COORDINATION & SS4A ALIGNMENT

This project is included in the FHWA-concurred Bridgeport SS4A Safety Action Plan (FHWA concurrence issued November 5, 2024). Consistent with SS4A guidance, it supports documentation of corridor conditions and interagency coordination where safety-related considerations may be addressed through future partner-led actions.

US-385 is under NDOT jurisdiction. Any evaluation of shoulder continuity or related safety considerations would occur through NDOT-led corridor reviews, preservation projects, or safety assessments. The City's role is limited to documenting conditions, sharing local operational context, and coordinating as opportunities arise.

Why This Is Tier 3

This project is classified as Tier 3 because:

- *The City does not control design or implementation on US-385*
- *Recent NDOT improvements addressed higher-priority operational needs*
- *No near-term safety construction is proposed*

Any future action would depend on NDOT-led planning, funding, and scheduling

06 — Highway Shoulder Continuity Review (US-385 Southeast Corridor)

Implementation Category: Monitoring & Partner Coordination (Tier 3)

Estimated Cost: **$5,000 – $30,000**

(2025 dollars; planning-level estimate for documentation, review, and coordination only)

COST BASIS & SCOPE

This estimate reflects documentation and coordination related to shoulder continuity conditions along the US-385 southeast corridor following recent NDOT improvements. The project does not propose new construction or modifications and is included for future monitoring and coordination purposes only.

Any evaluation or improvements would occur only as part of NDOT-led planning, preservation, or safety projects.

INCLUDED COST ELEMENTS

- Field review and documentation of shoulder conditions
- Mapping and photo documentation
- Coordination with NDOT staff
- Review of recent NDOT project documentation
- Participation in future corridor discussions
- Administrative coordination and reporting
- Contingency for additional review requests

KEY COST DRIVERS

Final costs will depend on:

- Extent of documentation required
- NDOT interest in formal review
- Whether findings are incorporated into future NDOT studies
- Number of coordination meetings
- Level of consultant support needed

IMPLEMENTATION NOTES

SS4A Eligibility: Eligible as a planning and coordination action identifying safety-related corridor conditions.

Phasing: Monitoring-only unless NDOT initiates a related project.

Authority: NDOT controls all design and construction decisions.

Operations & Maintenance: None.

Funding Role: SS4A funds may support analysis, documentation, and coordination.

WHY THIS IS TIER 3

This project is classified as Tier 3 because the City does not control design or implementation on US-385, recent NDOT improvements addressed higher-priority operational needs, and no near-term safety construction is proposed. Any future action would depend on NDOT-led planning, funding, and scheduling.

ENGINEERING / DESIGN NOTES

Engineering involvement is limited to:

- Observational review of shoulder continuity
- Documentation of multimodal considerations
- Coordination with NDOT on future corridor planning
- No independent design or construction activities
- SS4A Alignment (Softened, Intentional)

This project supports the Safe System Approach by identifying corridor conditions that may affect vulnerable users and promoting coordination with partner agencies over time, without advancing premature or unfunded construction commitments.


WELLS FARGO

Capital Programs

A8.12 Intro to Capital Programs

To move from individual countermeasures to coordinated implementation, this plan organizes recommended improvements into five Capital Programs (CP-1 through CP-5). Each program groups related strategies that address common safety challenges and can be implemented together across multiple locations.

Rather than treating improvements as isolated projects, this approach allows the City to bundle actions, align funding, and deliver consistent safety outcomes. Each Capital Program reflects the conditions identified through crash analysis, High Injury Network screening, and community input—ensuring that investments respond to both data and lived experience.

The Capital Programs are designed to be scalable and flexible. Some actions can be implemented quickly using low-cost, quick-build techniques such as pavement markings and signage, while others may require phased construction or coordination with partner agencies. This structure allows Bridgeport to advance safety improvements incrementally while positioning larger projects for future funding.

Each program includes a mix of capital projects, supporting programs, and policy actions. Together, these elements form a coordinated implementation strategy that addresses safety from multiple angles—engineering, operations, and policy—consistent with the Safe System Approach.

The following pages summarize the recommended actions within each Capital Program. More detailed project descriptions and cost information are provided in **APPENDIX A8 - PROJECTS** and **APPENDIX A9 - COUNTERMEASURES**.

CP-1 Main Street Crossing & Visibility Improvements

Tier 1 Priority | High Injury Network Corridor Focus

PURPOSE

CP-1 improves pedestrian visibility and yield compliance along Main Street (US-26 / US-385), Bridgeport's primary commercial corridor and the location of the community's documented fatal and injury crashes.

