A8

projects

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A8.1 Purpose and Structure of Projects

APPENDIX A8 - PROJECTS translates the findings of this planning effort (see **APPENDIX A4 - FINDINGS**) into a coordinated, data-driven implementation framework. The policies, programs, and capital projects included in this plan were developed through crash analysis, High Injury Network (HIN) mapping, public and stakeholder engagement, Task Force input, and review of adopted local and regional plans.

Together, these actions form a comprehensive Safety Action Plan aligned with the Safe System and Vision Zero approaches. Rather than addressing safety concerns through isolated treatments, the plan organizes improvements across corridors, neighborhoods, school areas, rail interfaces, and systemwide needs to reduce fatal and serious injury crashes.

Projects and Cost Estimates provided in **APPENDIX A8 - PROJECTS** serve two primary functions:

- Supporting day-to-day implementation planning and capital programming Providing a defensible, grant-ready framework aligned with FHWA SS4A expectations
- Detailed location-based assessments are provided in **APPENDIX A12 - SUPPLEMENTAL ASSESSMENTS,** and the countermeasure toolbox is included in **APPENDIX A9 - COUNTERMEASURES**.

A8.2 Action Categories and Organization

The Safety Action Plan actions are organized into three primary categories:

- **Policy Actions (O-series)** Citywide ordinances, standards, and governance frameworks that institutionalize safety practices.
- **Program Actions (P-series)** Education, enforcement, operational coordination, and evaluation efforts that support behavior and system management.
- **Capital Projects (J-series)** Location-based infrastructure improvements with defined safety intent and documented crash-reduction rationale.

Each action includes documentation of:

- Geographic focus or systemwide applicability
- Primary safety issues addressed
- Countermeasures applied
- Relative priority level
- Implementation timeframe (Short / Mid / Long)
- Lead partner or coordinating agency
- Planning-level cost information (for capital projects)

A8.3 Project Prioritization Framework

Priority levels reflect a structured, multi-factor evaluation process incorporating:

- Crash severity and frequency
- High Injury Network designation
- Exposure of vulnerable road users
- Proximity to schools, parks, transit, or activity centers
- Stakeholder and Task Force input
- Alignment with the 2026 Comprehensive Plan
- Readiness for implementation or funding

This framework ensures projects are:

- Data-driven
- Community-supported
- Policy-consistent
- Realistic for a community of approximately 15,000 residents

Projects are grouped to support bundled implementation, funding strategies, and phased construction.

A8.4 Planning-Level Cost Estimates

Planning-level cost estimates are provided for capital projects to support capital improvement programming, grant readiness, and implementation sequencing.

Cost estimates:

- Reflect typical Midwest and NDOT-appropriate unit pricing
- Include construction and typical soft costs where applicable
- Distinguish between base and optional elements
- Allow for substitution of updated Nebraska bid data

These estimates are intended for order-of-magnitude planning purposes and provide the basis for prioritization and funding strategy development. Costs will be refined during preliminary engineering and implementation.

A8.5 Project & Countermeasure Alignment Framework

The implementation framework includes three key reference tables that demonstrate transparency and defensibility:

1. Countermeasure Crosswalk Table

Documents how each action aligns with the adopted **APPENDIX A9 - COUNTERMEASURES**, ensuring consistency with proven safety strategies and clear linkage to identified risk factors.

2. Implementation Matrix

Provides a comprehensive overview of all projects, programs, and policies, including location, safety issues addressed, countermeasures, modes, timeframe, partners, and funding alignment. This matrix clarifies responsibilities and supports coordinated implementation.

3. Priority & Alignment Matrix

Synthesizes crash data, stakeholder input, and policy alignment to support defensible prioritization. This matrix represents an early step in the prioritization process and informs the development of final implementation tiers.

The results of this prioritization process are reflected in the final implementation tiers presented in **CHAPTER 4**.

A8.6 How the Implementation Framework Works Together

Taken collectively, the project sheets, cost estimates, crosswalks, and matrices create a layered implementation structure.

This progression connects technical analysis to actionable projects, which are then prioritized in **CHAPTER 4** and advanced through implementation strategies in **CHAPTER 5**.

➡ **Crash Data & HIN Analysis:**
CHAPTER 3, APPENDICES A2-A3

➡ **Systemic Risk Factors Identified:**
APPENDIX A4 - FINDINGS

➡ **Countermeasures Selected:**
APPENDIX A9 - COUNTERMEASURES

➡ **Projects & Programs Defined:**
APPENDIX A8 - PROJECTS

➡ **Cost Basis Developed:**
APPENDIX A8 - PROJECTS

➡ **Priorities Established:**
CHAPTER 4 - FINDINGS

➡ **Coordinated Implementation Roadmap Created:**
CHAPTER 5

This structure ensures the Scottsbluff SS4A Safety Action Plan is:

- Systemic rather than reactive
- Multimodal rather than vehicle-only
- Collaborative across agencies
- Scalable and realistic for the City's capacity
- Consistent with FHWA Safe System principles

Implementation strategies, funding approaches, and performance monitoring are further defined in **CHAPTER 5**.

Table A8-1. Initial Priority & Alignment Matrix

Purpose: *Summarizes early-stage project, program, and policy alignment based on crash data, High Injury Network (HIN), stakeholder input, Comprehensive Plan alignment, and equity considerations. This matrix informed initial prioritization and refinement of the final recommended actions.*

Initial Project / Program / Policy	Crash & HIN Alignment	Stakeholder / Task Force Support	Comp Plan Alignment	Equity / Health Alignment	Overall Priority Tier
US-26 Signal & Intersection Modernization	Tier 1 – High KSI concentration on HIN	Strong (Task Force + survey themes)	Directly supported (major corridor safety)	High – affects multimodal users on principal corridor	**Tier 1**
Intersection Visibility & Stop-Bar Upgrades (Citywide)	Tier 1 – Recurring intersection crash types	Strong	Supported (intersection safety emphasis)	Moderate	**Tier 1**
Lighting Upgrades & Visibility Program	Tier 1 – Nighttime severity overrepresented	Strong public concern	Supported (corridor lighting & visibility)	High – improves safety for VRUs	**Tier 1**
School Zone Ordinance + Operational Improvements	Tier 1 – School-area exposure + congestion	Very strong (school sessions + Task Force)	Direct school safety support	High – youth-focused	**Tier 1**
High-Visibility Crosswalks & ADA Ramp Upgrades	Tier 1 – VRU crash clustering	Strong	Supported (pedestrian safety policies)	High – ADA + vulnerable users	**Tier 1**
Neighborhood Traffic Calming & One-Way Evaluations	Tier 2 – Moderate crash alignment	Moderate– Strong	Supported (neighborhood safety)	Moderate	**Tier 2**
Pedestrian Signal Functionality Assessment & Upgrades	Tier 2 – HIN intersections with ped demand	Moderate	Supported	High – pedestrian benefit	**Tier 2**
Sidewalk Gap & ADA Compliance Program	Tier 2 – Network exposure issue	Strong public support	Direct pathway expansion support	High – ADA equity	**Tier 2**
Pathway Loop Completion (WNCC—YMCA—Zoo)	Tier 2 – Exposure reduction benefit	Moderate	Strong pathway policy alignment	High – youth & recreation	**Tier 2**
Speed Management Policy	Systemic – Citywide speed risk factor	Moderate	Strong policy alignment	Moderate	**Tier 3**
Vision Zero Resolution	Systemic governance action	Task Force supported	Aligns with long-term goals	High – systemwide safety	**Tier 3**
Enforcement & Education Campaigns	Systemic behavioral risk	Moderate	Supported	Moderate	**Tier 3**
Data & Evaluation Policy	Systemic – supports performance tracking	Internal / administrative support	Aligns with measurable outcomes	Moderate	**Tier 3**

Table A8-2. Weighted Priority & Alignment Matrix

Purpose: *Builds on the initial matrix (**Table A8-1**) by applying weighted scoring to key factors—including crash risk, stakeholder support, policy alignment, equity, and implementation readiness—to support final tiering and project prioritization.*

Initial Project / Program / Policy	Crash & HIN (35)	Stakeholder Support (20)	Comp Plan (15)	Equity / Health (20)	Readiness (10)	Total Score (100)	Priority Tier
US-26 Corridor Intersection & Signal Enhancements	35	18	15	18	8	**94**	Tier 1
Intersection Visibility & Stop-Bar Upgrades	32	16	14	15	9	**86**	Tier 1
Lighting Upgrades & Visibility Program	33	17	13	18	7	**88**	Tier 1
School Zone Ordinance + Operational Improvements	30	20	15	20	8	**93**	Tier 1
High-Visibility Crosswalks & ADA Ramp Upgrades	31	18	14	20	8	**91**	Tier 1
Neighborhood Traffic Calming & One-Way Evaluations	22	15	12	12	7	**68**	Tier 2
Pedestrian Signal Functionality Assessment	25	14	13	16	6	**74**	Tier 2
Sidewalk Gap & ADA Compliance Program	26	17	15	20	6	**84**	Tier 2
Pathway Loop Completion	20	14	15	18	5	**72**	Tier 2
Speed Management Policy	24	13	15	12	9	**73**	Tier 3
Vision Zero Resolution	18	15	15	15	10	**73**	Tier 3
Enforcement & Education Campaigns	20	14	13	12	9	**68**	Tier 3
Data & Evaluation Policy	16	12	15	10	10	**63**	Tier 3

Tier Thresholds

- Tier 1: 85–100 (Highest readiness + highest severity alignment)
- Tier 2: 70–84 (Strong systemic benefit, moderate severity alignment)
- Tier 3: <70 (Foundational / enabling / policy backbone actions)

Scoring Framework

- Each project/program/policy is evaluated using a 100-point scale:
- Crash & HIN Alignment – 35 pts
- Stakeholder / Task Force Support – 20 pts
- Comprehensive Plan Alignment – 15 pts
- Equity / Health / VRU Impact – 20 pts
- Implementation Readiness – 10 pts
- Total Possible = 100 Points

A8.7 Project Support and Alignment Matrix

The Support and Alignment Matrix in ***Table A8.2*** summarizes how potential projects, programs, and policies were evaluated during the development of the Safety Action Plan using multiple, independent lines of evidence. For each action, the matrix documents alignment with crash data and High Injury Network (HIN) analysis, Task Force input, public engagement findings, and the City's Comprehensive Plan Update Survey.

Table A8.2 represents an early step in the prioritization process, ensuring that potential actions reflected both technical analysis and community-identified needs. Projects demonstrating strong alignment across multiple inputs were carried forward for further evaluation, refinement, and final prioritization.

> *Final recommendations reflect a convergence of crash data, High Injury Network analysis, community input, and implementation readiness.*

A8.8 Project Implementation Notes

The following notes provide important context for interpreting project-level information:

- **Timeframes** are planning-level estimates and may shift based on funding and coordination
- **Cost estimates** are order-of-magnitude and will be refined during design
- **Final design and implementation** of certain projects are subject to coordination with NDOT and other partners
- **Projects** may be implemented individually or bundled to support corridor-level improvements and funding opportunities

A8.9 Project Support & Alignment Matrix

The following matrices document how recommended policies, programs, and projects were evaluated and refined through a structured, multi-step prioritization process. Building on the initial alignment review, the weighted matrix incorporates additional factors such as implementation readiness to support final tiering decisions.

Together, these matrices demonstrate that the final set of recommended actions reflects a convergence of crash data, High Injury Network analysis, stakeholder and public input, policy alignment, and practical considerations for implementation. This approach ensures that the Safety Action Plan is both data-driven and actionable.

Support Rating Definitions

- **Very Strong—**Directly addresses a Top 10 high-severity intersection or corridor
- **Strong**—Addresses a Top 11–26 high-severity intersection, high-risk corridor, or consistently cited community concern
- **Moderate**—Addresses feeder streets, systemic risks, or widely supported strategies
- **Systemic**—Citywide policy or program addressing known crash factors

See ***Table A8-5***: Support & Alignment Matrix.

The resulting set of prioritized projects, programs, and policies is presented in ***Tables A8-3*** through ***A8-5***. These tables represent the final recommended actions and form the basis for implementation, funding, and phasing described in **CHAPTER 4**.

Table A8-3. Capital PROJECTS Table (J Projects)

Purpose: *Summary of capital projects, including location, safety focus, delivery partners, and implementation timing to support phased construction.*

ID	Project Name	Location	Primary Safety Issues	Key Counter-measures	Modes	Time-frame	Lead	Partners	Funding Alignment
J1	**US-26 Signal & Intersection Modernization**	US-26 corridor (Ave I; Ave B; 5th Ave; E 27th; 21st Ave; E Overland; 14th Ave; E 20th)	High-speed arterial KSI crashes; signal visibility; turning conflicts	CM-1; CM-3; CM-5	Pedestrian; Bicycle; Vehicle	Mid	NDOT	City; SBPS	**SS4A**; HSIP; NDOT
J2	**Targeted Corridor & Intersection Safety Corrections**	Avenue I; 27th St; 20th St; Tier 1 & 2 HIN corridors	Intersection conflict density; signal timing; lane-use confusion	CM-1; CM-3; CM-7	Pedestrian; Bicycle; Vehicle	Short–Mid	City	NDOT (coord.); Police	**SS4A**; HSIP
J3	**East Overland Targeted Improvements**	9th Ave; 14th Ave midblock; 21st Ave	School access conflict; pedestrian crossing gaps; truck activity	CM-1; CM-2; CM-7	Pedestrian; Vehicle	Short	City	SBPS; Police	**SS4A**; HSIP
J4	**North Broadway & Bluffs Middle Safety Improvements**	North Broadway near Bluffs Middle	School zone speeding; multilane crossing exposure	CM-1; CM-2 (add-alt); CM-7	Pedestrian; Vehicle	Short	City	SBPS	**SS4A**; Safe Routes
J5	**Active Transportation Network Completion**	SE neighborhood spine; South Beltline; US-26 east parallel; perimeter bikeways; Monument connectors	Pedestrian exposure; lack of separated facilities; Tier 1 HIN segments	CM-2; CM-7; CM-8	Pedestrian; Bicycle	Mid–Long	City	NDOT (as needed); PPHD	**SS4A**; TAP; HSIP
J6	**School Circulation & Access Safety Improvements**	Roosevelt; Longfellow; Lincoln Heights; Bluffs Middle; St. Agnes; Community Christian	Drop-off congestion; pedestrian conflicts; Tier 1 HIN adjacency	CM-4; CM-1; CM-7	Pedestrian; Vehicle	Short	City	SBPS; PPHD	**SS4A**; Safe Routes
J6a	**Scottsbluff High School Access & Parking Optimization**	Scottsbluff High School (2nd Ave / 27th St)	Dismissal congestion; Tier 1 corridor adjacency; student driver risk	CM-7; CM-4	Pedestrian; Vehicle	Mid	SBPS	City	**SS4A**; Local Capital
J7	**Transit Stop Upgrade Program**	Ave I; 27th; 20th; East/West Overland (HIN stops)	Bus loading in traffic lanes; ADA gaps; lighting deficiency	CM-10; CM-5; CM-8	Transit; Pedestrian	Short–Mid	City	Transit Provider	**SS4A**; FTA; HSIP
J8	**Rail Corridor Safety & Accessibility Upgrades**	CR 19; Ave I; Broadway/Overland; W 20th; 5th Ave; South Beltline	Rail surface condition; ADA gaps; lighting; Tier 1 HIN crossings	CM-9; CM-5; CM-8	Vehicle; Pedestrian; Rail	Mid	City	Rail Operator	**SS4A**; Rail Safety Funds
J8a	**In-Town Grade Separation Feasibility Study**	To be determined	Rail delay; emergency access; system resilience	Feasibility Study	All Modes	Long	City	Rail; NDOT	**SS4A** Planning
J8b	**Pedestrian/ Bicycle Rail Separation Feasibility**	SE pathway near 9th Ave	Pathway connectivity; safe crossing of rail	Feasibility Study	Pedestrian; Bicycle	Mid	City	—	**SS4A** Planning
J9	**Pathway Master Plan**	Citywide	Lack of comprehensive pathway strategy	Planning & Network Analysis	Pedestrian; Bicycle	Short	City	PPHD	**SS4A** Planning
J10	**Sidewalk & ADA Gap Elimination Program**	HIN corridors; school routes	Pedestrian exposure; ADA noncompliance	CM-8; CM-1	Pedestrian	Short–Mid	City	—	**SS4A**; CDBG
J11	**Southeast Neighborhood Safety Improvements**	E 15th St; 12th Ave area	Tier 1 & 2 local HIN; pedestrian exposure	CM-7; CM-1	Pedestrian; Vehicle	Short	City	—	**SS4A**

Table A8-4. PROGRAMS Table (P Programs)

Purpose: *Summarizes ongoing programs and initiatives that support safety through education, coordination, and system-wide improvements across all tiers.*

ID	Program Name	Location	Primary Safety Issues	Key Counter-measures	Modes	Timeframe	Lead	Partners	Funding Alignment
P1	**School Zone Standardization Program**	Citywide schools	Inconsistent school zone operations	CM-4	Pedestrian; Vehicle	Short	City	SBPS	**SS4A**
P2	**Targeted HIN Lighting Program**	HIN corridors & crossings	Nighttime visibility; KSI severity	CM-5	All	Short–Mid	City	NDOT (as needed)	**SS4A**; HSIP
P3	**Quick-Build Demonstration Program**	Tier 1 HIN corridors	Speed; intersection exposure	CM-6; CM-7	All	Short	City	—	**SS4A**
P4	**Safety Performance Monitoring & Implementation Program**	Citywide	Need for ongoing HIN & crash review	Data Monitoring	All	Ongoing	City	PPHD	**SS4A**
P5	**Transportation Safety Education & Outreach Program**	Citywide	Driver behavior; youth safety; micromobility awareness	Education Campaigns	All	Ongoing	City	PPHD; SBPS; WNCC	**SS4A**; HSO

Table A8-5. POLICIES Table (O Policies)

Purpose: *Outlines policy actions that guide long-term decision-making, institutionalize safety practices, and support implementation of projects and programs.*

Policy ID	Policy Name	Location	Primary Safety Issues	Key Counter-measures	Modes	Time-frame	Lead	Partners	Funding Alignment
O1	**Transportation Safety Ordinance Update Package**	Citywide	Gaps in regulatory authority; micromobility rules; bus stop clearance; work zone compliance	Regulatory Framework	All	Short	City	Legal; Police; Transit	**SS4A**

The projects are organized to reflect a logical progression from immediate safety needs to long-term system improvements. The sequence begins with high-severity corridor priorities, including US-26, where crash risk is greatest, followed by school safety improvements that address concentrated pedestrian activity and community-sensitive environments. It then advances to pedestrian comfort and accessibility, transit and multimodal connections, and rail-related safety considerations. Bicycle network improvements are grouped to reflect system continuity, and the list concludes with longer-range investments that support future network expansion. This structure helps align project development with both risk reduction and community priorities, while programs and policies provide ongoing support across all phases of implementation.