Main Street operates as a free-flow state highway corridor. There are no traffic signals in the community. Side streets are stop-controlled in the east-west direction, while north-south traffic on Main Street does not stop. Pedestrians crossing Main Street must navigate a multi-lane roadway consisting of one northbound lane, one southbound lane, a two-way left-turn lane (TWLTL), and on-street parking in most portions of the downtown area.

Public engagement consistently ranked downtown visibility and pedestrian safety along Main Street among the top safety concerns (typically within the top three issues identified).

CONDITIONS ADDRESSED

Between 8th and 11th Streets, downtown buildings are constructed to the right-of-way line and on-street parking is present. Drivers on east-west side streets must stop and then inch forward into the intersection to see around parked vehicles and building corners before turning onto Main Street. During this maneuver:

- Driver attention is focused on identifying gaps in through traffic and trucks.
- Sight triangles are constrained.
- Pedestrians crossing Main Street are not the driver's primary visual focus.
- Yield compliance to pedestrians is inconsistent.

These conditions create a driver expectancy conflict within a free-flow highway environment.

The midblock crossing at the Prairie Winds Community Center (PWCC) presents an additional exposure condition, where pedestrians cross outside of an intersection, further reinforcing the need for enhanced conspicuity treatments.

Although total crash counts are low, 100% of fatal and injury crashes occurred on approximately 2.52% of the roadway network, primarily along the Main Street and US highways corridor. Exposure and severity potential remain elevated despite limited crash frequency.

LOCATIONS INCLUDED

CP-1 includes improvements at four priority locations:

1. **PWCC Midblock Crossing (US-385 / North Main)**

   East-west crossing serving the Prairie Winds Community Center and nearby activity generators.

2. **Main Street & 8th Street (North Side Crossing)**

   East-west crossing within the downtown core and school/ library route pedestrian traffic.

3. **Main Street & 10th Street (North Side Crossing)**

   East-west crossing within the downtown core.

4. **Main Street & 5th Street (West Side Crossing)**

   North-south crossing serving hotel, convenience store, and school-route pedestrian traffic.

COUNTERMEASURES INCLUDED

CP-1 implements a coordinated package of proven safety countermeasures:

- **CM-01** High-Visibility Crosswalk Markings (thermoplastic ladder style)
- **CM-03** State Law "Yield to Pedestrians" Signage & Advance Yield Lines at all east-west Main Street crossings
- **CM-09** Parking Setbacks at Intersections to improve sight triangles
- **CM-10** Intersection Sight Distance Management
- **CM-02** Rectangular Rapid Flashing Beacon (RRFB) at the PWCC midblock crossing
- **CM-11 (OPTIONAL)** Targeted Pedestrian-Scale Lighting (as warranted and feasible)

Existing flashing beacons at 8th and 10th Streets have limited visibility and operate only during portions of the day. **CP-1** strengthens pedestrian conspicuity at these locations through consistent high-visibility



markings and State Law yield signage. Expansion of RRFB treatments to additional crossings may be evaluated in the future based on performance and funding availability.

SAFE SYSTEM & SS4A ALIGNMENT

CP-1 advances Safe System principles by:

- Addressing high-exposure locations along the HIN corridor
- Improving driver awareness in constrained downtown conditions
- Reinforcing pedestrian priority in a free-flow highway environment
- Implementing low-cost, high-impact treatments prior to reconstruction

IMPLEMENTATION CONSIDERATIONS

All improvements occur within Nebraska Department of Transportation right-of-way and require coordination and approval by NDOT. Final design and installation timing will be coordinated with NDOT resurfacing activities.

The PWCC midblock crossing has been identified jointly by the City and NDOT as a priority improvement and is anticipated to be coordinated with planned highway resurfacing activities currently targeted for summer **2026**.

Improvements may be phased, beginning with crosswalk markings and State Law yield signage, followed by RRFB installation at the PWCC crossing.

ESTIMATED CAPITAL COST

$100,000 – $155,000

Optional lighting may increase total to approximately $185,000.

CP-2 School & Neighborhood Infrastructure Improvements

Tier 1 Priority | School Zone & Residential HIN Focus

PURPOSE

CP-2 improves physical safety conditions surrounding Bridgeport Public Schools and adjacent residential streets where student walking routes, bus circulation, hospital access, and neighborhood traffic intersect.

Although crash frequency in school areas is limited, High Injury Network (HIN) screening identified multiple Tier 2 intersections and segments within the surrounding residential grid, as well as Tier 1 segments along E 11th Street and US-385 that influence school travel exposure.