Table A8-6. Project <—> Countermeasure Crosswalk

CAPITAL PROJECTS CROSSWALK

ID	Project Name	CM-1 Crossings & Stop Bars	CM-2 RRFBs	CM-3 Signals & Ops	CM-4 School Zones	CM-5 Lighting	CM-6 Quick-Build	CM-7 Traffic Calming	CM-8 Sidewalk & ADA	CM-9 Rail Safety	CM-10 Transit Stops
J1	US-26 Signal & Intersection Modernization	●	○	●	○	○			○		
J2	Targeted Corridor & Intersection Safety Corrections	●	○	●		○	○	○	○		
J3	East Overland Targeted Improvements	●	●	○		○	○	○	○		
J4	North Broadway & Bluffs Middle Safety Improvements	●	○		●	○	○	●	○		
J5	Active Transportation Network Completion	○	○			○	○	○	●		
J6	School Circulation & Access Safety Improvements	●	○	○	●	○	○	○	●		
J6a	Scottsbluff High School Access & Parking Optimization	○		○	●	○		○	○		
J7	Transit Stop Upgrade Program	●	○			●	○		●		●
J8	Rail Corridor Safety & Accessibility Upgrades	○	○	○		●			●	●	
J8a	In-Town Rail Grade Separation Feasibility Study							●		●	
J8b	Pedestrian/Bicycle Rail Separation Feasibility (SE Pathway Connection)	●	○			●			●	●	
J9	Pathway Master Plan	○	○						●		
J10	Sidewalk & ADA Gap Elimination Program	○					○		●		
J11	Southeast Neighborhood Safety Improvements	●	○	○		○	●	●	●		

PROGRAMS CROSSWALK

ID	Program	CM1	CM2	CM3	CM4	CM5	CM6	CM7	CM8	CM9	CM10
P1	School Zone Standardization Program	●	○	○	●	○		●	○		
P2	Targeted HIN Lighting Program					●					
P3	Quick-Build Demonstration Program	○	○	○			●	●	○		
P4	Safety Performance Monitoring & Implementation Program										
P5	Transportation Safety Education & Outreach Program			○	●			○			○

POLICY CROSSWALK

ID	Policy	CM1	CM2	CM3	CM4	CM5	CM6	CM7	CM8	CM9	CM10
O1	Transportation Safety Ordinance Update Package	○	○	○	●			●	●	○	●

● = **Primary / Core Countermeasure —** Recommended as an essential component of the project
● = **Secondary / Optional / As-Warranted —** Used where site conditions justify
Blank = Not applicable

Countermeasure details are provided in **APPENDIX A9 - COUNTERMEASURES**.

COUNTERMEASURES

CM1 High-Visibility Crossings & Stop Bars

CM2 RRFBs

CM3 Signal Visibility & Operations

CM4 School Zone Treatments

CM5 Lighting Improvements

CM6 Quick-Build / Interim Measures

CM7 Traffic Calming & Speed Management

CM8 Sidewalk & ADA Improvements

CM9 Rail Crossing Improvements

CM10 Transit Stop Improvements



A8.10 From Prioritization to Project Development

The following section builds on the countermeasures framework and prioritization process to present the City's highest-priority, implementation-ready projects. These projects reflect the strongest alignment between crash data, High Injury Network (HIN) analysis, public and stakeholder input, and implementation readiness. Together, they form a coordinated set of improvements designed to reduce fatal and serious injury crashes across Scottsbluff's highest-risk locations.

Tier 1 — Immediate Implementation Priorities

Tier 1 projects represent the highest-priority safety investments, addressing locations where crash risk is most concentrated and improvements can be implemented in the near term. These projects reflect strong alignment with crash data, High Injury Network (HIN) analysis, and public and stakeholder input, and are well-positioned for near-term funding and delivery.

- US-26 Corridor Intersection & Signal Enhancements
- Intersection Visibility & Stop-Bar Upgrades (Citywide)
- Lighting Upgrades & Visibility Program
- School Zone Ordinance and Operational Improvements
- High-Visibility Crosswalks and ADA Ramp Upgrades

Tier 2 — Corridor and System Expansion

Tier 2 projects build on Tier 1 investments by expanding safety improvements across corridors and the broader transportation network. These projects typically require additional coordination, design development, or funding, and address system-level needs that support long-term safety performance.

- Neighborhood Traffic Calming and One-Way Evaluations
- Pedestrian Signal Functionality Assessment and Upgrades
- Sidewalk Gap and ADA Compliance Program
- Pathway Loop Completion (WNCC—YMCA—Zoo))

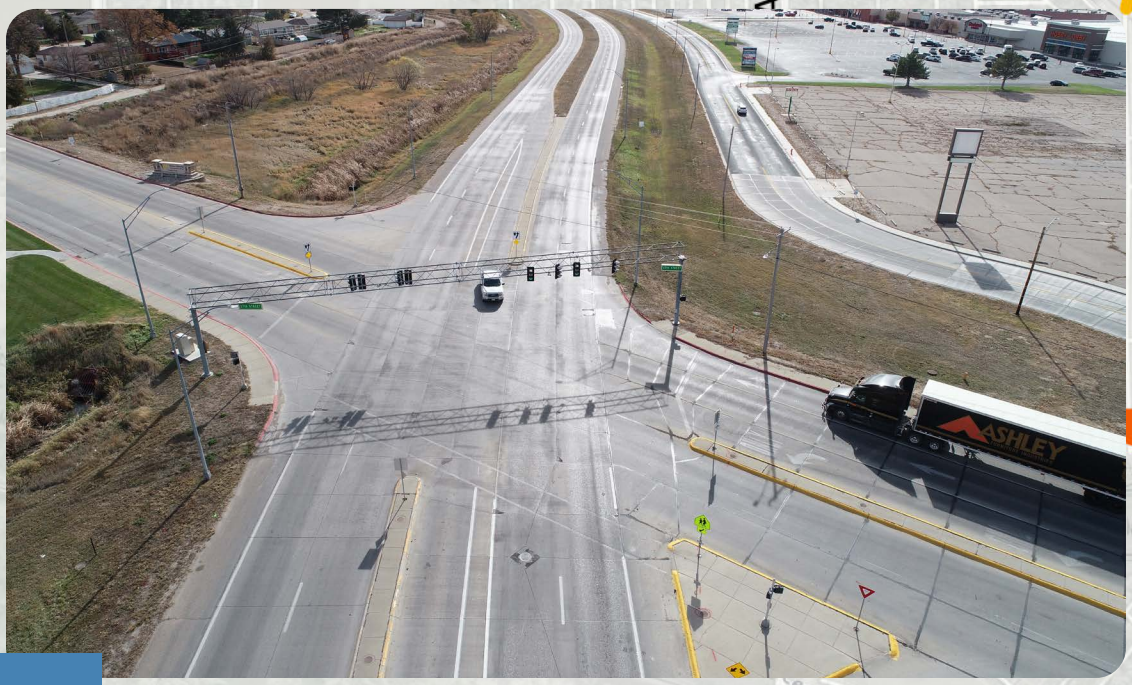
Tier 3 — Policy and Program Foundations

Tier 3 actions establish the policies, programs, and long-term strategies that support sustained safety outcomes. These actions are implemented continuously and provide the institutional framework needed to guide future investment, decision-making, and system performance.

- Speed Management Policy Vision Zero Resolution
- Enforcement and Education Campaigns
- Data and Evaluation Policyand planning-level cost estimates for each capital project.

J1 corridor

Modernizing high-risk highway intersections to reduce severe crashes





E 42ND ST

US-26 & E 27th Street

J1

E 27TH ST

US-26 & 21st Avenue

J1

J1

E 20TH ST

Warning Flashers For Red Signal Notification

US-26 & East Overland

J1

E OVERLAND DR

COUNTY ROAD L / HIGHLAND RD

Highway 26

U.S. HIGHWAY 26

S BELTLINE HIGHWAY E

HEARTLAND EXPRESSWAY

Beltline Hwy E

Winters Creek

Winters Creek Canal

Scottsbluff Drain

Enterprise Canal

East Winters

High Incidence Network

Tier 1

Tier 2

Project (J)

0 0.2 0.4 Miles

corridor

Modernizing high-risk highway intersections to reduce severe crashes

J1 – US-26 Signal & Intersection Modernization (NDOT)

(NDOT-Controlled Corridor)

HIN Tier: Tier 1 Corridor (All 10 signalized intersections rank in Top 19)

Primary KSI Locations: Ave I (#1), Ave B (#2), E 27th St (#4), 21st Ave, 5th Ave, E Overland

Project Purpose

Modernize and improve signal visibility, phasing, and pedestrian crossing treatments at high-injury intersections along US-26 within Scottsbluff city limits.

US-26 is a 45-mph divided, four-lane state highway controlled by NDOT that runs through the center of the community and represents the highest concentration of fatal and serious injury crashes in the city.

This project focuses on upgrading existing signalized and high-risk unsignalized intersections to current safety standards consistent with the Safe System Approach.

Existing Conditions

- 45 mph divided highway with median and turn lanes
- All signalized intersections are on Tier 1 HIN and rank in top 19 citywide
- Two skewed intersections (E 27th St and 21st Ave) use diagonal cage-mounted signal structures
- Limited visibility of signal heads from some stop locations
- No stop bars on US-26 approaches at certain locations
- Minimal protected left-turn phasing at select intersections
- Some Leading Pedestrian Intervals (LPIs) potentially in use (i.e. 5th Ave & US-26)
- Faded or outdated crosswalk markings (notably at E 27th St)

Crash Snapshot

- Corridor accounts for highest share of KSI crashes citywide
- Severe crashes concentrated at signalized intersections
- Rear-end and angle crashes dominate
- Pedestrian exposure present but crossings are widely spaced
- Top 3 KSI intersections citywide are along US-26

- Unsignalized Tier 1 intersections at 14th Ave and E 20th St with stop control for side streets
- Pedestrian signals present, but visibility and operations do not reflect current best practices

Scope of Improvements

Signal Visibility & Hardware Modernization

- Replace diagonal cage-mounted structures (E 27th St & 21st Ave)
- Install mast-arm mounted signal heads per current NDOT standards
- Add reflective backplates where warranted
- Install clearly visible stop bars on US-26 approaches

Signal Operations & Phasing Review

- Evaluate protected/permissive left-turn phasing
- Review short protected left-turn intervals (e.g., SB Ave I)
- Evaluate need for LPIs where warranted
- Conduct corridor-wide signal timing review
- Evaluate NRTOR conditions where safety concerns exist

Pedestrian Crossing Modernization

- Reconstruct high-visibility crosswalks (continental style)
- Refresh and restripe refuge islands
- Evaluate slip-lane pedestrian conflicts (E 27th St)
- Review pedestrian clearance intervals

Unsignalized Tier 1 Intersections (14th Ave & E 20th St)

- Evaluate signal warrants
- Evaluate enhanced control or operational improvements
- Review pedestrian accommodation needs

Jurisdiction & Coordination

- Nebraska Department of Transportation (Lead Agency)
- City of Scottsbluff (Coordination)
- FHWA (if federal funding pursued)

All design and construction decisions remain under NDOT authority.

Why This Project Matters

US-26 is the primary KSI corridor in Scottsbluff and divides the community east to west. Because it is state-controlled, local design influence is limited. This plan provides the data-driven justification needed to advance corridor modernization within NDOT programming.

Without corridor-level improvements, severe crash patterns are likely to persist.

Performance Metrics

- Reduction in angle and rear-end KSI crashes
- Improved signal compliance rates
- Improved pedestrian visibility and yielding
- Corridor-wide consistency in signal operations

J1

Planning-Level Cost Summary

Estimated Range:

$1.6M – $2.6M

Primary Cost Drivers:

- Signal structure replacement at skewed intersections
- Corridor-wide signal hardware and visibility upgrades
- Signal timing and phasing evaluation
- Pedestrian crossing and refuge improvements
- Evaluation of Tier 1 unsignalized intersections

Implementation Notes:

- Costs reflect planning-level assumptions based on NDOT standards
- Final scope and cost will be refined through NDOT-led design
- Improvements may be phased by intersection priority

These improvements include a combination of signal modernization, operational adjustments, pedestrian safety enhancements, and targeted intersection evaluations. Detailed cost components are provided at the end of **APPENDIX A8 - PROJECTS**.

Project Scale

Major Corridor Modernization (Multi-Intersection, NDOT-Led)

Implementation Timing

Short to Mid-Term

(Dependent on NDOT programming and funding cycles)

Potential Funding Sources

- NDOT Highway Safety Improvement Program (HSIP)
- Federal SS4A Implementation Funds
- NDOT Signal Modernization Programs
- Local match participation (if required)

Phasing Strategy

Phasing is dependent on NDOT programming and may be advanced by intersection priority.

Countermeasures Referenced

- **CM-1** High-Visibility Crosswalks
- **CM-3** Signal Visibility & Operations
- **CM-5** Lighting Improvements

Expected Safety Outcomes

- Improved signal visibility and driver compliance
- Reduced angle and rear-end crashes at intersections
- Improved pedestrian visibility and crossing safety
- More consistent signal operations along the corridor

Addresses the highest concentration of fatal and serious injury crashes in Scottsbluff.

Plan Alignment

- 2026 Comprehensive Plan – Corridor Safety & Access
- High Injury Network (Tier 1 Corridor)
- Public input identifying US-26 safety concerns
- Law enforcement input (speed and red-light running)



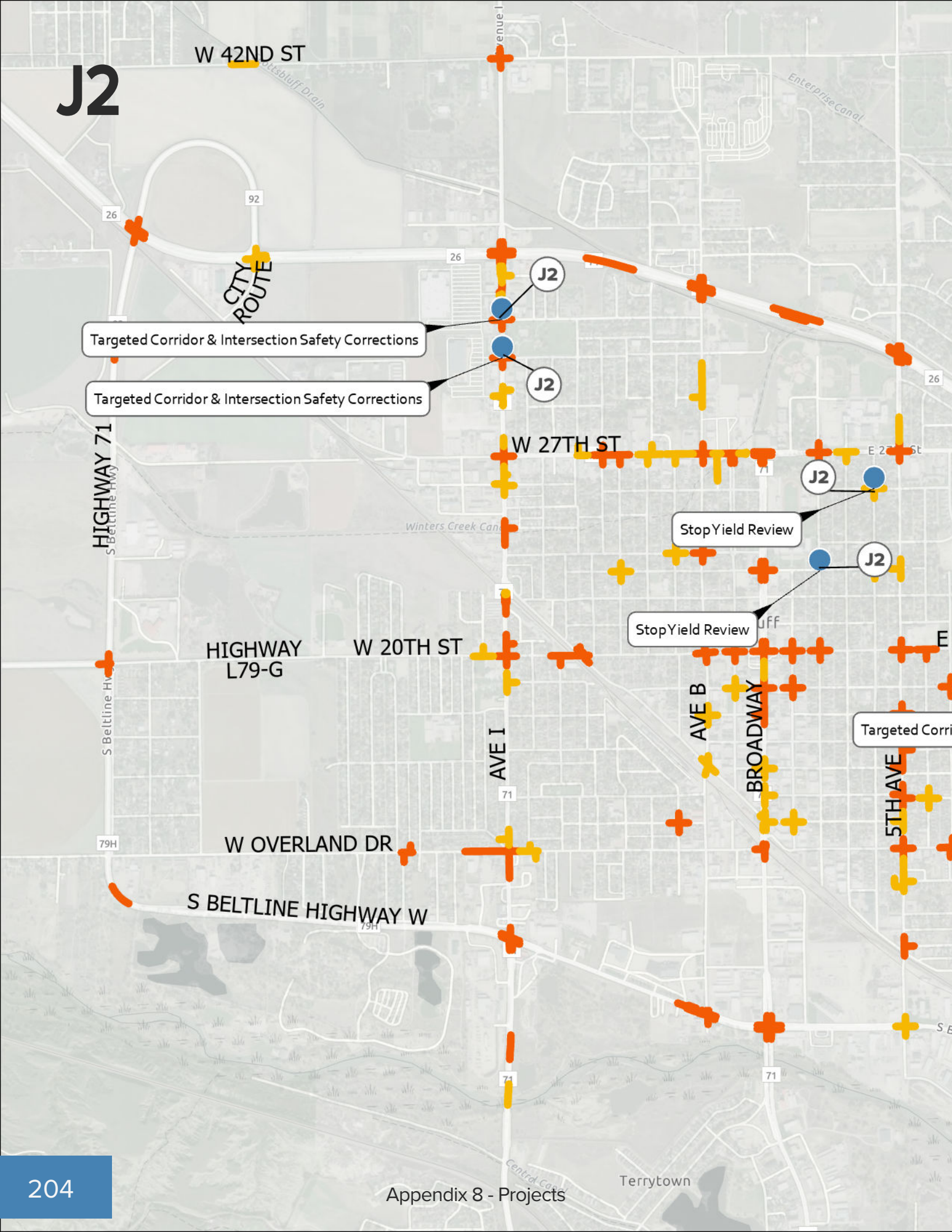
Cost Estimate

$2.6 M

Based on 2025 costs

Key Partners

- NDOT District 5
- City of Scottsbluff
- Public Works
- Scottsbluff Police Department
- School District
- Adjacent businesses


J2
W 42ND ST
92
26
CITY ROUTE
J2
Targeted Corridor & Intersection Safety Corrections
J2
Targeted Corridor & Intersection Safety Corrections
HIGHWAY 71
S Beltline Hwy
W 27TH ST
J2
Stop Yield Review
J2
Stop Yield Review
HIGHWAY L79-G
W 20TH ST
AVE I
AVE B
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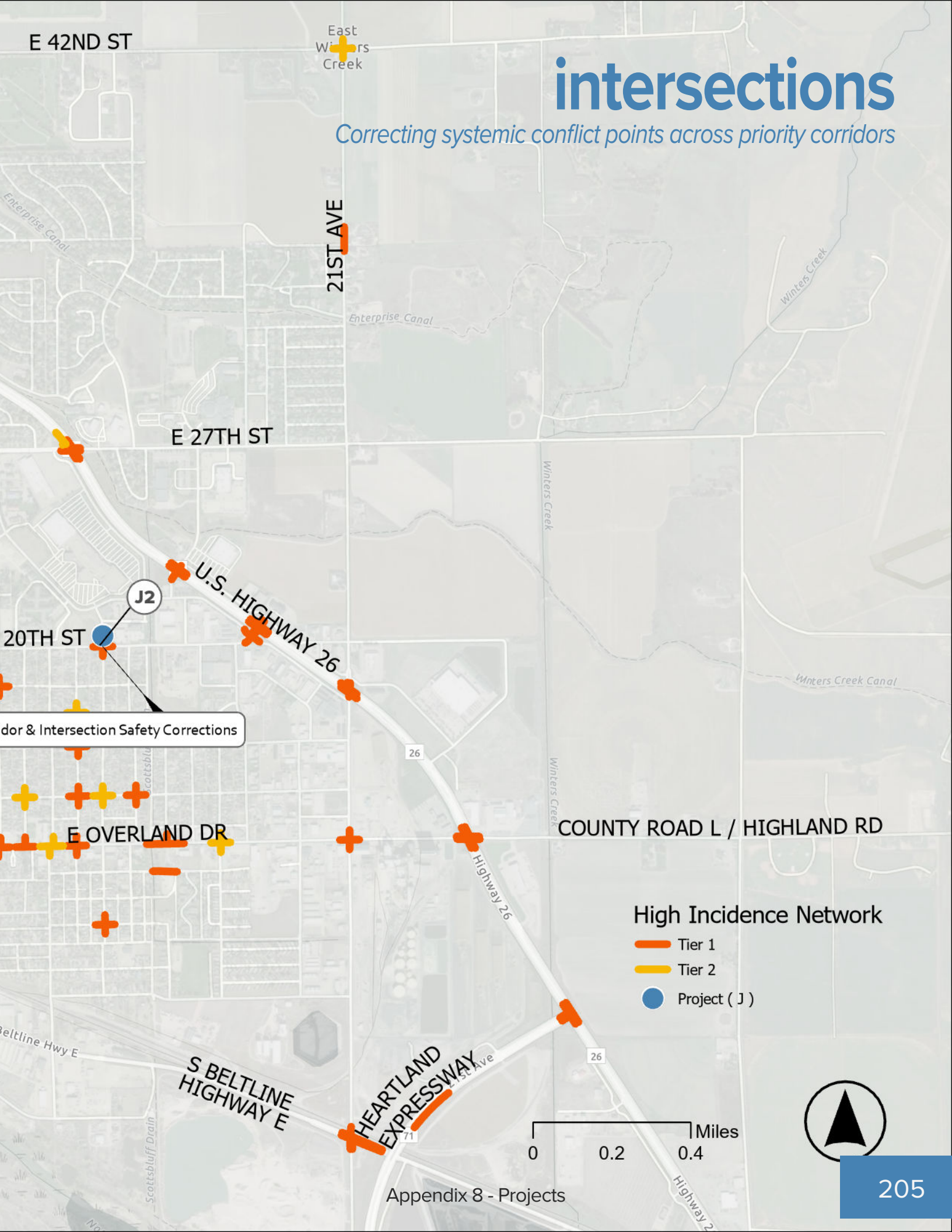
Terrytown

intersections

Correcting systemic conflict points across priority corridors



intersections

Correcting systemic conflict points across priority corridors

J2 – Targeted Corridor & Intersection Safety Corrections

(City-Controlled Network – Includes Avenue I Corridor)

Project Type: Capital Improvement
HIN Tier: Tier 1 & Tier 2 Locations

Primary Focus: Systemic signing, striping, signal, and operational corrections

Project Overview

J2 addresses targeted, high-impact safety corrections on city-controlled corridors and intersections identified through crash analysis, HIN mapping, stakeholder input, and field review.