Public engagement consistently ranked school-area speeding, bus loading conflicts, and unsafe walking conditions among the community's top safety concerns.

CP-2 addresses these risks through targeted infrastructure and traffic control improvements designed to manage speed, improve visibility, clarify operations, and close sidewalk and ADA gaps.

CONDITIONS ADDRESSED

1. Bus Loading & Parent Pickup Conflicts – 800 Block of Q Street

Afternoon Bus Loading – West Side of School

The west side of the school property serves as a two-way local street with parking on both sides. Currently, curb paint does not clearly designate bus loading areas. During afternoon dismissal:

- Parents parking in designated bus zones prior to bus arrival
- Double parking adjacent to buses
- Vehicles blocking bus maneuvering
- Parents leaving vehicles unattended during preschool pickup
- Reduced visibility and increased pedestrian conflict Vehicles may park within bus staging areas
- Maneuvering space is reduced
- Pedestrian visibility is constrained
- Clear curb delineation and regulatory signage are needed to formalize bus-only zones.

Although one sign exists, designation and enforcement are inconsistent, resulting in operational confusion and conflict during peak dismissal.

Morning Bus Drop-Off – Perpendicular Parking Area Along 9th Street

The school parking lot includes a well-functioning parent drop-off circulation loop located on the north side of 9th Street. Parents enter the lot, circulate to the main entrance, and exit using one of three outbound routes. This configuration operates effectively for daily parent drop-off.

However, along the south edge of the school property adjacent to 9th Street, a row of perpendicular parking spaces functions differently depending on time of day:

- **Morning**: Reserved for bus drop-off operations
- **Afternoon**: Used for parent parking during pickup

Currently, bus-only designation during morning hours is communicated through small signs mounted along the fence. There is no curb paint or high-visibility regulatory signage in the perpendicular parking area.

As a result:

- Parents occasionally park in the bus staging area during morning drop-off
- Bus maneuvering space is reduced
- School staff must physically manage conflicts at the beginning of the school year
- Operational clarity relies on active supervision rather than physical designation

This condition represents a regulatory visibility and communication gap rather than a geometric deficiency.

Enhanced signage, time-restricted designation, and temporary portable devices during peak periods would improve clarity and reduce reliance on manual intervention. Portable bus loading zone devices (cones or temporary signage) during initial weeks of school would improve clarity without requiring permanent reconstruction.

2. School Speed Zone Placement & Buffer Gaps

School speed limit signage is currently placed too close to the campus frontage, limiting

advance driver awareness.

Best practice requires school zones to begin at least one-half block in advance of pedestrian concentration areas. Currently, the 15 mph school zone does not consistently extend ½–¾ block around the campus perimeter.

This condition reduces speed compliance during arrival and dismissal periods.

3. Missing & Deficient Sidewalks on Student Routes

Priority student routes include segments with:

- Missing sidewalks
- Severely deteriorated sidewalk panels
- Missing ADA curb ramps

Initial scope includes:

- Approximately 600–1,200 linear feet of sidewalk infill
- Installation of 1–3 ADA curb ramps

These improvements will focus on blocks directly connecting to campus and intersecting HIN Tier 2 intersections.

4. Speeding on Residential Access Routes

Corridors such as:

- North P Street
- S Street
- East 9th Street

serve as student walking routes, bus routes, and hospital access corridors.

Targeted speed management through a relocatable, post-mounted speed feedback display sign will allow flexible deployment based on seasonal conditions and enforcement needs.

5. School Crosswalk Visibility

Existing school crosswalks are approximately 3 feet wide and lack ladder-style high-visibility markings.

Upgrading these crossings will significantly improve driver awareness within the school activity zone.

LOCATIONS INCLUDED

CP-2 includes improvements within and around:

- West side of school (bus loading street)
- South parking lot circulation area
- Perimeter streets surrounding campus
- Priority student walking blocks (300–1,200 LF)
- HIN Tier 2 intersections within school grid

COUNTERMEASURES INCLUDED

CP-2 implements the following locked countermeasures:

- **CM-01** High-Visibility Crosswalk Markings
- **CM-04** School Speed Zone Sign Relocation & Expansion
- **CM-05** School Pavement Markings
- **CM-06** Bus Zone Curb Paint & Regulatory Signage
- **CM-08** Relocatable Speed Feedback Display Sign
- **CM-09** Parking Setbacks Near School Intersections (as warranted)
- **CM-15** Stop/Yield Control Review & Implementation
- **CM-17** Sidewalk Infill & Repair (600–1,200 LF initial phase)
- **CM-18** ADA Curb Ramp Installation (1–3 ramps)

No programmatic or educational components are included in this capital project. Education and outreach elements are addressed under PR-1.

SAFE SYSTEM & SS4A ALIGNMENT

CP-2 advances Safe System principles in the following ways:

- Protects children (vulnerable users)
- Manages speeds on local streets
- Improves predictability during bus operations
- Addresses Tier 2 HIN locations
- Improves ADA access and equity
- Supports school and hospital access reliability

The project prioritizes systemic treatments rather than isolated site fixes.

IMPLEMENTATION CONSIDERATIONS

Most improvements occur within City right-of-way and can be implemented with limited engineering design.

Stop or yield control changes will require traffic engineering review and formal Council action.

Sidewalk infill and ADA ramp installation may be phased based on funding availability and prioritized by proximity to campus and HIN locations.

PHASING APPROACH

Phase 1 – Operational & Visibility Improvements

- Bus zone curb paint & signage
- School crosswalk upgrades
- School speed zone relocation
- Speed feedback sign installation

Phase 2 – Speed & Intersection Controls

- Stop/Yield review implementation
- Parking setbacks as needed

Phase 3 – Capital Network Improvements

- ADA ramp installation
- 600–1,200 LF sidewalk infill

ESTIMATED CAPITAL COST

$65,000 - $160,000

Depending on sidewalk and ADA ramp quantity

CP-4 Targeted Operational Improvements

Tier 2 Capital Project

PROJECT OVERVIEW

CP-4 focuses on low-cost, high-impact operational safety improvements at identified High Injury Network (HIN) Tier 1 and Tier 2 locations within Bridgeport.

Rather than major reconstruction, this project deploys targeted treatments—striping, signage, curb management adjustments, visibility corrections, and operational refinements—to address documented risk factors including:

- Limited downtown visibility
- Inconsistent crosswalk visibility
- Driver yield non-compliance
- Parking encroachment near intersections
- Informal lane use on wide pavement
- Park-related pedestrian exposure
- NDOT corridor interface conditions

This project advances Safe System principles by proactively reducing conflict severity and improving clarity without requiring full roadway reconstruction.

SAFETY NEED & DATA SUPPORT

HIN Relationship

CP-4 directly addresses:

- Tier 1 HIN Locations
- Main Street & 10th Street corridor
- Main Street & 5th Street vicinity
- US-385 north and south highway segments

Tier 2 HIN Local Intersections

- E 9th Street & N Street
- E 9th Street & P Street
- E 10th Street & P Street
- E 11th hospital access segment
- E 12th Street & P Street
- E 13th Street & T Street
- E 14th Street & Q Street
- E 16th Street & S Street
- North P Street near E 5th

These locations reflect recurring risk patterns rather than isolated geometric failure.

SYSTEMIC RISK FACTORS ADDRESSED

- Downtown building-to-ROW constraints reducing sight lines
- On-street parking near stop-controlled approaches
- Lack of consistent yield reinforcement
- Unclear crosswalk delineation at parks and neighborhood routes
- Wide pavement sections lacking lane definition
- Operational ambiguity in NDOT right-of-way

Public comment ranked downtown visibility concerns within the top community safety issues.

PROJECT COMPONENTS

CP-4 deploys the following previously adopted countermeasures:

CM-01 – High-Visibility Crosswalk Markings

Non-Main Street locations

- Parks
- Hospital access corridors
- Neighborhood school routes
- Local Tier 2 HIN intersections

Upgrade faded or standard markings to continental style where appropriate.

CM-03 – "State Law – Yield to Pedestrians" Signage

Reinforce pedestrian priority at:

- Downtown local crossings
- Park crossings
- Tier 2 local intersections

CM-05 – Curb Management Adjustments

Where supported by engineering review:

- Restripe curb setbacks near intersections
- Remove parking within minimum sight triangle areas
- Adjust parking to improve approach visibility

Particularly relevant at downtown Main Street side streets.

Downtown improvements will also include review and correction of ADA-accessible parking and curb ramp facilities, including the recently established accessible parking space serving the Morrill County Community Hospital specialty clinic on 10th Street. Ensuring proper stall dimensions, pavement markings, signage, and curb ramp compliance supports equitable healthcare access and reinforces downtown pedestrian safety.

CM-07 – Stop / Yield Sign Review & Optimization

Systematic review of:

- Local street stop control
- Stop sign placement visibility
- Compliance and retroreflectivity
- Yield control where appropriate

Focus on Tier 2 HIN local streets.