Unlike J1 (NDOT-controlled corridor), J2 focuses on improvements the City can directly implement. The project emphasizes correcting operational deficiencies, improving driver clarity, and addressing systemic Tier 1 and Tier 2 HIN conditions through signing, striping, phasing, and targeted intersection improvements.

Existing Conditions / Priority Locations

Avenue I Corridor (Tier 1 HIN)

- Double left-turn striping needs clarification (Ave I & W 33rd St, EB)
- NRTOR conditions require review (WB)
- Pedestrian signal timing results in excessive delay and non-compliance

Operational Concern Identified:

At select Avenue I intersections, pedestrian phases are perceived as low priority within the signal cycle, resulting in long wait times and increased non-compliance. A signal timing review will evaluate::

- Pedestrian phase priority
- Cycle length adjustments
- Clearance timing
- Coordination impacts

20th Street & 11th Avenue

- Lack of overhead lane-use arrows (SB approach)
- Unclear turn alignment contributing to last-second maneuvers

Tier 2 HIN Neighborhood Intersections

- Inconsistent stop/yield control
- Visibility limitations
- Signing and pavement marking deficiencies

Additional HIN-Based Corrections

- Missing or faded stop bars
- Outdated or inconsistent signing
- Limited advance warning treatments
- Minor geometric clarity issues

Safety Problems Addressed

- Inconsistent lane-use control
- Driver confusion at multi-lane intersections
- Inadequate turning guidance
- Stop/Yield control inconsistencies
- Rear-end and angle crash patterns
- Signal clarity limitations at city-controlled locations

Scope of Improvements

Signing & Striping Corrections

- Overhead lane-use arrows
- Pavement arrows and directional markings
- Stop bar installation / refresh
- Yield line adjustments

Targeted Signal Operations Review (City Signals)

- Phasing review
- Protected/permissive turn evaluation
- Signal timing consistency review

Crash Snapshot

- Multiple Tier 1 and Tier 2 HIN segments affected
- High proportion of intersection-related crashes
- Rear-end and turning conflicts common
- Documented driver confusion and lane-use inconsistency

Avenue I Corridor Enhancements

- Intersection-by-intersection safety audit
- HIN-based refinements
- Minor operational geometry adjustments (as feasible)

Tier 2 Neighborhood Stop/Yield Review

- Data-driven control type review
- Sight distance evaluation
- Signing upgrades
- Consistency improvements

Why This Project Matters

J2 focuses on small but systemic corrections that:

- Improve driver clarity and expectancy
- Address documented HIN locations
- Reduce crash likelihood through low-cost treatments
- Deliver high benefit-cost safety out-comes

Performance Metrics

- Reduction in angle and rear-end crashes
- Improved lane-use compliance
- Reduced turning conflicts
- Measurable crash reduction on Tier 1 and Tier 2 HIN segments

J2

Planning-Level Cost Summary

Estimated Range

$300,000 – $600,000

Primary Cost Drivers:

- Corridor and intersection striping updates
- Signing and lane-use control improvements
- Targeted signal timing and phasing adjustments
- Avenue I corridor refinements
- Engineering and traffic analysis

Implementation Notes:

- Costs reflect planning-level assumptions based on recent Nebraska bid data
- Improvements are scalable and may be phased by corridor or intersection
- Many elements are compatible with quick-build implementation

See detailed cost estimates at the end of **APPENDIX A8 - PROJECTS**.

Project Scale

Targeted Systemwide Retrofit (Multi-Location, City-Led)

Implementation Timing

Short-Term to Mid-Term (Phased implementation based on priority locations and available funding)

Potential Funding Sources

- Highway Safety Improvement Program (HSIP)
- SS4A Implementation Funds
- Local capital improvement funds Alignment & Coordination

Phasing Strategy

Phasing may be organized by Tier 1 locations, followed by Tier 2 corridor and neighborhood improvements.

Countermeasures Referenced

- **CM-1** High-Visibility Crosswalks
- **CM-3** Signal Visibility & Operations
- **CM-6** Quick-Build / Interim Measures
- **CM-7** Traffic Calming & Speed Management

Expected Safety Outcomes

- Improved lane-use clarity and driver expectancy
- Reduced turning and rear-end conflicts
- Increased consistency in intersection control
- Measurable crash reduction across Tier 1 and Tier 2 locations

Addresses widespread intersection safety issues through targeted, high-impact corrections across city-controlled corridors.

Plan Alignment

- 2026 Comprehensive Plan – Corridor Safety
- SS4A Risk Factor Matrix – Intersection conflict density
- High Injury Network prioritization
- Stakeholder input (schools, transit, enforcement)



Cost Estimate
$392 K
Based on 2025 costs

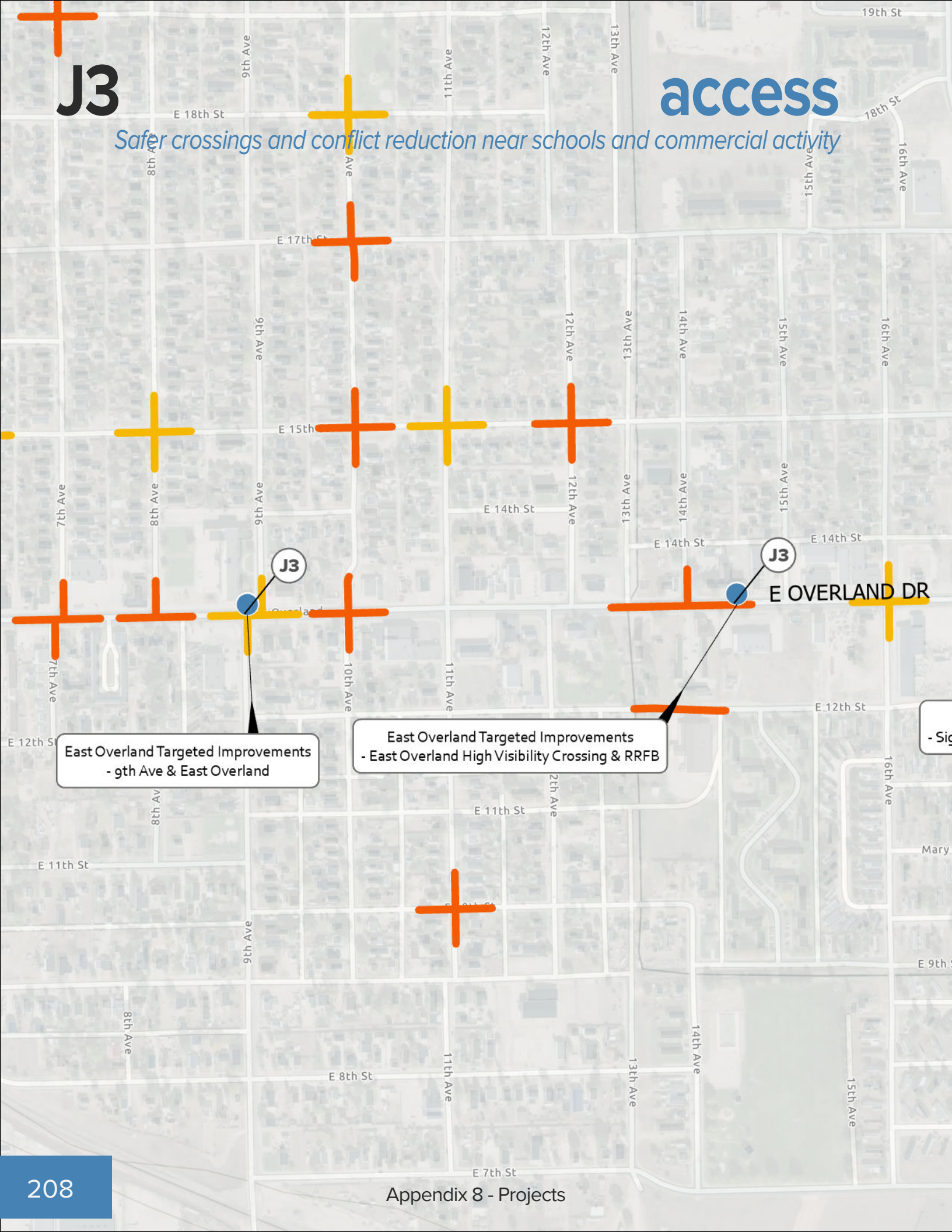
Key Partners

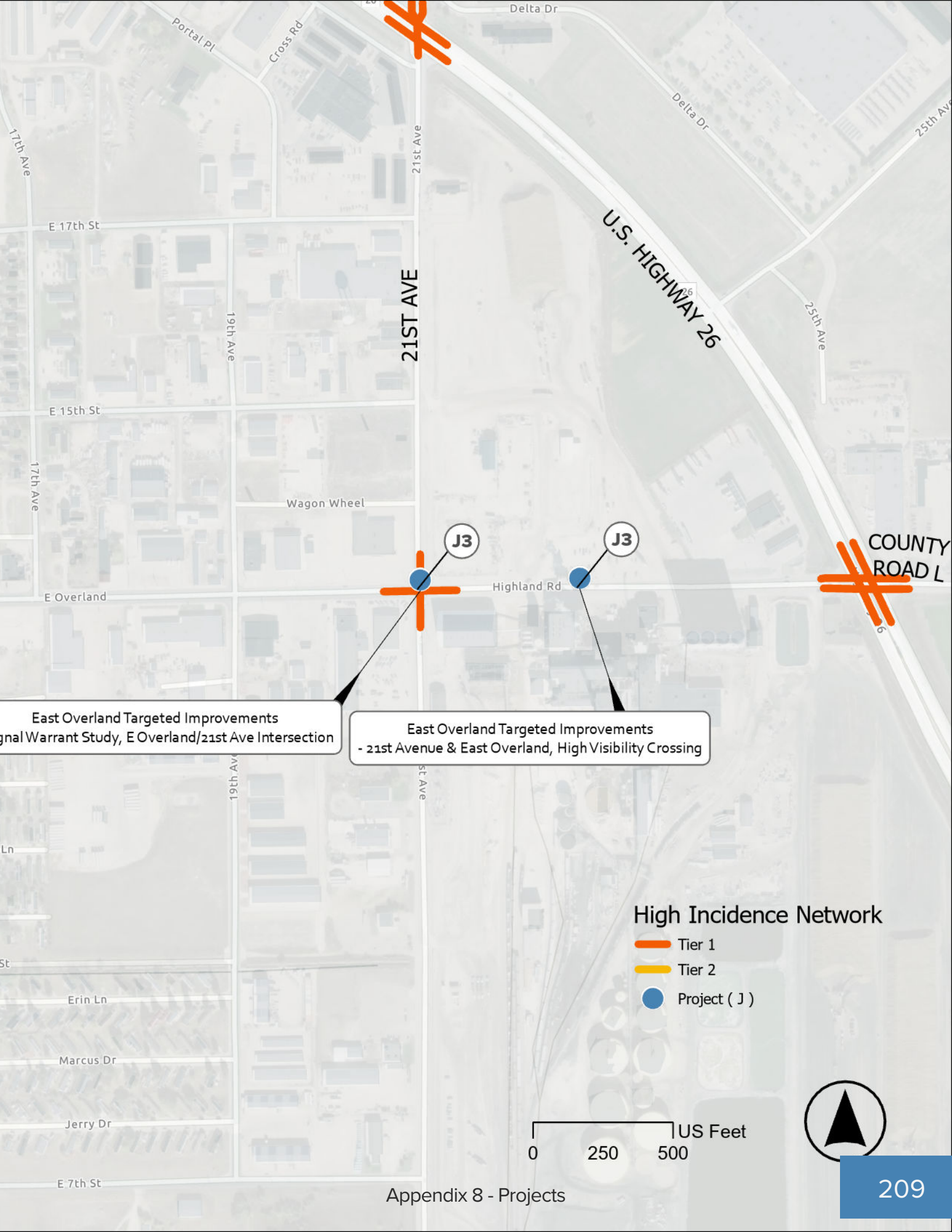
- City Public Works
- Scottsbluff Police Department
- City Engineer
- Transit Provider
- Schools (as applicable)

J3

access

Safer crossings and conflict reduction near schools and commercial activity




Delta Dr
Portal Pl
Cross Rd
17th Ave
21st Ave
25th Ave
E 17th St
21ST AVE
U.S. HIGHWAY 26
19th Ave
E 15th St
Wagon Wheel
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J3
COUNTY ROAD L
E Overland
Highland Rd
East Overland Targeted Improvements
gnal Warrant Study, E Overland/21st Ave Intersection
East Overland Targeted Improvements
- 21st Avenue & East Overland, High Visibility Crossing
Erin Ln
Marcus Dr
Jerry Dr
E 7th St
High Incidence Network
Tier 1
Tier 2
Project (J)
US Feet
0
250
500

Safer crossings and conflict reduction near schools and commercial activity

J3 – East Overland Targeted Improvements

Project Type: *Corridor Safety (Targeted Locations)*
HIN Tier: *Tier 1 Corridor*
Primary Risk Factors: *Speed, truck volumes, skewed geometry, pedestrian exposure, signal operations*

Improves safety at high-risk crossings where pedestrian activity, truck traffic, and skewed geometry create elevated crash risk.

Project Overview

J3 addresses three specific high-risk locations along the East Overland corridor where crash risk is driven by truck traffic, skewed intersection geometry, pedestrian crossings, and operational conflicts.

Rather than full corridor reconstruction, this project delivers targeted safety corrections at the highest-risk nodes.

Locations include:

- 9th Avenue & East Overland (Roosevelt School Area)
- Mid-block crossing east of 14th Avenue (apartment / commercial crossing demand)
- 21st Avenue & East Overland (industrial gateway / truck interface)
- Mid-block crossing east of 21st Avenue (industrial gateway / truck interface)

This project directly responds to crash analysis, school stakeholder input, transit input, and public comments.

Existing Conditions & Risk Factors

J3a. 9th Avenue & East Overland

- Skewed geometry
- Signal favors east-west flow
- North-south movements controlled by stop signs
- Pedestrian push-button signal use
- Roosevelt Elementary located on NW corner
- Crossing guards present
- Difficulty crossing N-S for vehicles and pedestrians
- School exploring southbound one-way option on east side

Risk: Operational imbalance + school exposure + skewed geometry.

J3b. Mid-Block Crossing - East of 14th Avenue; and
J3d. Mid-Block Crossing - East of 21st Avenue

- Heavy pedestrian demand (apartment north side / Dollar Store south side; Sugar Factory)
- No enhanced crossing treatment
- Tier 1 corridor segment
- High-speed exposure

Risk: Mid-block pedestrian crossing on multilane arterial without active warning.

J3c. 21st Avenue & East Overland

- 4-way stop currently functioning
- Sugar factory on NE & SE corners
- Heavy truck volumes
- Pedestrian activity just east of intersection
- Gateway into East Overland corridor

Risk: Truck turning conflicts + pedestrian exposure + industrial driveway density.

Proposed Safety Treatments

Locations are presented west to east, with mid-block crossings grouped for clarity.

Location 1 – 9th Avenue & East Overland (J3a)

- Signal phasing and operational review
- Pedestrian timing review
- Evaluate southbound one-way option
- Skew geometry feasibility review
- School circulation coordination

Location 2 – Mid-Block Crossing (East of 14th Ave) (J3b)

- RRFB installation
- High-visibility crosswalk markings
- Advance stop/yield bars
- Crossing illumination

Crash Snapshot

- Tier 1 HIN corridor segment
- Pedestrian exposure concentrated at key nodes
- Truck volumes influence crash severity
- Crossing demand not matched with protection

- Median refuge evaluation

Location 3 – 21st Avenue & East Overland (J3c)

- High-visibility crosswalk enhancements
- RRFB or enhanced warning signage
- Truck turning path review
- Stop control visibility upgrades
- Industrial access coordination

Location 4 – East Overland, east of 21st Avenue (Sugar Factory crossing) (J3d)

- RRFB installation or enhanced warning signage
- High-visibility crosswalk enhancements
- Advance stop/yield bars
- Crossing illumination

Why This Project Matters

J3 targets a small number of high-risk locations where multiple risk factors overlap. These improvements:

- Reduce pedestrian exposure on high-speed corridors
- Improve driver awareness at crossings
- Address truck–pedestrian conflict points
- Provide cost-effective safety improvements without full reconstruction

Performance Metrics

- Reduction in severe angle crashes
- Reduction in pedestrian-involved crashes
- Improved pedestrian compliance
- Increased driver yielding rates
- Reduced delay-related risk-taking

J3

Planning-Level Cost Summary

Estimated Range

$150,000 – $600,000

Primary Cost Drivers:

- RRFB installations and crossing enhancements
- Pedestrian lighting improvements
- Signal timing and operational review
- Striping and signing updates
- Truck turning and geometry review

Implementation Notes:

- Costs reflect targeted improvements at select locations
- Improvements may be phased by location priority
- RRFB installation type (solar vs hard-wired) affects cost

See detailed cost estimates at the end of **APPENDIX A8 - PROJECTS**.

Project Scale

Targeted Corridor Retrofit (Multi-Location, High-Risk Nodes)

Implementation Timing

Short to Mid-Term

(Phased implementation by location and funding availability)

Potential Funding Sources

- SS4A Implementation Funds
- HSIP (if NDOT coordination applies)
- School safety funding programs
- Local capital improvement funds

Phasing Strategy

Phasing may be organized by individual locations, prioritizing highest-risk crossings and intersections. I.E.