CM-10 – Pavement Marking Clarification

Where wide pavement or informal lane behavior occurs:

- Lane line reinforcement
- Centerline clarification
- Channelization refinement

Especially along US-385 segments and downtown corridor.

CM-12 – Speed Feedback Display Sign Deployment

Targeted at:

- Tier 2 neighborhood segments
- Hospital access corridors
- Park-adjacent streets
- South US-385 segment

Portable or semi-permanent, coordinated with County Sheriff.



CM-15 – Pedestrian Crossing Enhancements at Parks

At:

- East City Park (10th–11th & Q/R area)
- West City Park / courts and horseshoes area

Includes:

- Marked crossings
- Reinforcement signage
- Speed awareness support

NDOT Right-of-Way Coordination Note

Several **CP-4** improvements occur within or adjacent to NDOT right-of-way, particularly:

- US-385 segments
- Downtown Main Street corridor
- US-26 / US-385 interface areas

Implementation will require NDOT review and approval, and certain elements may be deferred until after highway resurfacing is complete.

SAFE SYSTEM ALIGNMENT

CP-4 supports:

- Reducing crash severity through speed management
- Improving user expectancy
- Reinforcing pedestrian priority
- Clarifying driver decision environments
- Removing ambiguity in lane use and parking behavior

This is a systemic deployment model, not location-by-location reactive repair.

IMPLEMENTATION STRATEGY

CP-4 is designed as:

- Phased
- Modular
- Deployable annually
- Compatible with maintenance cycles

The City can implement elements incrementally as funding allows.

ESTIMATED PLANNING-LEVEL COST RANGE

CP-4 consists primarily of striping, signage, and operational treatments.

Anticipated Range (planning level):

$70,000 – $170,000 total

depending on number of intersections and extent of treatments deployed.

RELATIONSHIP TO OTHER CAPITAL PROJECTS

CP-4 complements:

- **CP-1** (Main Street Crossings)
- **CP-2** (School Area Improvements)
- **CP-3** (State Lakes Access)
- **CP-5** (Systemic Sidewalk & ADA Program)

CP-4 addresses immediate visibility and operational safety concerns while larger infrastructure projects are phased in.

WHY THIS PROJECT MATTERS

Bridgeport's crash history is low in volume but elevated in exposure-based risk at:

- Downtown intersections
- Hospital access routes
- Park areas
- Highway interfaces

CP-4 delivers visible safety improvements quickly, reinforcing community trust while supporting long-term capital upgrades.



CP-5 Systemic Sidewalk & ADA Gap Program

Tier 3 Capital Program

PROJECT OVERVIEW

CP-5 establishes a long-term, system-wide sidewalk and ADA compliance program to address missing pedestrian infrastructure throughout Bridgeport.

While **CP-2** addresses immediate school-area needs, and **CP-3** establishes a regional access corridor, **CP-5** addresses broader systemic pedestrian gaps that affect:

- Residential neighborhoods
- Lower-income areas
- Park access routes
- South-of-rail neighborhoods
- Downtown ADA transitions
- Aging infrastructure

This project is not tied to a single corridor. It is a phased capital program.

EXISTING CONDITIONS

Bridgeport contains:

- Numerous blocks with no sidewalk on either side
- Severely deteriorated sidewalk panels
- Missing or non-compliant ADA curb ramps
- Gravel shoulders functioning as pedestrian paths
- Narrow streets where no formal pedestrian space exists
- Blocks south of the railroad lacking defined walking facilities

Public engagement repeatedly identified sidewalk gaps as a safety concern.

SAFETY & EQUITY NEED

Sidewalk gaps increase:

- Pedestrian exposure to moving vehicles
- Walking in travel lanes
- Inconsistent travel predictability
- Risk for seniors and individuals with disabilities
- Barriers to recreation and park access

This disproportionately affects:

- Lower-income residents west of Main and north of 5th
- Residents south of the railroad corridor
- Families accessing parks
- Aging populations

PROJECT SCOPE

CP-5 includes:

A. Sidewalk Infill Construction (CM-17)

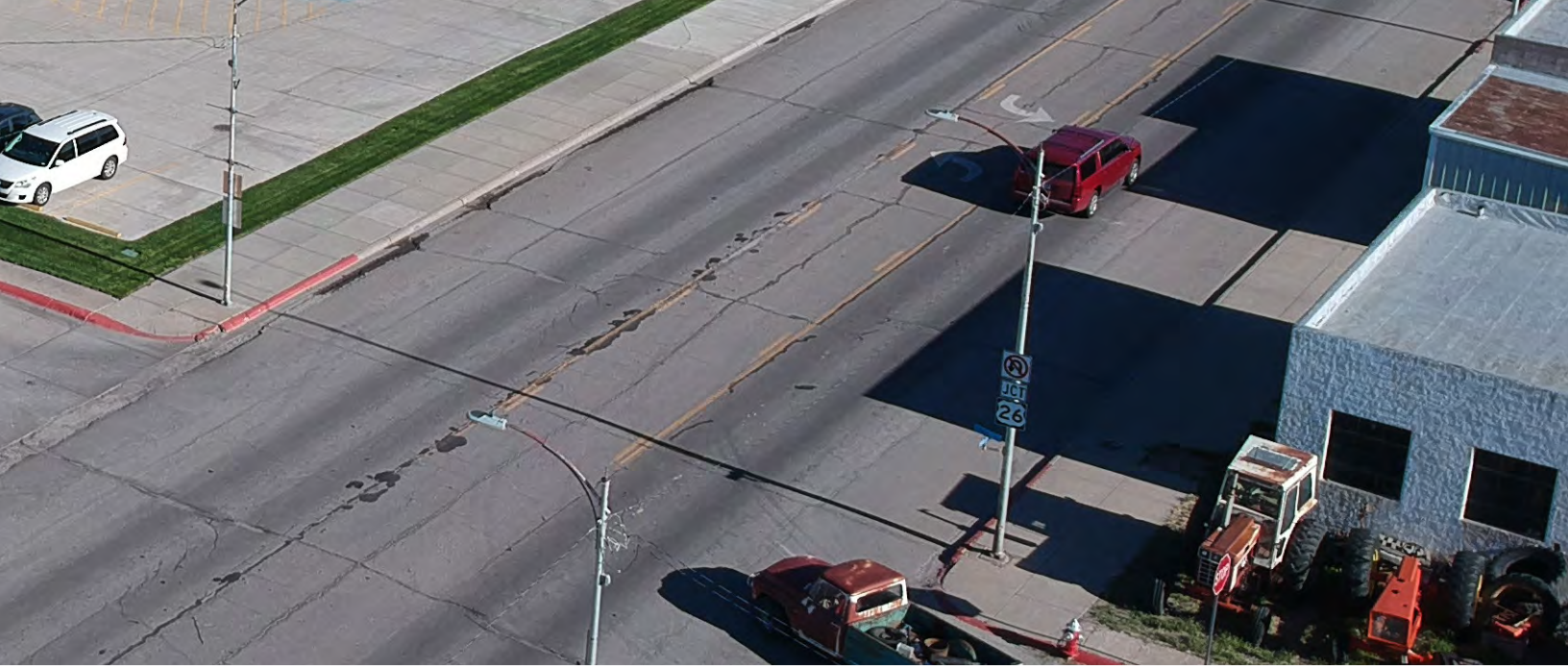
- 5’ concrete sidewalk (standard)
- Focus on gap closure rather than isolated repair
- Phased by block prioritization

B. ADA Curb Ramp Installation (CM-18)

- Replace non-compliant ramps
- Install ramps where none exist

Focus on:

- Park corners
- Downtown crossings
- Railroad approaches
- Residential Tier 2 HIN intersections



C. Repair & Rehabilitation

- Trip hazard correction
- Panel replacement
- Settlement repair

PHASING STRATEGY

Phase 1 – High Priority Gap Closure

- Blocks adjacent to parks
- South-of-rail continuity
- HIN Tier 2 intersection approaches

Phase 2 – Neighborhood Expansion

- West-of-Main unpaved grid
- North-of-5th segments

Phase 3 – System Completion

- Remaining residential infill
- Downtown ADA refinements

SAFE SYSTEM ALIGNMENT

CP-5 supports:

- Separation of users
- Reduced exposure
- ADA accessibility
- Equitable access to destinations
- Long-term injury prevention

This is a preventive infrastructure investment.

7. RELATIONSHIP TO OTHER PROJECTS

CP-2 addresses school-specific sidewalks.

CP-3 addresses corridor connectivity.

CP-4 addresses operational safety.

CP-5 builds the complete pedestrian network over time.

PLANNING-LEVEL COST STRUCTURE

Sidewalk construction (5' concrete):

$55 – $70 per LF

ADA ramps:

$4,000 – $6,000 each

Typical 1-block (300 LF) infill:

$16,500 – $21,000 per side
$33,000 – $42,000 both sides

A 10-block annual program could range:

$150,000 – $450,000 depending on scope

This program is scalable and annualizable.