Phase 1: RRFB & high-visibility crossing improvements

Phase 2: Signal timing & operational corrections

Phase 3: Long-term geometry or one-way circulation evaluation

Countermeasures Referenced

CM-1 High-Visibility Crosswalks
CM-2 RRFB
CM-3 Signal Visibility & Operations
CM-5 Pedestrian-Scale Lighting
CM-6 Quick-Build Measures (if interim geometry adjustments)
CM-7 Traffic Calming (context-sensitive application)

Expected Safety Outcomes

- Improved driver yielding at pedestrian crossings
- Reduced pedestrian exposure at mid-block
- Reduced angle and turning conflicts
- Improved operational predictability at skewed signal
- Reduced truck–pedestrian interaction severity risk

> *Improves safety at high-risk crossings where pedestrian activity, truck traffic, and skewed geometry create elevated crash risk.*

Plan Alignment

- 2026 Comprehensive Plan – Corridor & pedestrian safety
- High Injury Network (Tier 1 corridor)
- School stakeholder input
- Public input (crossing difficulty, truck traffic concerns)
- Safe System alignment



Cost Estimate

$427 K

Based on 2025 costs

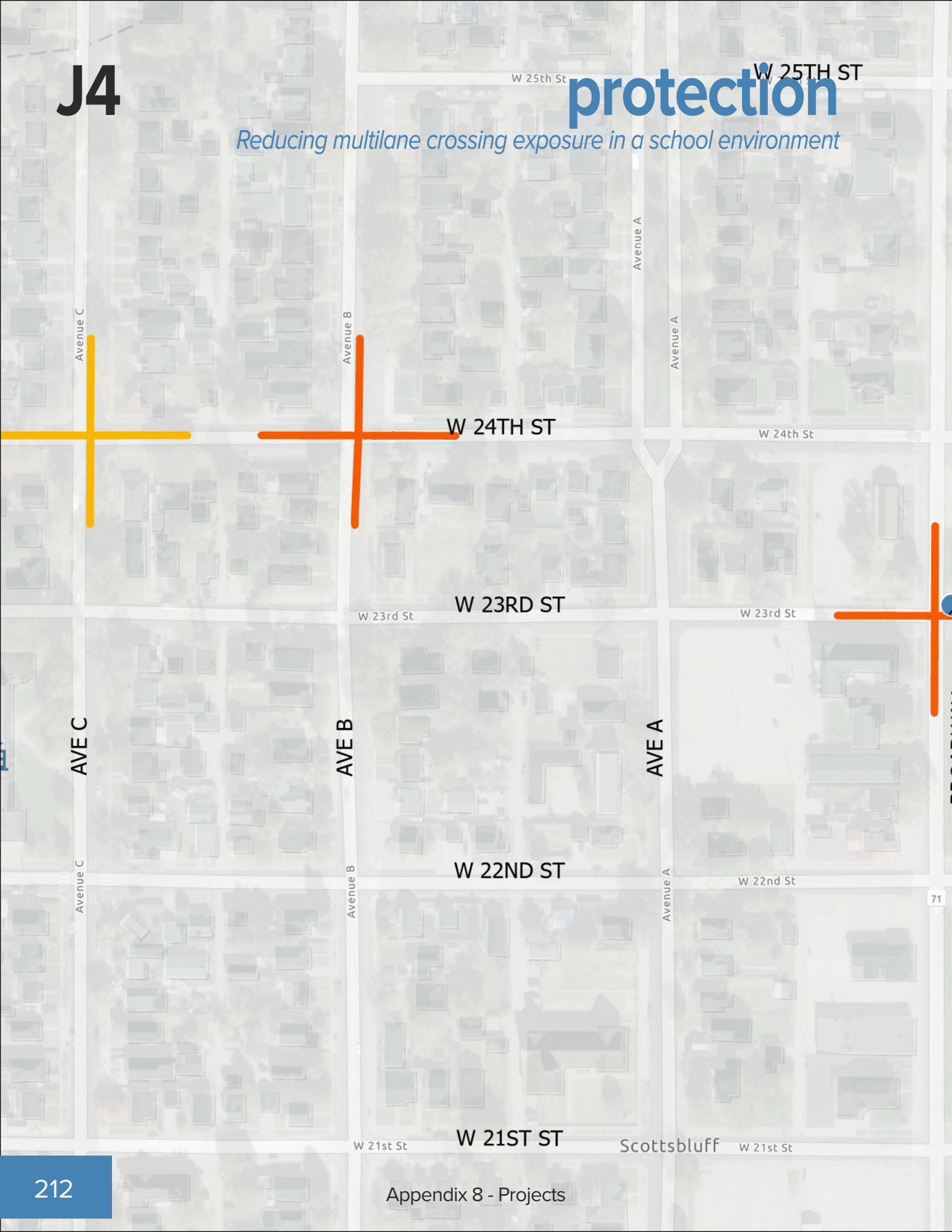
Key Partners

- City of Scottsbluff
- Roosevelt Elementary School
- Scottsbluff Police Department
- Industrial property owners (Sugar Factory)
- Transit provider
- NDOT (as applicable)

J4

protection

Reducing multilane crossing exposure in a school environment




Bluffs Middle School
Bluffs Middle School
E 24TH ST
2nd Ave
3rd Ave
St. Agnes School
J4
E 23RD ST
E 23rd St
BROADWAY
2ND AVE
3RD AVE
E 22ND ST
E 22nd St
1st Ave
1ST AVE
Xtreme Dents Auto Hail Repair
E 21ST ST
E 21st St
High Incidence Network
Tier 1
Tier 2
Project (J)
Miles
0
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0

protection

Reducing multilane crossing exposure in a school environment

J4 – North Broadway & Bluffs Middle Safety Improvements

***Project Type**: Corridor & School-Area Safety Improvement*
***Location**: North Broadway (Bluffs Middle School vicinity)*
***HIN Tier**: Tier 1 Corridor Segment*
***Primary Risk Type**: Speed-related pedestrian exposure*
***Implementation Horizon**: Short–Mid Term*

Project Overview

J4 addresses systemic safety risk along North Broadway adjacent to Bluffs Middle School, a Tier 1 High Injury Network corridor with documented pedestrian exposure and recurring speed concerns.

North Broadway is a four-lane roadway with landscaped boulevard medians. The corridor is within a designated school reduced-speed zone requiring drivers to slow during specified hours when students are present. However, compliance outside visible enforcement periods has been inconsistent.

Morning operations often require police presence in the median to reinforce speed compliance.

This project focuses on:

- Pedestrian crossing safety enhancements
- Speed management reinforcement within the school zone
- Median configuration review
- Visibility and lighting improvements
- Operational clarity improvements

Project Scope (Capital Improvements)

Base Scope (Core Improvements):

- Raised pedestrian crosswalk at primary school-route crossing on North Broadway
- High-visibility continental crosswalk markings
- Advance stop bars and "Yield Here to Pedestrians" markings
- Curb extensions (if feasible within median configuration)
- School zone signing review and consistency check
- Speed feedback sign review / repositioning (if warranted)
- Pedestrian signal timing review on nearby corridors affecting school access routes

Add-Alternate (Supplemental Enhancement – If Warranted):

- Evaluate and install Rectangular Rapid Flashing Beacon (RRFB) at the raised crossing to enhance driver yielding during school travel periods.
- Review solar vs. hard-wired options
- Confirm MUTCD compliance and sight distance
- Coordinate with School Zone Standardization Program

Problem Statement

North Broadway functions as a high-capacity corridor while also serving as a primary frontage for Bluffs Middle School.

Identified issues include:

- Speeding within a reduced-speed school zone
- Wide crossing distance for students
- Pedestrian exposure across multiple lanes
- Reliance on enforcement presence to manage speeds
- Median configuration that may limit turning flexibility and predictability

Design-based reinforcement is needed to support consistent speed compliance and safer pedestrian crossings.

Crash Snapshot

- Tier 1 HIN corridor segment
- Pedestrian exposure concentrated during school travel periods
- Speed-related crash patterns along North Broadway
- Direct proximity to Bluffs Middle School and primary walking routes

Proposed Improvements

Enhanced / Raised Pedestrian Crossing (Priority Action)

- Evaluate feasibility of raised crosswalk near school frontage
- Upgrade to high-visibility striping
- Ensure clear pedestrian refuge within median where appropriate
- Evaluate curb extensions or crossing narrowing treatments

Median Configuration Review

- Evaluate selective median adjustments to improve operational predictability
- Maintain or enhance pedestrian refuge function
- Assess turning movement clarity

School Zone Speed Reinforcement

- Speed feedback reinforcement within school zone limits
- Pavement markings reinforcing school speed area
- Quick-build narrowing treatments if warranted

Lighting & Visibility Enhancements

- Pedestrian-scale lighting at crossing
- Improved nighttime illumination of median and crossing zone

> *This project addresses a high-risk school crossing along a Tier 1 corridor where speed and multilane exposure create elevated risk for students.*

Planning-Level Cost Summary

Estimated Total: **$473,000**

Add-Alternate (RRFB): **$95,000**

- Raised crosswalk (asphalt or concrete table) Includes grading, markings, signage: $110,000
- High-visibility striping Continental pattern: $3,000 – $6,000
- Advance stop bars + signage Both approaches: $1,500 – $4,000
- Minor curb extensions (if feasible) Quick-build or concrete $5,000 – $25,000
- Speed feedback sign relocation/upgrade (if needed) Radar unit: $5,000 – $12,000

Base Planning-Level Estimate Range
$124,000 – $157,000

Additional operational and school-zone improvements may be implemented as part of broader programmatic or corridor-level efforts.

Add-Alternate: RRFB Installation

- RRFB system (two-sided crossing) Includes signs, poles, flash units $25,000 – $45,000
- Power (solar typical) Included in above range— Hard-wired option (if needed) Conduit + electrical + $5,000 – $15,000

Add-Alternate Estimate
$25,000 – $60,000

Total Potential Range (Base + RRFB)
$60,000 – $145,000

Performance Metrics

- Target: ≥50% reduction in pedestrian exposure risk at crossing
- Target: ≥85% driver yielding compliance during school travel periods
- Supports Tier 1 HIN corridor mitigation
- Reduction in school-zone speed exceedance
- Increase in pedestrian yielding rates
- Reduction in crash frequency/severity along corridor
- Before/after speed study documentation

Safe System Alignment

- Addresses speed as a severity driver
- Reduces pedestrian exposure through crossing design
- Reinforces existing school zone requirements through engineering
- Reduces reliance on enforcement-only strategies

Primary Cost Drivers

- Raised crosswalk construction method (asphalt vs concrete)
- Median modification complexity
- Lighting extent and electrical requirements
- Traffic control during construction

Implementation Phasing Strategy

Improvements may be implemented in phases based on funding and coordination. Initial efforts focus on visibility, striping, and school zone compliance, followed by raised crossing and median modifications as design and feasibility are confirmed.

Implementation Phasing/Notes

Short-Term

- High-visibility crossing refresh
- Speed reinforcement treatments
- Lighting upgrades

Mid-Term

- Raised crossing (if feasible)
- Median adjustments (if justified)

Additional operational and school-zone improvements (e.g., speed feedback signs, signal timing adjustments, and curb extensions) may be implemented as part of broader corridor or programmatic efforts.

Expected Safety Outcomes

- Reduced pedestrian exposure across multilane crossing
- Increased driver yielding at school crossing
- Improved speed compliance within school zone
- Reduced crash severity along corridor

Potential Funding Sources

- SS4A Implementation Funds
- Highway Safety Improvement Program (HSIP)
- School safety funding programs
- Local capital improvement funds

Related Countermeasures

- **CM-1** High-Visibility Crossings
- **CM-4** School Zone Safety Treatments
- **CM-5** Lighting Improvements
- **CM-7** Traffic Calming & Speed Management

Plan Alignment

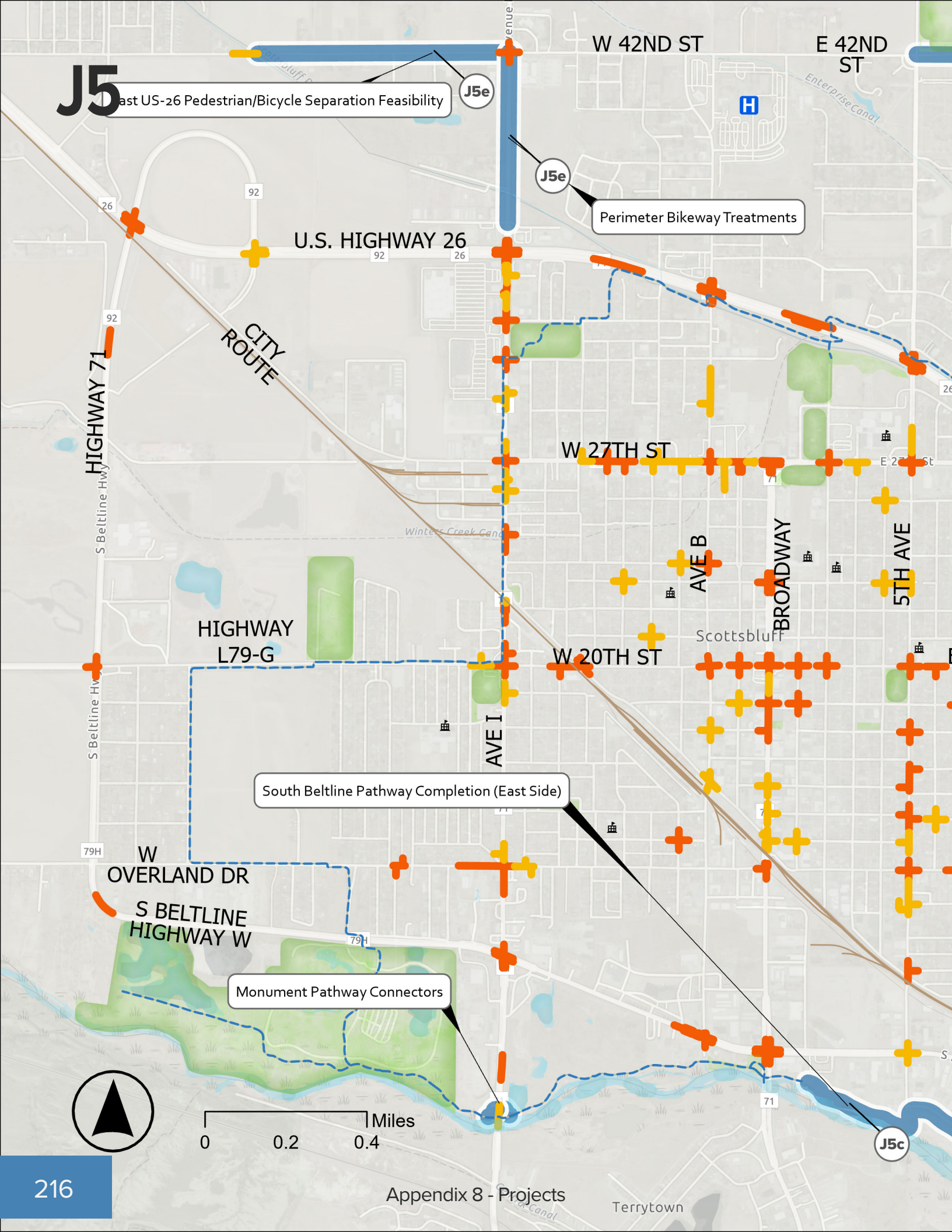
- 2026 Comprehensive Plan – School and corridor safety priorities
- School Safety Assessment findings
- High Injury Network (Tier 1 corridor) prioritization
- Community and law enforcement input



Cost Estimate
$473 K
Based on 2025 costs

Key Partners

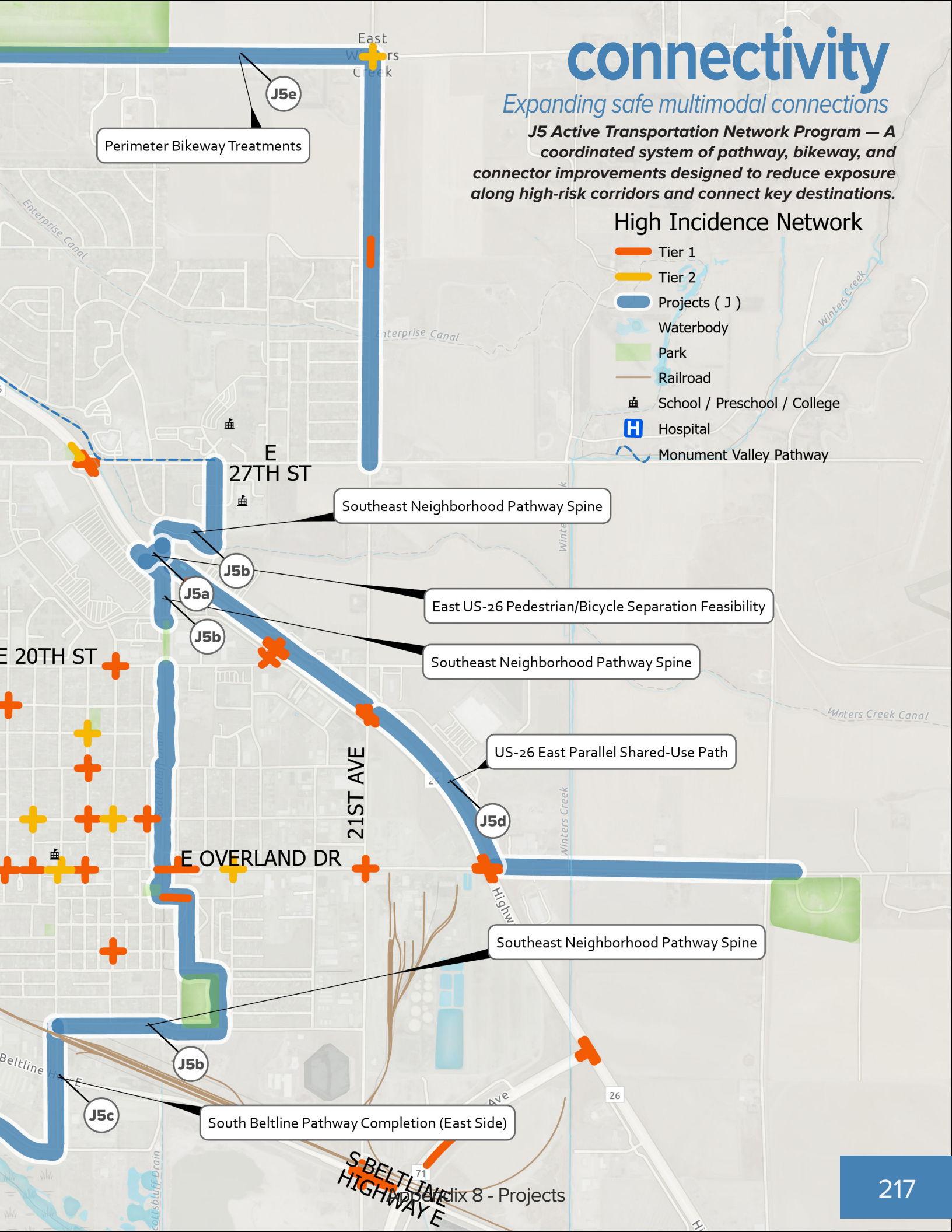
- City of Scottsbluff
- Scottsbluff Public Schools
- Bluffs Middle School Administration
- Scottsbluff Police Department
- Public Works Department
- Adjacent property owners


J5
East US-26 Pedestrian/Bicycle Separation Feasibility
J5e
J5e
Perimeter Bikeway Treatments
W 42ND ST
E 42ND ST
U.S. HIGHWAY 26
CITY ROUTE
HIGHWAY 71
S Beltline Hwy
W 27TH ST
AVE B
BROADWAY
5TH AVE
Scottsbluff
HIGHWAY L79-G
W 20TH ST
AVE I
South Beltline Pathway Completion (East Side)
W OVERLAND DR
S BELTLINE HIGHWAY W
Monument Pathway Connectors
J5c
Miles
0
0.2
0.4
Terrytown

connectivity

Expanding safe multimodal connections

J5 Active Transportation Network Program — A coordinated system of pathway, bikeway, and connector improvements designed to reduce exposure along high-risk corridors and connect key destinations.



J5 – Active Transportation Network Completion

Project Type: Capital Program – Multimodal Network Completion

HIN Relevance: Supports Tier 1 and Tier 2 HIN corridors including:

- South Beltline
- Southeast neighborhood (E 15th Street / 12th Avenue)
- Avenue I
- E 27th Street
- US-26 east side exposure gaps

Project Purpose

J5 completes critical gaps in Scottsbluff's active transportation network, connecting neighborhoods, schools, parks, and regional corridors while reducing pedestrian and bicycle exposure along High Injury Network (HIN) segments.

Rather than addressing isolated locations, this program creates a continuous system of shared-use paths, bikeways, and connectors that provide safe alternatives to high-speed arterial travel. Key connections include the southeast residential neighborhood, South Beltline corridor, Monument Valley Pathway system, US-26 east side, and major community destinations such as the Western Nebraska Community College campus, YMCA, schools, and downtown.

Critical connections to the adjacent communities of Gering and Terrytown are also addressed where bridges connect the communities on Avenue I and South Broadway, near the YMCA.

This project focuses on connecting:

- The southeast residential neighborhood (Tier 1 & 2 HIN local streets)
- South Beltline corridor
- Monument Valley Pathway system
- YMCA and central Broadway terminus
- East-side US-26 corridor
- Perimeter roadway segments lacking shoulders
- Downtown and school destinations

The program prioritizes corridors where pedestrians and micromobility users are currently exposed to traffic due to incomplete facilities.