CP-3 State Lakes Access & Railway Corridor Pedestrian Improvements

Tier 1 Strategic Capital Project | Regional Access & Equity Connection

PURPOSE

CP-3 establishes safe, dedicated pedestrian access between Bridgeport and the Bridgeport State Lakes Recreation Area.

The State Lakes Recreation Area is a major regional destination heavily used by local residents and visitors. Despite its proximity to town, there are currently no sidewalks or pathways connecting residential neighborhoods to the park.

Pedestrians—including families with strollers, youth, and lower-income residents without reliable vehicle access—must walk along 30 mph roadways without separation from traffic.

This project leverages planned NDOT roadway improvements to create a long-term multimodal connection between town and the State Lakes.

Additional Network Barrier – South Main Street Railroad Crossing

*Additionally, **CP-3** can provide safe pedestrian accommodation at the South Main Street railroad crossing to maintain network continuity between neighborhoods north and south of the rail corridor.*

Evaluation of pedestrian crossing treatment at the rail corridor

- Potential sidewalk or path transition across tracks
- ADA-compliant ramps at approaches
- Coordination with railroad and NDOT
- High-visibility markings or channelization where feasible

EXISTING CONDITIONS

1. West of Main & North of 5th – Unpaved Neighborhood Grid

All streets west of Main Street and north of 5th Street are unpaved, except for a ½-block paved segment of L Street adjacent to the truck stop at Main & 5th.

These neighborhoods include a concentration of lower-income households and lack pedestrian infrastructure.

There are no sidewalks or defined walking corridors leading toward the State Lakes from this area.

2. Recreation Road – 30 mph Diagonal Corridor

Recreation Road extends diagonally northwest from West 5th Street to the State Lakes entrance.

It is paved and posted at 30 mph. It serves:

- Local residents
- Visitors to the State Recreation Area
- Event traffic
- Recreational users

There is no shoulder separation, sidewalk, or pathway along this corridor.

Pedestrians currently share the travel lane or walk along gravel edges.

3. Railroad Crossing Replacement & Railroad Avenue Paving

NDOT is constructing a grade-separated overpass to replace the railroad crossing west of the intersection of West 5th Street and Recreation Road.

As part of this project, NDOT plans to pave Recreation Road's southbound extension from West 5th Street, known as Railroad Avenue, creating a continuous paved corridor from:

- Main Street & 8th Street → L Street & 8th Street → Railroad Avenue → Recreation Road → State Lakes



However, NDOT does not currently plan to include a sidewalk or shared-use path along Railroad Avenue.

This creates a critical opportunity for the City to coordinate pedestrian improvements alongside the new paved roadway.

PROPOSED ACCESS CORRIDORS

CP-3 includes two complementary pedestrian access corridors that serve different parts of the community.

Corridor A – Railroad Avenue / Recreation Road Alignment

- Primary Direct Route from Town Center
- Begins near L Street & 8th Street (near town center)
- Follows paved Railroad Avenue south/northwest
- Connects to Recreation Road
- Continues to State Lakes entrance

Improvements include:

- Shared-use path or detached sidewalk along Railroad Avenue
- Separated pedestrian facility along Recreation Road (as feasible)
- ADA-compliant transitions at intersections
- High-visibility crossing treatments at West 5th

This corridor leverages NDOT paving and creates the most direct continuous paved route.

Corridor B – 4th Street & H Street Neighborhood Route

- Northern Neighborhood Access Route
- Begins at the PWCC crossing on Main Street (CP-1)
- Extends west along 4th Street
- Turns north on H Street
- Connects to the southeast corner of the State Lakes

This route serves residents north of 5th and west of Main and provides:

- Direct access from lower-income neighborhoods
- A shorter route for residents entering town from the north
- Reduced need to travel south to 8th Street before heading northwest

Coordination with Nebraska Game and Parks could allow continuation of the pathway from the southeast corner of the State Lakes along the south side of the catfish pond to the beach area.

Additional Network Barrier – South Main Street Railroad Crossing

The railroad crossing at South Main Street (NE-88) currently lacks defined pedestrian accommodation despite serving residential areas south of the rail corridor. Heavy truck traffic and highway volumes increase exposure risk for pedestrians crossing at this location.

CP-3 includes evaluation and installation of appropriate pedestrian crossing treatments at this location to maintain safe connectivity between neighborhoods north and south of the rail line. Future sidewalk extensions south of the crossing may be implemented through CP-5 Systemic Sidewalk & ADA Program.