Why This Matters

Scottsbluff's current network contains critical gaps that force pedestrians and bicyclists onto high-speed corridors including Avenue I, East Overland, and South Beltline.

Key systemic risks include:

- Disconnected pathways that end abruptly
- Walking and bicycling along roadway edges on Tier 1 and Tier 2 corridors
- Lack of safe east-west and north-south connections
- Limited access to schools, parks, and community destinations without using arterial roadways

This program directly addresses those conditions by shifting travel to dedicated facilities and reducing exposure to vehicle conflicts.

This project functions as the backbone of a broader system that includes neighborhood access improvements (J11) and barrier crossing solutions (J8b), creating a continuous, low-stress east–west connection across the community.

System-Level Safety Impact

This is a systemwide safety investment. By completing missing links and parallel facilities, J5 reduces exposure risk across multiple corridors simultaneously rather than focusing on a single location.

Crash Snapshot

- Tier 1 & Tier 2 HIN segments present on E 15th Street and 12th Avenue
- South Beltline identified as a high-speed HIN corridor
- Pedestrian exposure documented along W 42nd Street (Tier 1 pedestrian HIN)
- US-26 east side lacks equivalent path-way protection compared to west side

The program:

- Reduces pedestrian and bicycle exposure on Tier 1 and Tier 2 HIN segments
- Provides alternatives to high-speed corridors
- Improves network redundancy and route choice
- Supports safer access to schools, parks, and employment centers

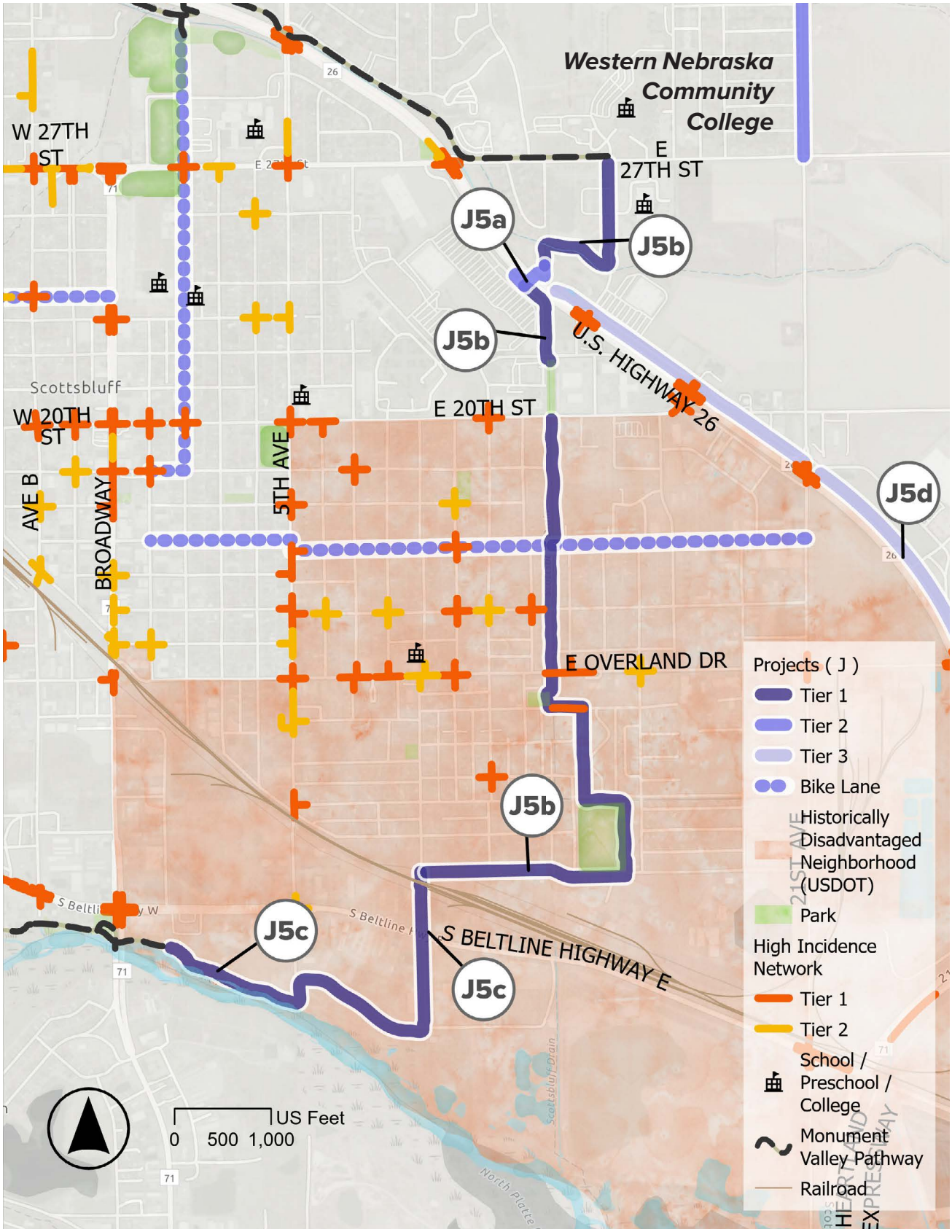
Equity & Community Benefit

The southeast neighborhood includes lower-income and older residential areas and contains documented Tier 1 and Tier 2 HIN segments. Residents in this area are more likely to experience exposure to traffic due to incomplete facilities.

Completing the Southeast Pathway Spine and South Beltline connections improves equitable access to:

- Schools
- Western Nebraska Community College
- Parks and recreational facilities
- The YMCA and community services
- Downtown and employment areas
- **Adjacent communities of Gering and Terrytown**

The southeast neighborhood includes lower-income areas with documented HIN segments. Completing this network reduces systemic exposure and improves access to schools, parks, and community destinations.



J5

This project directly responds to:

- Comprehensive Plan support for pathway expansion
- Public safety concerns about micromobility on high-speed corridors
- Stakeholder input requesting safe alternatives to arterial travel

Program Components

The Active Transportation Network Completion program includes the following coordinated improvements:

- **J5a** – US-26 East Pedestrian/ Bicycle Separation Feasibility
- **J5b** – Southeast Neighborhood Pathway Spine
- **J5c** – South Beltline Pathway Completion (East Side)
- **J5d** – US-26 East Parallel Shared-Use Path
- **J5e** – Perimeter Bikeway Treatments
- **J5f** – Monument Pathway Connectors at Avenue I
- **J5g** – Quick-Build Bike Lanes and Bicycle Routes
- **J5h** – Pedestrian Bridge Over US-26 (potential grade-separated crossing)

Proposed Improvements

This program includes:

- Feasibility evaluation of a pedestrian/bicycle overpass or grade separation on the east half of US-26
- Construction of a southeast neighborhood pathway spine following existing drainage corridors
- Completion of the South Beltline pathway on the east side of town
- Development of an east-side US-26 parallel shared-use path
- Perimeter bikeway treatments including paved shoulders on selected corridors
- Monument Pathway connector ramps at Avenue I (without creating unsafe crossings)
- Quick-build on-street bike lanes connecting neighborhoods to parks and downtown
- East-west, north-south bicycle routing through residential and downtown areas

Improvements may include:

- Shared-use paths
- Raised or separated crossings
- Paved shoulders
- Wayfinding
- ADA-compliant access ramps
- Striping and delineation
- Lighting where appropriate

J5a – East US-26 Grade-Separated Crossing & Pathway Feasibility Study

Engineering feasibility study evaluating both a grade-separated pedestrian/bicycle crossing of US-26 and the associated pathway alignment needed to connect the SE Pathway Spine to destinations west of the corridor.

Includes alternatives analysis, pathway alignment evaluation, connectivity to existing and planned facilities, and preliminary cost modeling.

- Grade-separated crossing alternatives (structure type, span, location)
- Pathway alignment alternatives (east–west connectivity)
- ADA compliance and vertical profile considerations
- Connectivity to SE Spine, Monument Pathway, and west-side destinations
- Right-of-way and constraint screening
- Planning-level cost estimates for both crossing and pathway

This study ensures that any future grade-separated crossing functions as part of a complete, connected pathway network rather than an isolated facility.

J5b – Southeast Neighborhood Pathway Spine *(SE Connectivity Corridor)*

Construct a shared-use path aligned with the existing drainage corridor linking:

- Southeast residential areas
- East US-26 crossing location
- South Beltline corridor
- YMCA and south Broadway terminus

Reduces walking-in-roadway exposure on Tier 1 & Tier 2 local HIN streets.

J5c – South Beltline Pathway Completion (East Side)

Extend shared-use pathway along east side of South Beltline to eliminate micromobility exposure on high-speed corridor and connect to Monument Pathway.

J5d – US-26 East Parallel Shared-Use Path

Develop a parallel pathway along east half of US-26 corridor to provide facility parity with west half of town.

J5e – Perimeter Bikeway Treatments

Install paved shoulders or striped bike lanes on:

- North Avenue I
- East 42nd Street (5th Ave to 21st Ave)
- West 42nd Street (Tier 1 pedestrian HIN segment)

J5

J5f – Monument Pathway Connectors at Avenue I

Construct connector ramps on both sides of Avenue I allowing access to existing underpass without requiring at-grade crossing of Avenue I.

J5g, J5h, J5i – Quick-Build On-Street Bike Lanes and Bicycle Routes

Install striping and signage to connect residential areas to:

- Downtown
- Parks
- Schools
- Existing pathway system
- Includes bike route signage, wayfinding signage, and shared roadway markings
- Locations to be finalized through engineering review.

J5j – Grade-Separated Pedestrian/Bicycle Crossing (US-26 near 14th Ave)

Construct a grade-separated pedestrian and bicycle crossing on the east half of US-26 to provide a safe, continuous connection between the southeast neighborhood and destinations north of the corridor. Implementation is dependent on feasibility study results, NDOT coordination, and funding availability.

Safety Need

Crash analysis and HIN mapping indicate:

- Tier 1 and Tier 2 HIN segments exist within southeast residential streets where pedestrians may walk in-roadway.
- South Beltline carries high speeds with limited or no sidewalk infrastructure on the east side.
- US-26 east half lacks a parallel pathway connection, unlike the west half of town.
- Avenue I underpass of the Monument Pathway lacks safe connector access from both sides of the arterial.
- W 42nd Street is a Tier 1 pedestrian HIN segment due to walking along the roadway edge with back to traffic.
- The absence of a connected network forces people onto high-speed corridors including Avenue I, East Overland, and South Beltline.

Program Structure

The program is organized into three tiers to prioritize improvements based on safety impact, implementation readiness, and system connectivity.

Tier 1 (Immediate Connectivity & Exposure Reduction)

Focuses on closing critical gaps and reducing exposure along Tier 1 and Tier 2 HIN corridors.

- **J5a**–US-26 Feasibility
- **J5b**–Southeast Pathway Spine
- **J5c**–South Beltline Completion
- **J5g**–Quick-Build Bike Routes

Tier 2 (System Expansion)

Expands the network to improve continuity and provide additional route options.

- **J5e**–Perimeter Bikeways
- **J5f**–Monument Pathway Connectors

Tier 3 (Long-Term Completion)

Addresses larger-scale infrastructure and system redundancy needs.

- **J5d**–US-26 Parallel Path
- **J5h**–Potential Grade-Separated Crossing

The tiered structure defines what should be prioritized, while the phasing strategy identifies when those improvements can be delivered.

Phasing Strategy

Implementation is sequenced to deliver early safety benefits while advancing larger capital improvements over time.

Short-Term (1–3 Years)

Focus on low-cost, high-impact improvements and early coordination:

J5a – US-26 East Feasibility

J5f – Monument Connectors

J5g – Quick-Build Bike Lanes

J5e – Striping-based perimeter bikeways

Mid-Term (3–5 Years)

Advance core network infrastructure:

J5b – Southeast Pathway Spine

J5c – South Beltline Completion

Long-Term (5+ Years)

Complete major corridor and system elements:

J5d – US-26 East Parallel Path

J5h – Potential grade-separated crossing, pending feasibility results

J5

Program Delivery Approach

This program is intentionally structured to be delivered incrementally. Individual components can be advanced independently based on funding availability, coordination with partners, and project readiness.

This approach allows the City to:

- Pursue grant funding by segment or corridor
- Deliver early safety benefits through quick-build improvements
- Phase higher-cost infrastructure over time
- Adjust scope based on feasibility and coordination requirements

Funding Alignment

Different components of this program align with different funding sources, allowing the City to pursue a diversified and flexible funding strategy. Eligible sources may include:

- Safe Streets and Roads for All (SS4A) Implementation Grants
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP) for HIN-linked segments
- NDOT coordination and corridor programs
- Recreational Trails Program
- Partnerships with local institutions (YMCA, WNCC, schools)

> *This is a scalable, systemwide program that reduces crash risk not at a single location, but across the entire transportation network.*

Program Benefits

This program:

- Reduces pedestrian exposure on Tier 1 & Tier 2 HIN segments
- Provides alternative routes to high-speed corridors
- Connects underserved southeast neighborhoods
- Supports micromobility management strategy
- Completes critical network gaps identified in the Comprehensive Plan

Implementation Approach

This program is intentionally structured as a scalable system. Individual components can be advanced independently based on funding, coordination, and readiness.

This allows the City to:

- Pursue grants for individual segments
- Deliver early safety benefits through quick-build improvements
- Phase larger capital investments over time
- Adjust scope as conditions and opportunities evolve

Performance Metrics

- Reduce pedestrian and bicycle exposure on Tier 1 and Tier 2 corridors
- Increase miles of shared-use paths and bikeways
- Reduce walking-in-roadway conflicts, particularly in the southeast neighborhood
- Improve connectivity to schools, parks, and community destinations

Expected Safety Outcomes

- Reduced reliance on high-speed arterial corridors
- Increased use of dedicated facilities and shared-use paths
- Improved network continuity and route choice
- Reduced crash risk through lower exposure and fewer conflict points

Implementation Guardrail

This program is intentionally structured to remain flexible and implementable over time. The City can:

The City can:

- Build incrementally
- Pursue funding by segment
- Adjust scope based on available funding
- Defer higher-cost components as needed
- Pilot improvements before committing to full build-out

This ensures the program remains realistic, adaptable, and deliverable.

> *Early implementation of J11 neighborhood improvements supports immediate access to the SE Pathway Spine, while J8b provides the long-term barrier crossing needed for full system functionality.*

J5

Planning Level Cost Summary

Costing Approach

Planning-level cost estimates are based on:

- Recent Nebraska bid tabs (shared-use paths, concrete, paving, striping)
- Comparable regional pathway projects
- Order-of-magnitude structure estimates for feasibility assumptions
- Unit costs adjusted for inflation and contingency

A 20–30% planning-level contingency is included. Final alignments and engineering are not yet complete; costs reflect program-level budgeting.

> *The base program reflects scalable, near- to mid-term implementation, while the grade-separated crossing represents a future major capital investment pending feasibility and funding.*

Program-Level Estimated Range

Total Program Range *(Core Network Implementation):* **$5.7M – $14.0M**

This range reflects phased implementation of the Active Transportation Network, including shared-use paths, bikeways, connectors, and quick-build improvements. Individual components may be advanced independently based on funding availability and coordination.

Initial Implementation Phase (Identified Priority Segments): Approximately **$7.5M – $8.0M**

Future Grade-Separated Crossing *(Not Included Above)*

A future grade-separated pedestrian/bicycle crossing of US-26 (east side) is not included in the program total.

Planning-level order-of-magnitude: **$8M – $11M+** *(including engineering and contingency)*

Final cost dependent on structure type, span length, site constraints, and NDOT coordination.

This element remains a **future capital project pending feasibility results**.

The lower bound reflects currently defined priority segments and costed components. The upper bound reflects full build-out of Tier 2 and Tier 3 network elements.

Cost Assumptions Summary

Shared-Use Path (10–12 ft Concrete)

- $800 – $1,400 per linear foot (urban)
- Includes grading, subbase, ADA ramps
- Excludes major utility relocation or right-of-way acquisition

Paved Shoulders / Bikeway Striping

- $150K – $400K per mile (striping-focused)
- Widening substantially increases cost

Connector Ramps

- Assumes moderate grading
- No major retaining walls or structures

Feasibility Studies

- Traffic modeling and alternatives analysis
- Concept-level engineering (≈15%)
- Public engagement included

Plan Alignment

- 2026 Comprehensive Plan – Pathway expansion support
- High Injury Network prioritization
- Public input – safe crossings and connectivity
- School and stakeholder input
- Parks and trail connectivity goals



Estimated Total (Core Program) **$7.8 M** (2025 planning-level costs)
Full Build-Out (Including Future Grade-Separated Crossing): **≈ $16M-19M+** (order-of-magnitude)

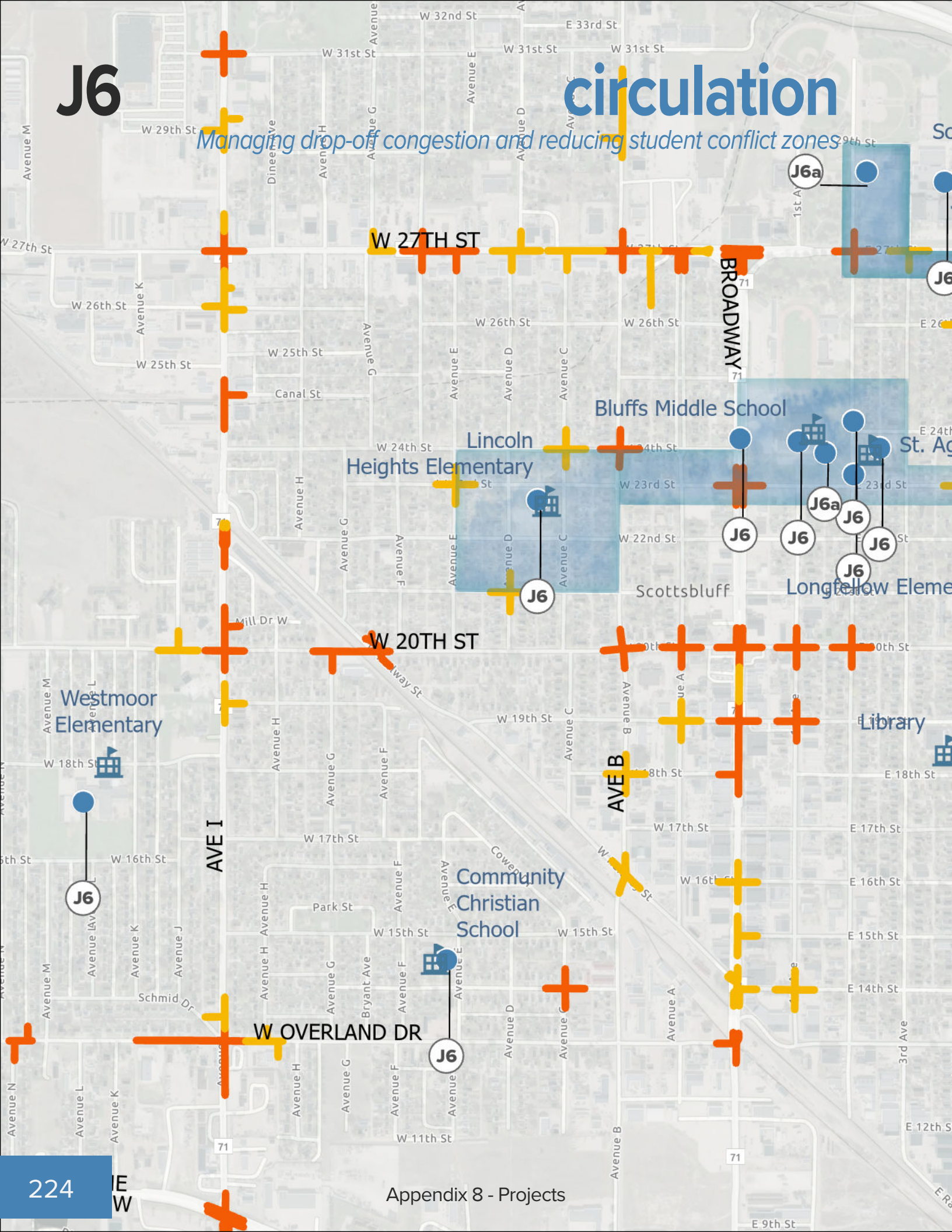
Key Partners

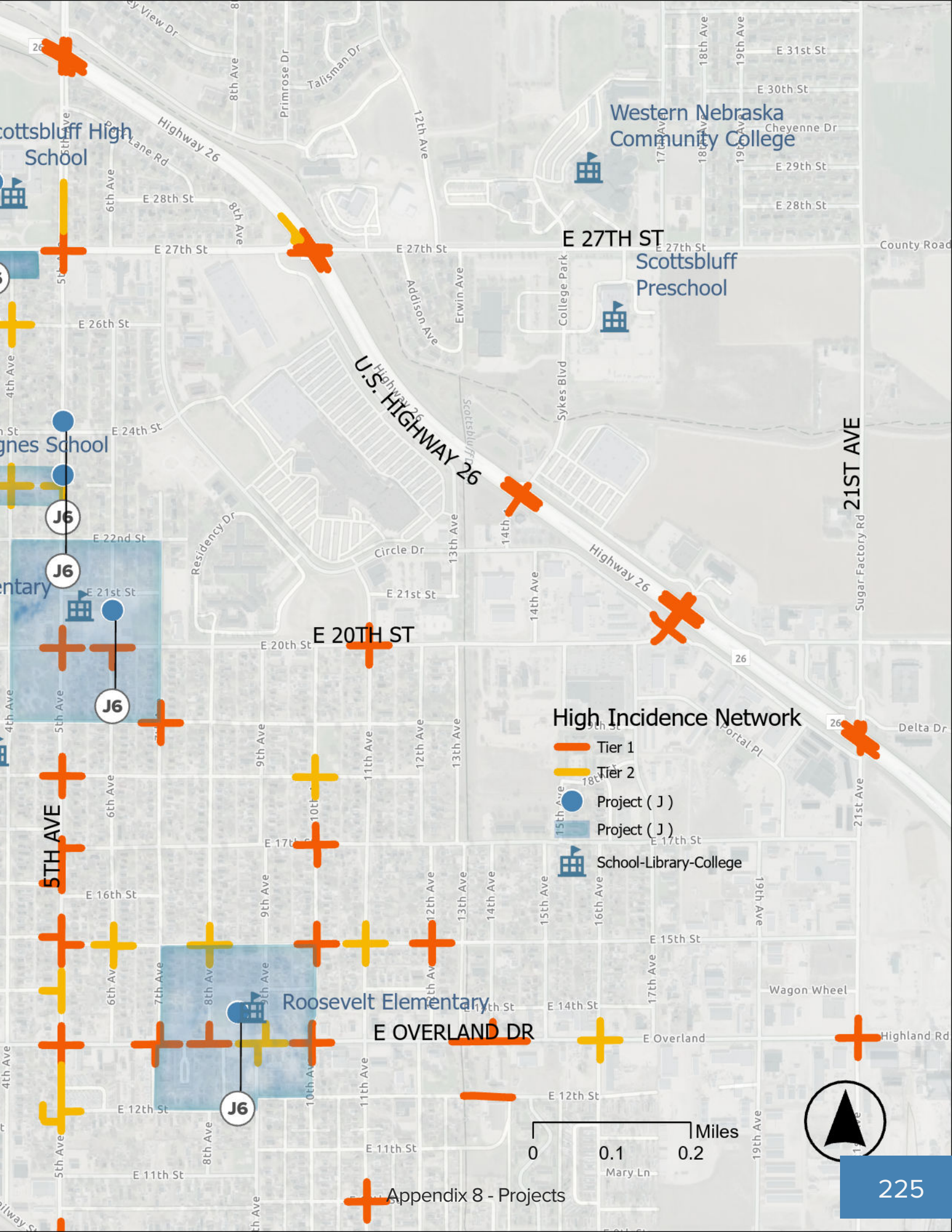
- City of Scottsbluff
- NDOT (US-26 coordination)
- Schools
- Parks & Recreation
- Public Safety
- Transit Provider
- Southeast neighborhood residents
- Western Nebraska Community College
- YMCA

J6

circulation

Managing drop-off congestion and reducing student conflict zones




Western Nebraska Community College
Scottsbluff Preschool
E 27TH ST
U.S. HIGHWAY 26
21ST AVE
E 20TH ST
5TH AVE
E OVERLAND DR
Roosevelt Elementary
J6
J6
J6
High Incidence Network
Tier 1
Tier 2
Project (J)
Project (J)
School-Library-College
0
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Miles

circulation

Managing drop-off congestion and reducing student conflict zones

J6 – School Circulation & Access Safety Improvements

Project Type: Capital Project – School Area Operational & Circulation Safety Improvements

HIN Relevance: School campuses are directly connected to Tier 1 and Tier 2 High Injury Network corridors, where congestion and circulation conflicts increase exposure during arrival and dismissal periods.

Project Overview

J6 delivers targeted, campus-specific operational safety improvements focused on circulation clarity, pedestrian protection, and small-scale geometric refinements.

Rather than major roadway reconstruction, this program prioritizes practical, implementable strategies that reduce conflict points, improve traffic flow, and enhance pedestrian safety in school environments.

Focus locations include:

- **Bluffs Middle School** – North Broadway (Tier 1 HIN corridor)
- **Scottsbluff High School** – 27th Street (Tier 1 HIN corridor)
- **Roosevelt Elementary** – East Overland / 9th Avenue (Tier 1 HIN corridor)
- **Longfellow Elementary** – Located at Tier 1 HIN Intersection #15
- **Lincoln Heights Elementary** – Adjacent to Tier 2 HIN local streets
- **St. Agnes School** – Tier 2 HIN neighborhood review area
- **Community Christian School** – Lighting and pedestrian visibility concern area

School-related congestion increases pedestrian exposure and conflict complexity at several Tier 1 HIN locations.

Why This Matters

School zones create predictable, high-exposure conditions where:

- Vehicle congestion peaks during short time windows
- Pedestrians and bicyclists are concentrated
- Turning, backing, and mid-block crossings increase conflict risk

These conditions are amplified where schools are located along or near Tier 1 and Tier 2 HIN corridors, making circulation management a critical safety strategy.

Safety Problems Addressed

- Congested drop-off and pick-up operations
- Pedestrian crossing exposure during dismissal
- Inconsistent circulation patterns between campuses
- Parking spillover into residential neighborhoods
- Lighting deficiencies
- Stop-control inconsistencies in Tier 2 HIN areas
- Limited coordination between engineering and school operations

Crash Snapshot

- Severe crashes cluster on corridors directly serving school campuses.
- Arrival/dismissal periods increase turning, backing, and mid-block crossing conflicts.
- Parking spillover affects adjacent residential Tier 2 HIN streets.
- High traffic volumes create daily peak congestion conditions.

Campus-Specific Components

J6a. Scottsbluff High School Access & Parking Optimization

Comprehensive evaluation of site access, internal circulation, and parking operations to reduce conflict points, improve traffic flow, and support safe student movement during peak periods. (See following pages.)

Roosevelt Elementary

- Evaluate southbound 9th Avenue one-way operation during dismissal
- Reduce conflicts with East Overland
- Coordinate crossing upgrades with J3
- Improve lighting and pedestrian visibility

Bluffs Middle School

- Evaluate west-side 2nd Avenue pullout feasibility
- Refine dismissal circulation
- Coordinate with J4 raised crossing improvements

J6

Scottsbluff High School (Operational Elements)

Operational elements only – structural access changes addressed in **J6a**

- Internal signing and striping clarity
- Dismissal flow optimization
- Reinforce 20 mph compliance messaging
- Coordinate with J2 corridor improvements

Lincoln Heights Elementary

- Minor circulation refinements
- Parking staging improvements
- Pedestrian safety enhancements toward Broadway
- Coordinate with J4

Longfellow Elementary

- Located at Tier 1 HIN Intersection #15
- Formalize one-way dismissal operations
- Signing and striping upgrades
- Pedestrian visibility enhancements

St. Agnes School

- Evaluate 4-way stop feasibility (2nd Ave & E 23rd Street)
- Conduct stop-control study aligned with Tier 2 HIN review

Community Christian School

- Pedestrian-scale lighting improvements

Westmoor Elementary

- Signage enhancements

Implementation Approach

- Campus-by-campus engineering review
- Coordination with school administrators and law enforcement
- Data-driven stop-control studies
- Integration with P1 – School Zone Standardization
- Use of P3 – Quick-Build Demonstration where appropriate

Performance Metrics

- Zero fatal and serious injury crashes in school zones
- Reduced dismissal-period congestion conflicts
- Improved pedestrian yielding compliance
- Increased circulation clarity and predictability

Project Descriptions

J6b. School zone signage upgrades

Replacement and standardization of school-zone signage, pavement markings, speed transition signing, and warning devices to improve driver awareness and create more consistent school-zone expectations across campuses.

Improvements may include:

- flashing beacons
- advance warning signs
- speed feedback devices
- pavement legends
- updated MUTCD-compliant signage

J6c. High-visibility crosswalks

Installation or enhancement of ladder-style and high-visibility crosswalk markings at key student crossing locations.

Improvements may include:

- advance stop bars
- yield markings
- signing upgrades
- curb ramp coordination
- targeted crossing visibility enhancements near school entrances and dismissal routes

J6d. RRFB installations

Installation of Rectangular Rapid Flashing Beacons (RRFBs) at selected uncontrolled crossings with elevated pedestrian exposure or documented crossing concerns. RRFB installations may include all appurtenant features: ADA curb ramps, high-visibility crosswalks, sidewalk infill, minor curb repairs, and the complete RRFB with signage.

Potential locations include crossings associated with:

- Roosevelt Elementary
- East/West Overland
- Avenue I
- 24th Street
- other school-adjacent Tier 1 HIN corridors where engineering review indicates benefit

J6e. Parking reconfiguration

Targeted parking and circulation reconfiguration at selected campuses to improve pickup/drop-off efficiency, reduce vehicle conflicts, clarify circulation patterns, and minimize spillover parking impacts into adjacent neighborhoods.

Improvements may include:

- restriping
- curb modifications
- loading zone adjustments
- one-way circulation refinements
- minor geometric changes

J6

J6f. Bus pullout

Construction of a dedicated bus pullout or loading area at high-conflict school frontage locations to reduce roadway blockage, improve visibility, and separate loading operations from through traffic.

Improvements may include:

- pavement widening
- curb and gutter modifications
- signing
- drainage adjustments
- ADA-accessible boarding areas

J6g. Campus circulation and operational review

Campus-specific engineering and operational evaluations focused on dismissal patterns, pickup/drop-off operations, pedestrian circulation, signing consistency, traffic conflicts, and school-zone management. Reviews will support implementation-ready recommendations coordinated with school administrators, law enforcement, and related corridor projects.

J6h. Pedestrian lighting enhancements

Installation of pedestrian-scale or targeted crossing lighting at school crossings, sidewalks, pickup/drop-off zones, and other high-exposure locations where visibility deficiencies contribute to safety concerns.

Improvements may include:

- LED fixtures
- focused crossing illumination
- pole upgrades
- coordination with existing electrical infrastructure

J6i. Sidewalk / ADA improvements

Construction of targeted sidewalk connections, curb ramps, detectable warnings, and ADA accessibility improvements supporting safer student access routes and more predictable pedestrian circulation near campuses.

Improvements may address localized gaps, non-compliant ramps, and crossing accessibility deficiencies identified through engineering review.

Bilingual Outreach Coordination

All circulation modifications and school zone updates will include bilingual (English/Spanish) communication materials to ensure clear understanding by families and caregivers.

Related Projects

J2 – Targeted Corridor & Intersection Corrections

J3 – East Overland Improvements

J4 – North Broadway & Bluffs Middle

J6a – SHS Access & Parking Optimization

P1 – School Zone Standardization

P3 – Quick-Build Demonstration

J6 is a programmatic project applied across multiple school sites, so cost items reflect treatment types rather than location-specific sub-projects.

Planning-Level Cost Summary

≈ $1.5 Million

Estimated Range

$1.2M – $1.8M

(Reflects variation in number of campuses, extent of circulation changes, and optional treatments such as RRFBs and pullouts.)

Primary Cost Drivers

- Extent of parking and circulation reconfiguration
- Number of campuses requiring improvements
- Inclusion of RRFBs or enhanced crossing treatments
- Pullout construction feasibility (Bluffs Middle School)
- Lighting upgrades and electrical requirements
- Level of ADA and sidewalk improvements

Implementation Notes

- Improvements are campus-specific and scalable
- Many elements can be implemented as quick-build or pilot treatments
- Coordination with school administration is critical for success
- Some improvements may require seasonal implementation (summer work)
- Stop-control changes subject to engineering study and MUTCD compliance
- Can be bundled with corridor projects (**J2**, **J3**, **J4**) for efficiency

J6

Project Scale

Citywide program applied across multiple school campuses

Includes a mix of:

- Operational improvements
- Signing and striping
- Minor geometric changes
- Targeted capital investments
- Implementation Timing

Short- to Mid-Term

- Short-Term: signage, striping, circulation adjustments, lighting
- Mid-Term: parking reconfiguration, pullouts, ADA improvements

Potential Funding Sources

- SS4A Implementation Grants
- Highway Safety Improvement Program (HSIP)
- School safety funding programs
- Local capital improvement funds
- Safe Routes to School (where applicable)

Phasing Strategy

Phase 1: Immediate Safety & Operations

- Signing and striping upgrades
- Circulation adjustments
- Lighting improvements

Phase 2: Targeted Capital Improvements

- Parking reconfiguration
- ADA and sidewalk improvements
- RRFB installation (if warranted)

Phase 3: Site-Specific Enhancements

- Pullout construction
- Advanced circulation redesign at high-volume campuses

Countermeasures Referenced

- **CM-1** – High-Visibility Crossings & Stop Bars
- **CM-2** – RRFBs
- **CM-4** – School Zone Treatments
- **CM-5** – Lighting Improvements
- **CM-6** – Quick-Build / Interim Measures
- **CM-7** – Traffic Calming & Speed Management
- **CM-8** – Sidewalk & ADA Improvements

Expected Safety Outcomes

- Reduced pedestrian exposure during arrival and dismissal
- Improved driver yielding compliance in school zones
- Reduced congestion-related conflicts
- Increased clarity and predictability of circulation patterns
- Improved safety for students walking and biking to school
- Reduced crash risk in school-adjacent Tier 1 and Tier 2 HIN areas

Plan Alignment

- 2026 Comprehensive Plan
- High Injury Network prioritization
- Public input on school safety and crossings
- School and stakeholder input



Cost Estimate
$1.5 M
Based on 2025 costs

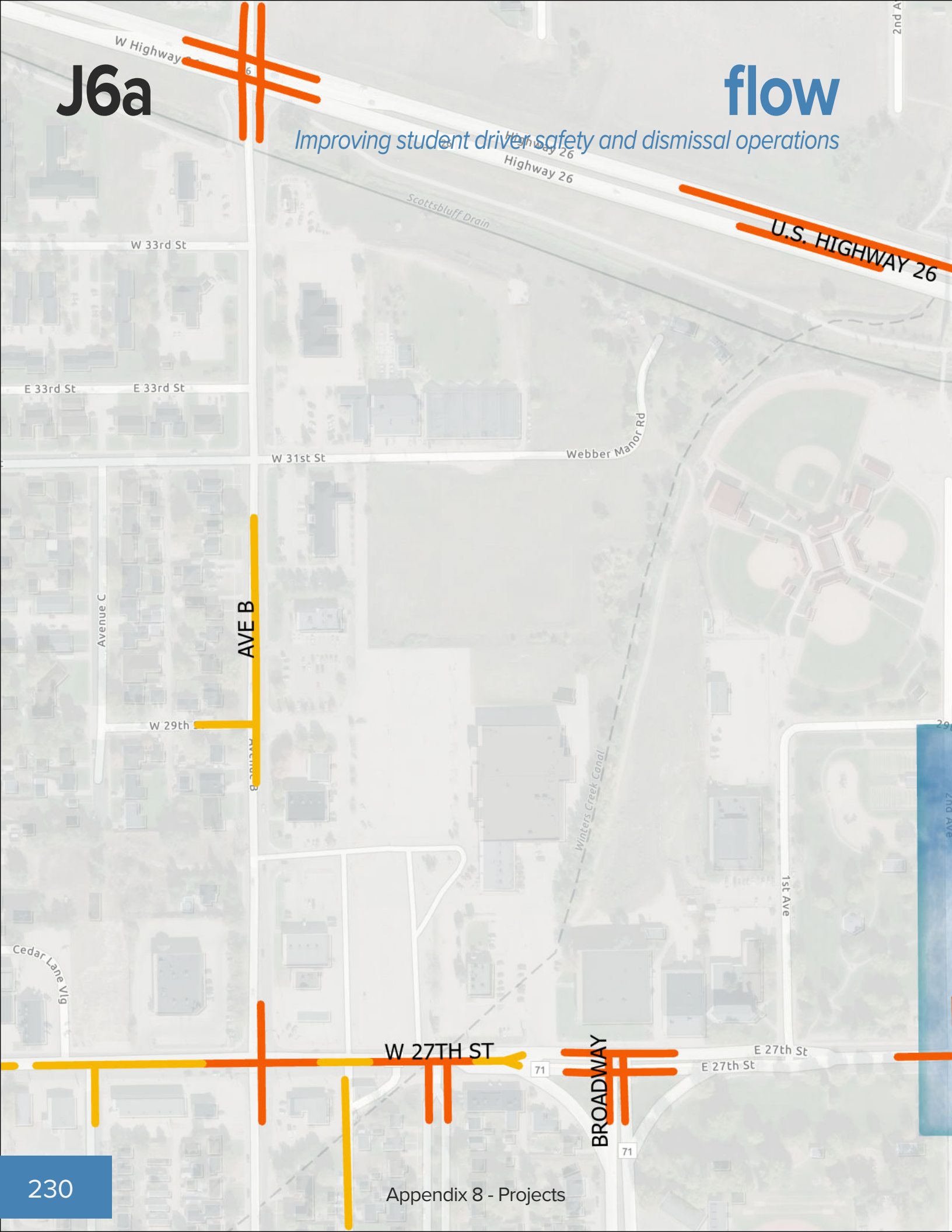
Key Partners

- Scottsbluff Public Schools
- Scottsbluff Police Department
- City Public Works
- City Planning Department
- Adjacent neighborhood residents
- NDOT (US-26 coordination)

J6a

flow

Improving student driver safety and dismissal operations




5th Ave
Rosedale Dr
Hillcrest Dr
Winters Creek Canal
26
Valley View Dr
Winter Creek Dr
Highway 26
Park Lane Rd
6th Ave
E 28th St
5TH AVE
J6a
Scottsbluff
High School
E 27TH ST
E 27th St
High Incidence Network
Tier 1
Tier 2
Project (J)
Project (J)
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J6a – Scottsbluff High School Access & Parking Optimization

Capital Project – Campus Access & Network Connectivity

HIN Relevance: Adjacent to 27th Street (Tier 1 HIN Corridor) and connected to the signalized intersection at 2nd Avenue & 27th Street.

Project Overview

J6a addresses congestion, circulation inefficiencies, and pedestrian exposure risks associated with high student-driver volumes at Scottsbluff High School.

This project combines near-term operational improvements with evaluation of a potential secondary access connection to improve long-term network performance and reduce reliance on a single discharge point to a Tier 1 corridor.

Project Purpose

To reduce congestion, improve traffic flow, enhance pedestrian safety, and evaluate long-term network connectivity options for the Scottsbluff High School campus.

This project focuses on structural access and network solutions, separate from operational circulation refinements addressed in **J6**.