WHY BOTH CORRIDORS MATTER

The two corridors serve different population groups:

- **Corridor A** supports central town residents and visitors.
- **Corridor B** supports northern and western neighborhoods.
- South Main RR Crossing supports southern neighborhoods.
- Together, they create redundancy and broader coverage.
- Each could be phased independently.

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COUNTERMEASURES INCLUDED

(Capital Projects Only)

- **CM-17** Shared-Use Path / Sidewalk Construction
- **CM-18** ADA Curb Ramps & Transitions
- **CM-01** High-Visibility Crosswalk Markings (at key crossings)
- **CM-09** Parking & Edge Delineation Adjustments (as warranted)
- **CM-10** Sight Distance Improvements
- **CM-15** Stop/Yield Review at Key Intersections

No programmatic elements included.

SAFE SYSTEM & SS4A ALIGNMENT

CP-3:

- Reduces pedestrian exposure on 30 mph roadways
- Provides separation between users and vehicles
- Supports equity for residents without vehicle access
- Improves safety for visitors unfamiliar with local roads
- Leverages coordinated state infrastructure investment
- Creates a predictable, designated walking corridor

This project is preventive in nature and addresses exposure before severe crashes occur.

IMPLEMENTATION CONSIDERATIONS

- **Corridor A** requires coordination with NDOT during Railroad Avenue paving.
- **Corridor B** may require phased sidewalk construction along unpaved streets.
- Coordination with Nebraska Game and Parks is recommended for internal park connections.
- Right-of-way width and drainage must be evaluated during design.

Both corridors may be implemented incrementally based on funding availability.

PHASING STRATEGY

Phase 1 – Railroad Avenue Coordination

- Integrate pedestrian facility during NDOT paving
- Provide at minimum one continuous paved pedestrian route

Phase 2 – Recreation Road Separation Enhancements

- Improve shoulder width or add detached path

Phase 3 – 4th & H Street Neighborhood Pathway

- Extend pedestrian connection to northern neighborhoods

Estimated Capital Cost

$400,000 – $1,200,000

(Planning-level estimate, 2026 dollars, based on shared-use path construction, ADA improvements, crossing treatments, and corridor connectivity improvements along Railroad Avenue, Recreation Road, and neighborhood routes.)

Full implementation of both primary corridors, including separated facilities along Recreation Road and expanded neighborhood connections, may increase the total program cost to approximately $400,000 – $1,800,000, depending on final design, right-of-way conditions, and coordination with NDOT and Nebraska Game and Parks.

Programs

Non-Capital / Ongoing Implementation

Ongoing Safety Programs, Education & Reporting

Tier 1 Ongoing Program

PURPOSE

This section outlines ongoing programs that complement capital improvements and support SS4A implementation, monitoring, and reporting requirements. These efforts ensure that education, enforcement, and evaluation remain active alongside infrastructure investments.

PROGRAM COMPONENTS

Driver Education & Distracted Driving Awareness

- High school driver education emphasis
- Distracted driving education integration
- Public awareness reinforcement campaign
- Coordination with school administration

Supports long-term behavior change and complements infrastructure improvements.

Youth Bicycle & Pedestrian Safety Education

- Safe walking practices
- Crossing behavior
- Visibility awareness
- Delivered in coordination with school

Supports **CP-2** school-area improvements and Tier 1 safety priorities.

Crosswalk Yield & Speed Awareness Campaign

- Reinforce "State Law–Yield to Pedestrians"
- Targeted coordination with County Sheriff for targeted enforcement
- Seasonal deployment with speed feedback signs

Supports **CP-1** and **CP-4**.

Data Monitoring & SS4A Reporting

- Annual crash data tracking
- Sidewalk and ADA progress tracking
- Speed feedback deployment tracking
- Education program participation tracking
- Ongoing High Injury Network updates

Ensures compliance with SS4A requirements and supports data-driven decision-making.



Policy

Visibility & Curb Management Policy Update

Tier 1 Policy Initiative

PURPOSE

Formalize operational rules that improve intersection visibility and pedestrian safety in Bridgeport.

POLICY ELEMENTS

- Minimum parking setbacks from intersections
- Standardized curb painting and marking practices
- School zone speed and signage coordination
- Bus loading and unloading zone designation
- Stop/Yield evaluation protocols
- Sight triangle vegetation management
- Coordination with ADA transition planning for public right-of-way

CONTEXT

- Downtown visibility constraints
- School-related circulation conflicts
- Tier 2 High Injury Network intersections

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