Safety Problems Addressed

- High-volume dismissal congestion with event-scale traffic conditions
- Queue spill-back onto 2nd Avenue and 27th Street
- Concentrated turning conflicts at a single access point
- Residential spillover parking affecting visibility and neighborhood safety
- Limited redundancy in campus access and egress

Project Components

J6a1. Parking Lot Operations Refinement

- Signing and striping improvements
- Exit channelization refinements
- Queue management strategies
- Dismissal staging improvements

J6a2. Lot Expansion (approx. 80 sp.)

Expansion of on-campus parking capacity to reduce overflow parking, improve internal circulation efficiency, and decrease vehicle conflicts associated with informal or off-site parking activity. Improvements may include: grading, pavement, lighting, drainage, ADA-accessible spaces, sidewalk connections, and circulation integration with existing campus access routes.

J6a3.

Evaluation and adjustment of signal timing and operations at the 2nd Avenue & East 27th Street intersection to improve dismissal-period traffic flow, reduce queue spill-back, and better accommodate school-related turning movements. Improvements may include: updated timing plans, coordination adjustments, detection modifications, and operational refinements aligned with corridor traffic conditions.

J6a4. Northwest Connector Road – Feasibility & Conceptual Design

Concept:

New roadway connection from the northwest corner of the SHS parking lot (2nd Ave & 28th Street) extending northwest to Avenue B.

Purpose:

- Provide a second outlet for student traffic
- Reduce congestion onto 27th Street
- Reduce pressure on 2nd Avenue
- Improve emergency access redundancy

Includes:

- Alignment study
- Property impact review
- Environmental and drainage review
- Traffic modeling
- Preliminary cost opinion

This component is conceptual and subject to feasibility findings and future funding.

J6a5. Residential Spillover Mitigation Study

- Evaluate permit parking feasibility
- Identify short-term pickup and staging zones
- Coordinate with enforcement and neighborhood stakeholders

Crash Snapshot

- Tier 1 corridor adjacent to campus
- High turning volumes and queue spill-back during dismissal
- Simultaneous vehicle discharge into constrained network
- Residential spillover creating pedestrian visibility conflicts
- Speed compliance challenges outside school hours

Why This Matters

High schools generate concentrated traffic peaks similar to large events—but on a daily basis. Without additional access options, all traffic is forced through a constrained local network into a Tier 1 corridor.

Under the Safe System approach, reducing concentration of conflicts and providing network redundancy is critical to lowering crash risk and improving operational safety.

Implementation Phasing

Short-Term (0–3 Years)

- Parking lot striping and signing upgrades
- Dismissal management improvements

- Residential mitigation evaluation

Mid-Term (3–7 Years)
- Connector road feasibility study
- Preliminary design

Long-Term (7+ Years)
- Connector road construction (if feasible and supported)

Performance Metrics
- Reduced dismissal-period queue length
- Reduced spillover parking conflicts
- Improved average vehicle exit time
- Maintained zero KSI crashes in school access zone

Planning Level Cost Summary

Estimated Range:

Phase 1
(Operations + Feasibility Only)
$225,000 – $6,000,000

Primary Cost Drivers
- Feasibility and design outcomes for connector roadway
- Right-of-way and property acquisition needs
- Extent of grading, drainage, and utility impacts
- Level of parking lot reconfiguration required
- Scope of residential mitigation measures

Implementation Notes
- Project is phased and scalable, with low-cost operational improvements independent of long-term construction
- Connector roadway is not assumed and is contingent on feasibility and stakeholder support
- Operational improvements can be implemented quickly and coordinated with school administration
- Construction elements may require multi-year funding and coordination

Project Scale

Single-campus project with potential network-level impact
- Near-term: site-specific operational improvements
- Long-term: potential network connection influencing corridor performance

Implementation Timing

Short- to Long-Term
- Short-Term (0–3 Years): striping, signing, circulation improvements
- Mid-Term (3–7 Years): feasibility study and preliminary design
- Long-Term (7+ Years): connector construction (if pursued)

Phasing Strategy

Phase 1 – Immediate Operations
- Parking lot striping and signing
- Dismissal management improvements
- Residential spillover evaluation

Phase 2 – Planning & Feasibility
- Connector study and traffic modeling
- Preliminary design

Phase 3 – Capital Implementation
- Connector roadway construction (if feasible and supported)

Potential Funding Sources
- SS4A Implementation Funds
- Local Capital Improvement Program
- School District partnership
- State or regional transportation funding (if connector advances)

Countermeasures Referenced
- **CM-6** – Quick-Build / Interim Measures
- **CM-7** – Traffic Calming & Speed Management
- **CM-3** – Signal Visibility & Operations (coordination with corridor)
- **CM-8** – Sidewalk & ADA Improvements (as needed)

Expected Safety Outcomes
- Reduced congestion-related conflicts during dismissal
- Improved traffic flow and reduced queue spill-back
- Reduced pedestrian exposure at campus access points
- Improved neighborhood safety through reduced spillover parking
- Increased network redundancy and reduced reliance on a single access point

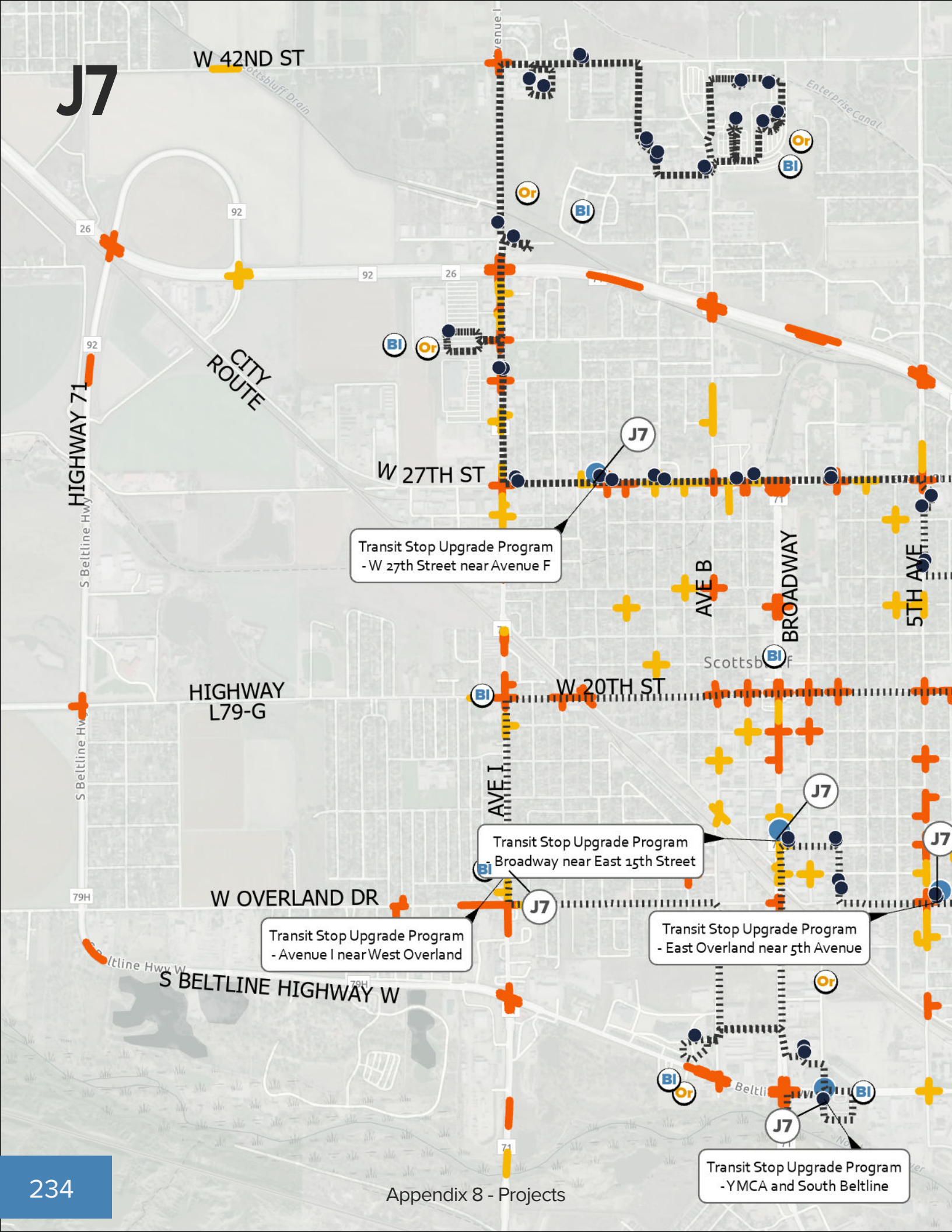
Performance Metrics
- Reduced dismissal-period queue length
- Reduced spillover parking conflicts
- Improved vehicle exit times
- Maintained zero KSI crashes in school access zone

Plan Alignment
- 2026 Comprehensive Plan (school access and safety)
- School District facilities and circulation planning
- SS4A High Injury Network analysis
- Police Department and stakeholder input
- Public input on 27th Street congestion



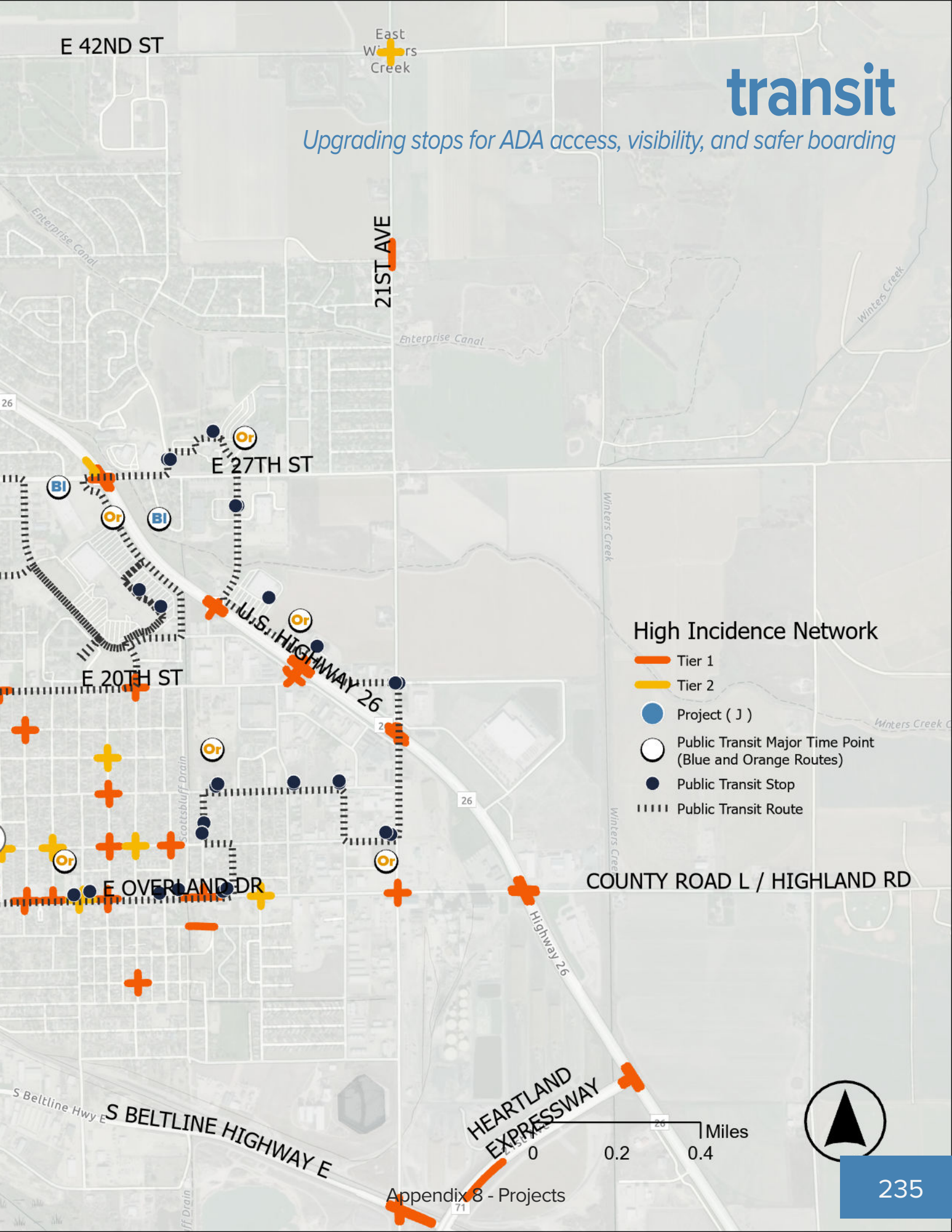
Cost Estimate
$1.6 M —$6 M
Based on 2025 costs

Key Partners
- Scottsbluff Public Schools
- Scottsbluff Police Department
- City Public Works
- City Planning Department
- Adjacent neighborhood residents
- NDOT (corridor coordination)


J7
W 42ND ST
HIGHWAY 71
CITY ROUTE
W 27TH ST
Transit Stop Upgrade Program
- W 27th Street near Avenue F
AVE B
BROADWAY
5TH AVE
HIGHWAY
L79-G
W 20TH ST
AVE I
Transit Stop Upgrade Program
- Broadway near East 15th Street
W OVERLAND DR
Transit Stop Upgrade Program
- Avenue I near West Overland
Transit Stop Upgrade Program
- East Overland near 5th Avenue
S BELTLINE HIGHWAY W
Transit Stop Upgrade Program
- YMCA and South Beltline

transit

Upgrading stops for ADA access, visibility, and safer boarding



transit

Upgrading stops for ADA access, visibility, and safer boarding

J7 – Transit Stop Upgrade Program

Capital Project – Multimodal Safety & Accessibility Improvements

HIN Relevance

Transit stops are located along or adjacent to several Tier 1 High Injury Network (HIN) corridors, including:

- 27th Street (east & west segments)
- Avenue I
- East Overland
- West Overland
- 20th Street

Riders often board and alight directly adjacent to high-speed or high-volume roadways, increasing pedestrian exposure risk.

Project Overview

J7 delivers targeted safety and accessibility improvements at high-priority transit stops, focusing on ADA compliance, visibility, and safer boarding conditions.

This program improves conditions for transit riders—particularly vulnerable users—while reducing conflicts between buses, pedestrians, and vehicles along high-risk corridors.

Project Purpose

To improve safety, visibility, and ADA accessibility at transit stops located along high-risk corridors and near key destinations, while supporting equitable mobility across the community.

> *This program focuses on low-cost, high-impact improvements that can be deployed quickly across multiple locations.*

Safety Problems Addressed

- Pedestrian exposure at stops along high-speed corridors
- Lack of ADA-compliant boarding areas
- Poor lighting and limited nighttime visibility
- Buses stopping in travel lanes
- Vehicles blocking or encroaching on stop areas
- Limited separation between riders and moving traffic

Project Components

J7a. ADA Boarding Pads & Accessibility Improvements

- ADA-compliant boarding pads
- Detectable warnings
- Sidewalk connections to adjacent network
- Coordination with J11 sidewalk program

J7b. Shelter Installation Program

- Install 6 donated shelters
- Prioritize high-ridership stops
- Concrete pads and seating
- Weather protection

J7c. Lighting Enhancements at Stops

- Pedestrian-scale lighting
- Focus on poorly lit HIN segments
- Coordination with P2 – HIN Lighting Program

J7d. Bus Stop Location Optimization

- Evaluate minor relocation opportunities
- Improve visibility near intersections
- Reduce turning conflicts and improve approach geometry

J7e. Curb/access improvements

- Sidewalk connections to adjacent network
- Coordination with J11 sidewalk program

J7f. Feasibility Review for Select Pull-Out Locations

- Evaluate feasibility where right-of-way allows
- Focus on high-volume or constrained corridors
- Recognize limitations on most HIN corridors

Crash Snapshot

- Transit stops concentrated along Tier 1 corridors
- Limited lighting and ADA infrastructure at several locations
- Buses stopping in travel lanes due to lack of defined space
- Vehicles blocking stops, creating conflicts
- Riders include seniors, students, and low-income populations

What This Project Does NOT Include

- No roadway widening
- No major corridor reconstruction
- No new transit routes
- No pull-outs where infeasible

Why This Matters

Transit riders are among the most vulnerable roadway users. When stops lack defined space, lighting, or ADA access, riders are exposed to moving traffic.

Under the Safe System approach, improving visibility, accessibility, and separation at transit stops reduces crash severity risk while supporting equitable access to mobility.

J7

Planning-Level Cost Summary

Estimated Program Range: $250,000 – $991,000

Primary Cost Drivers

- Number of stops upgraded
- Extent of ADA improvements and sidewalk connections
- Shelter installation and site preparation needs
- Lighting installation and electrical access
- Feasibility and construction of pull-out locations

Costs reflect an initial build-out of priority stops and can be expanded incrementally as additional funding becomes available.

Implementation Notes

- Program is incremental and scalable by stop location
- Can be delivered annually as funding allows
- Prioritization based on HIN location, ridership, and equity considerations
- Coordination required with transit provider and NDOT (where applicable)
- Many improvements can be bundled with corridor or lighting projects

Project Scale

- Citywide program applied across priority transit stops
- Focus on HIN corridors and key destinations
- Improvements vary by location based on need and feasibility

Implementation Timing

Short- to Long-Term

- Short-Term: shelters, ADA pads, lighting at priority stops
- Mid-Term: relocation adjustments and additional shelters
- Long-Term: continued incremental upgrades

Phasing Strategy

Phase 1 – Immediate Safety improvements

- Install donated shelters
- ADA pad construction
- Lighting upgrades

Phase 2 – System Optimization

- Stop relocation adjustments
- Additional shelter expansion

Phase 3 – Select Enhancements

- Limited pull-out implementation where feasible

Potential Funding Sources

- SS4A Implementation Grants
- FTA Section 5311 (Rural Transit)
- State transit grants
- Local funding / TIF (where applicable)
- Employer partnerships (e.g., industrial corridors)

Countermeasures Referenced

- **CM-1** – High-Visibility Crossings & Stop Bars
- **CM-5** – Lighting Improvements
- **CM-8** – Sidewalk & ADA Improvements
- **CM-10** – Transit Stop Improvements

Expected Safety Outcomes

- Reduced pedestrian exposure at transit stops
- Improved visibility for riders and drivers
- Increased ADA accessibility across the network
- Reduced bus-related traffic conflicts
- Improved safety for vulnerable users including seniors and students

Performance Metrics

- % of HIN transit stops ADA-compliant
- Number of shelters installed
- Reduction in buses stopping in travel lanes
- Improved nighttime visibility at transit stop locations

Plan Alignment

- 2026 Comprehensive Plan (multimodal connectivity & equity)
- SS4A HIN analysis
- Transit stakeholder input
- United We GROW workforce access strategy
- Tri-City Sustainability Assessment



Cost Estimate
$991 k
Based on 2025 costs

Key Partners

- Tri-City Roadrunner Transit
- City Public Works
- City Planning
- Scottsbluff Police Department
- NDOT (corridor coordination)
- Disability and senior advocacy groups


J8
J8
Avenue I (#1)
J8
W 20TH ST
W 20th Street (#6)
Scottsbluff
AVE I
AVE B
BROADWAY
5TH AVE
J8
Avenue B (#3)
W OVERLAND DR
J8
Broadway (#2)
J8
5th Avenue (#5)
9th Avenue (#7)
S BELTLINE HIGHWAY W
HIGHWAY 71
71
Terrytown
Central Canal
North Platte River

crossings

Improving surface, visibility, and pedestrian safety at rail interfaces

While Scottsbluff's rail crossings are equipped with active warning devices (gates and flashers), crash risk is influenced by:

- High-speed corridor context (Tier 1 HIN)
- Vehicle queueing and signal proximity
- Surface condition variability
- Limited pedestrian ADA pathways at select crossings
- Lighting deficiencies at certain locations

The concentration of crossings within Tier 1 HIN corridors indicates that rail-related risk exposure is embedded within the city's highest-severity roadway network.

This supports a proactive Safe System approach focused on:

- Visibility
- Surface condition
- Accessibility
- Operational clarity



crossings

Improving surface, visibility, and pedestrian safety at rail interfaces

J8 – Rail Corridor Safety & Accessibility Upgrades

Tiered Urban Railroad Crossing Improvement Program

HIN Tier

- Tier 1 (7 crossings)
- Tier 2 (1 crossing)

Hazard Index Ranks

- #1–#7 (Urban Crossings)

Primary Mode(s)

- Vehicles
- Pedestrians
- Bicycles
- Emergency Access

Timeframe

- Short–Mid Term (Phased)

Lead Partner

- City of Scottsbluff (coordination with BNSF & NDOT)

Project Purpose

Improve safety, accessibility, and operational consistency at Scottsbluff's highest-risk urban railroad crossings through a phased, hazard-index-driven upgrade program aligned with FHWA Appendix C systematic evaluation guidance.
This project addresses at-grade crossing safety only.

Grade separation feasibility studies are addressed separately under **J8a** and **J8b**.

PHASE 1 – Priority Crossings (Tier 1)

- Avenue I
- Broadway
- Avenue B
- 21st Avenue

For J8a. and J8b. see pages 228-231 for grade separation feasibility studies.

Treatments

- **J8c.** Crossing surface rehabilitation
- **J8d.** ADA sidewalk completion & ramp upgrades
- **J8e.** Pedestrian delineation enhancements
- **J8f.** LED lighting upgrades
- **J8g.** Pavement marking refresh (RR crossing, STOP bars)
- **J8h.** Advance warning signage improvements
- **J8i.** Skew-approach visibility treatments
- **J8j.** Median/channelization review (where warranted)
- These crossings carry the highest combined AADT and hazard ranking.

PHASE 2 – Additional Crossings (Tier 2 / Add-Alternative)

- 5th Avenue
- 20th Street
- 9th Avenue

Same treatment package scaled to location need.

Corridor-Wide Study Components

- **J8k.** Rail lighting consistency evaluation
- **J8m.** Pavement marking & signage standardization study
- **J8n.** Wayside horn feasibility study Quiet zone framework evaluation

Safety Problems Addressed

- Rough surface conditions affecting vehicle control
- Limited ADA pedestrian accommodation
- Inconsistent nighttime visibility
- Skewed approach geometry
- Inadequate advance warning consistency
- Gate-running potential without channelization

Crash Snapshot

- 7 crossings are located on Tier 1 HIN segments
- 1 crossing are located on a Tier 2 HIN segment

Highest Hazard Index crossings:

- Avenue I (Rank 1)
- Broadway (Rank 2)
- Avenue B (Rank 3)
- 21st Avenue (Rank 4)
- 5th Avenue (Rank 5)
- 20th Street (Rank 6)
- 9th Avenue (Rank 7)

Key Issues Identified:

- Rough or deteriorated crossing surfaces
- Skewed roadway approaches
- Inconsistent or inadequate lighting
- Gaps in pedestrian and ADA accommodations
- Delay-related congestion and driver frustration

Ranked Crossings within Scottsbluff

1. Avenue I
2. Broadway
3. Avenue B
4. 21st Avenue
5. 5th Avenue
6. W 20th Street
7. 9th Avenue

J8

Why This Project Matters

Urban railroad crossings are high-consequence conflict points where vehicle, pedestrian, and rail movements intersect.

Although all crossings include gates and flashing lights, several require surface, ADA, and lighting improvements to reduce crash severity risk and improve user expectancy.

This project uses a data-driven Hazard Index approach to prioritize improvements where they will produce the greatest safety benefit.

> *These conditions contribute to elevated crash risk and reinforce the need for a coordinated, corridor-wide improvement strategy.*

Performance Metrics

- Reduce crash severity at Tier 1 rail crossings
- Improve ADA compliance at 100% of Phase 1 crossings
- Achieve corridor-wide lighting consistency standard
- Reduce public safety complaints related to crossing condition

Planning-Level Cost Basis

Phase 1 – Base Scope (4 Crossings)

- Surface Rehabilitation
  $300,000 – $500,000
- ADA & Pedestrian Improvements
  $200,000 – $3,000
- Lighting Upgrades
  $150,000 – $300,000
- Signing & Marking Enhancements
  $75,000 – $125,000

Construction Subtotal
$725,000 – $1,275,000

Soft Costs (Design, ROW, Coordination, Contingency ~30%)
$220,000 – $380,000

Phase 1 Total:
$950,000 – $1,650,000

Phase 2 – Add-Alternate Scope (3 Crossings)

- Construction
  $550,000 – $950,000
- Soft Costs (~30%)
  $165,000 – $285,000

Phase 2 Total:
$715,000 – $1,235,000

Corridor-Wide Study Components

- Lighting Study
  $75,000 – $120,000
- Signing & Marking Study
  $50,000 – $80,000
- Wayside Horn Feasibility
  $75,000 – $125,000

Total Study Package:
$200,000 – $325,000

Potential Full Build-Out Range
$1.9M – $3.2M

Scaled appropriately for SS4A implementation.

Detailed cost estimates are provided at the end of this **APPENDIX A8-PROJECTS**; *the following summarizes planning-level ranges for phased implementation.*

Plan Alignment

- 2026 Comprehensive Plan (Corridor Safety & Connectivity)
- SS4A High Injury Network (HIN) Analysis
- Railroad Crossing Hazard Index Evaluation
- Public and Task Force Input
- FHWA Appendix C Systematic Safety Guidance



Cost Estimate
$1.6 M
Based on 2025 costs

Key Partners

- City of Scottsbluff
- BNSF Railway
- Nebraska Department of Transportation (NDOT)
- Emergency Services
- Panhandle Public Heath District
- Scottsbluff Police Department

J8a resilience

Evaluating long-term solutions to rail delay and emergency access

J8a – In-Town Rail Grade Separation Feasibility Study

Project Type: Feasibility Study (Planning-Level Engineering & Alternatives Analysis)

HIN Relevance: Rail crossings occur directly on or adjacent to Tier 1 HIN corridors, including:

- CR 19 (Tier 1 HIN segment #12)
- Avenue I (Tier 1 HIN corridor)
- Broadway / Overland (Tier 1 HIN corridors, including #25)
- W 20th Street (Tier 1 HIN corridor #21)
- 5th Avenue (Tier 1 HIN corridor segments)
- South Beltline Hwy East (2 crossings on Tier 1 HIN segments including #11)

This concentration of crossings within the city's highest-risk roadway segments reinforces the need to evaluate long-term separation options.

Project Purpose

Evaluate the technical, financial, operational, and community feasibility of constructing a grade-separated crossing (overpass or underpass) at a high-volume urban railroad crossing in Scottsbluff.

This study does not commit the City to construction. It determines whether grade separation is justified based on:

- Hazard Index ranking
- Delay frequency and duration
- Emergency response impacts
- Crash history
- Adjacent land use and right-of-way constraints
- Rail coordination requirements



J8a

Hazard Index ranking

- Delay frequency and duration
- Emergency response impacts
- Crash history
- Adjacent land use and right-of-way constraints
- Rail coordination requirements

Focus Area

Priority evaluation locations include:

- Avenue I (Hazard Rank #1)
- Broadway (Hazard Rank #2)
- Avenue B (Hazard Rank #3)

Final location to be determined based on engineering screening.

Study Components

- Traffic operations modeling
- Rail coordination feasibility review (BNSF)
- Concept-level engineering alternatives
- Cost estimating (Class 4 level)
- Environmental & ROW screening
- Funding strategy assessment

Outcome

- Deliver a defensible recommendation:
- Advance to design
- Preserve corridor for future project
- Do not pursue

This ensures large-scale capital investment is grounded in data and Safe System principles.

Cost Basis Overview

Scope of Study

Citywide rail crossing screening and alternatives evaluation

Planning-Level Estimate

Engineering feasibility study

$150,000 – $400,000

Included:

- Traffic & safety modeling
- Conceptual structure layouts
- Preliminary cost modeling

Note: Construction costs not included in this project. If feasible, grade separation construction could range from $15M–$40M+ depending on structure type and location.

Why This Matters

- At-grade rail crossings create recurring delay, emergency response constraints, and high-consequence conflict points within the transportation system.
- This study ensures that any future grade separation investment is data-driven, cost-effective, and aligned with Safe System principles.

Crash Snapshot

- 7 rail crossings located on Tier 1 HIN corridors
- 1 rail crossing located on Tier 2 HIN segment
- Crossings embedded in high-speed, high-volume corridors
- Emergency access and freight movements intersect these corridors

Plan Alignment

- 2026 Comprehensive Plan (corridor safety emphasis)
- SS4A High Injury Network findings
- United We GROW (freight and regional mobility reliability)
- Public safety stakeholder input



Cost Estimate
$400 K
Based on 2025 costs

Key Partners

- City of Scottsbluff
- Nebraska Department of Transportation (NDOT)
- Railroad operator(s)
- Scottsbluff Police & Fire
- Regional freight stakeholders
- Adjacent property owners

J8b separation

Eliminating rail conflicts for walking and biking connections

J8b – Pedestrian/Bicycle Rail Separation Feasibility (SE Pathway Connection)

Project Type: Feasibility Study—Multimodal Grade Separation Evaluation)

Crash Snapshot

- Rail crossings located within Tier 1 HIN corridors
- Southeast neighborhood contains Tier 1 & Tier 2 HIN local streets
- Elevated pedestrian exposure along planned pathway alignment

Project Overview

J8b evaluates the feasibility of a grade-separated pedestrian and bicycle crossing near 9th Avenue to complete a critical gap in the southeast pathway network.

This connection would remove at-grade rail crossing conflicts and improve safe, continuous access between neighborhoods, schools, and community destinations.

HIN Relevance

The proposed SE Pathway Spine connects:

- Tier 1 HIN Southeast neighborhood segments
- East Overland corridor (Tier 1 HIN)
- South Beltline Hwy East (Tier 1 HIN)
- Monument Pathway network

This crossing addresses a key barrier within a high-risk corridor environment.

J8b

Project Purpose

Evaluate the feasibility of a grade-separated pedestrian/bicycle crossing to support:

- SE Neighborhood Spine completion *(Southeast Connectivity Corridor)*
- WNCC<-->YMCA loop connectivity
- South Beltline pathway connection
- Improved access for lower-income neighborhoods

Why This Location

This crossing location was identified based on:

- Skewed roadway and rail geometry
- Limited existing pedestrian accommodations
- Proximity to US-26 and high-speed corridors
- Identified equity corridor
- Priority active transportation connection

Study Components

- Conceptual alignment alternatives
- Vertical clearance and profile analysis
- ADA slope compliance evaluation
- Structural concept screening
- Order-of-magnitude cost estimation
- Connectivity and network impact analysis

Safe System Alignment

This study evaluates permanent separation of vulnerable road users from rail conflict — a Safe System "conflict elimination" strategy.

Even if full separation is infeasible, findings will guide:

- Enhanced at-grade crossing design
- Lighting improvements
- Surface upgrades
- Protective barriers

This crossing is a critical link in the southeast connectivity system, connecting the SE Pathway Spine (**J5**) with neighborhood access improvements (**J11**) and enabling a continuous, grade-separated route across the rail corridor.

Why This Matters

At-grade rail crossings present significant barriers and safety risks for pedestrians and bicyclists, particularly in areas with high exposure and limited infrastructure.

This study evaluates whether a permanent separation can eliminate these conflicts and provide a safe, continuous connection for all users, consistent with Safe System principles and community connectivity goals.

Outcome

- Determine feasibility of an all-ages-and-abilities crossing
- Preserve corridor space if warranted
- Position project for future funding and implementation

If full separation is not feasible, findings will guide enhanced at-grade improvements.

Planning-Level Cost Summary

Estimated Study Range: $100,000 – $300,000

Implementation Notes

- Study is focused on a single priority crossing location
- No construction is included
- Results will inform future capital project development
- Coordination required with railroad operator and NDOT (if applicable)

Project Scale

Single-location study with network-wide connectivity benefits

Implementation Timing

Short-Term (0–2 Years)

Expected Safety Outcomes

- Elimination or reduction of pedestrian/rail conflict exposure
- Improved connectivity across the rail corridor
- Increased use of safe, designated pathways
- Reduced reliance on unsafe at-grade crossings

Plan Alignment

- 2026 Comprehensive Plan (pathway expansion support)
- Master Pathways Map
- SS4A HIN analysis (SE Tier 1 segments)
- Parks & Connectivity goals



Cost Estimate
$300K
Based on 2025 costs

Key Partners

- City of Scottsbluff
- Railroad operator(s)
- NDOT (if adjacent to state facilities)
- Parks Department
- Southeast neighborhood residents
- Active transportation stakeholders

J9 – Pathway Master Plan Project Overview

The Pathway Master Plan will establish a comprehensive, phased, and implementation-ready vision for Scottsbluff's long-term shared-use pathway system.

While the City maintains a Master Pathway Map, it does not currently have a detailed plan that includes engineering feasibility, phasing priorities, cost ranges, funding strategies, ADA integration, and policy alignment.

This effort translates crash data, High Injury Network (HIN) findings, and community priorities into a defined, buildable network that improves safety, connectivity, and equitable access across the community.

> *This plan provides the strategic foundation for implementing J5 – Active Transportation Network Completion.*

Why This Project Is Needed

Scottsbluff's pathway system functions well in the west half of the city but lacks continuous connectivity east of US-26, connections to Downtown, and access to the southeast neighborhood.

Several Tier 1 and Tier 2 HIN segments are local streets where pedestrians and micromobility users travel in the roadway due to missing infrastructure.

A Master Plan ensures:

- Infrastructure investments align with crash risk
- Equity-focused improvements reach underserved neighborhoods
- Safe System principles guide future development
- Projects are phased and financially realistic
- The City remains competitive for grant funding

What the Plan Will Address

The plan will define a connected, citywide network that addresses:

- East–west connectivity gaps across US-26
- Southeast neighborhood pathway spine
- South Beltline corridor completion
- US-26 east parallel pathway feasibility
- Monument Pathway access without arterial crossings
- Perimeter bicycle and shoulder treatments
- Long-term grade separation needs (rail and highway interfaces)

Scope of Work

J9a – Network & Connectivity Assessment

- Pathway inventory and gap analysis
- ADA compliance review
- Connectivity to schools, parks, transit, and commercial areas

J9b – Risk & Exposure Analysis

- HIN overlay and crash pattern analysis
- Identification of high-conflict crossings
- Rail and highway interface evaluation

Crash Snapshot

- Pedestrian KSIs cluster along Tier 1 HIN corridors (US-26, Avenue I, Broadway, East Overland)
- Southeast neighborhood includes Tier 1 and Tier 2 local street segments
- Limited east–west connectivity east of US-26 increases pedestrian exposure
- Lack of Monument Pathway connections forces unsafe crossings

J9c – Alignment Development

- Conceptual corridor alignments
- Off-street vs. on-street evaluation
- Drainage corridor utilization (SE neighborhood)
- Grade separation screening

J9d – Cost & Phasing Strategy

- Planning-level cost estimates
- Short-, mid-, and long-term phasing
- Funding eligibility and grant alignment
- Maintenance considerations

J9e – Policy & Development Integration

- Subdivision and development standards
- Right-of-way dedication guidance Coordination with NDOT corridors
- Integration with Transportation Safety Ordinance Update

J9f – Community Engagement

- Bilingual (Eng/Spanish) outreach
- Public workshops and map-based feedback
- School and senior outreach
- Walk audits

J9

J9g – Plan Document & GIS Deliverables

J9h – Wayfinding & Signage

Develop coordinated wayfinding and signage system to improve pathway visibility, user orientation, destination access, and safer connections between neighborhoods, schools, parks, downtown, and regional corridor routes.

Implementation Approach

This plan is structured as an implementation-ready framework that supports phased capital investment over time.

The City can:

- Advance projects incrementally
- Pursue grants by corridor or segment
- Deliver early safety benefits through priority connections
- Adjust scope based on funding and feasibility

Relationship to Other Projects

- Directly informs **J5** – Active Transportation Network Completion
- Supports **J8b** – Ped/Bike Rail Separation Feasibility
- Aligns with **J10** – Sidewalk & ADA Gap Elimination
- Supports **O1** – Transportation Safety Ordinance Update
- Coordinates with **P4** – Safety Performance Monitoring

Performance Metrics

- Miles of planned shared-use path identified
- Number of HIN segments with separated facilities
- Percentage of population within ½ mile of pathway access
- Reduction in pedestrian exposure on Tier 1 corridors (long-term)

Planning-Level Cost Summary

Estimated Range: $150,000 – $300,000

Includes:

- Network analysis and alignment development
- Public engagement and bilingual outreach
- Cost modeling and phasing strategy
- Final plan document and GIS deliverables

Optional Add-Alternates

- Preliminary engineering for priority segments
- Concept-level structure sketches
- Traffic modeling for major crossings
- Corridor visualization

Additional Range: $50,000 – $150,000

Funding Considerations

- SS4A Planning or Supplemental Funding
- Transportation Alternatives Program (TAP)
- Nebraska Trails Program
- RAISE / Reconnecting Communities (future phases)
- Local capital improvement funds

Implementation Considerations

- Requires multidisciplinary coordination
- Must align with Comprehensive Plan
- Should include GIS-based mapping
- Designed to support grant applications
- Scalable to match City funding capacity

Why This Is Right-Sized for Scottsbluff

- Focused scope tied directly to documented HIN needs
- Phased build-out strategy aligned with funding reality
- Avoids over-designing beyond realistic capacity
- Establishes grant readiness without committing to unaffordable construction

Plan Alignment

- 2026 Comprehensive Plan (multimodal connectivity emphasis)
- Parks and Trails planning goals
- Public input prioritizing pathway expansion
- HIN findings (Tier 1 and Tier 2 segments)
- Safe System Approach principles



Cost Estimate $300 K

Based on 2025 costs

Key Partners

- City of Scottsbluff (Planning, Public Works, Engineering)
- NDOT (US-26 coordination)
- Scottsbluff Public Schools
- Western Nebraska Community College
- Parks & Recreation
- Tri-City Roadrunner Transit
- Police Department
- Railroad operators
- Southeast neighborhood representatives
- Spanish-speaking community representatives

accessibility

Closing sidewalk gaps and removing ADA barriers on priority routes

J10 – Sidewalk & ADA Gap Elimination Program

Project Type: Capital Improvement Program

Primary Focus: Vulnerable Road User Safety & Accessibility

Related Countermeasure: **CM-8** (Sidewalk & ADA Accessibility Improvements)

HIN Focus: Tier 1 & Tier 2 segments near schools, transit stops, and Southeast neighborhood corridors

Project Overview

The Sidewalk & ADA Gap Elimination Program establishes a phased, citywide effort to close critical sidewalk gaps and upgrade non-compliant ADA facilities, with priority given to High Injury Network (HIN) corridors and school- and transit-adjacent areas.

While Scottsbluff has an existing sidewalk network, discontinuities and aging curb ramps create exposure risks for pedestrians—particularly children, older adults, and individuals with disabilities. This program prioritizes locations where people are currently walking in or near travel lanes or crossing without accessible facilities.

This program directly supports the Safe System goal of reducing pedestrian exposure to high-speed traffic and improving equitable access across the community.

Safety Problems Addressed

- Missing sidewalk segments forcing pedestrians into travel lanes
- Non-compliant ADA ramps and inaccessible crossings
- Gaps in connections to schools, transit, and neighborhoods
- Elevated exposure on Tier 1 and Tier 2 corridors
- Barriers for seniors and mobility-impaired users

Project Components

J10a. Sidewalk Gap Closure

- Construct missing sidewalk segments along prioritized corridors
- Focus on Tier 1 & Tier 2 HIN segments
- Prioritize school walking routes and transit access corridors

J10b. ADA Curb Ramp Upgrades

- Replace non-compliant ramps with detectable warnings
- Upgrade corner geometry to improve pedestrian alignment
- Address cross-slope and landing deficiencies

Southeast Neighborhood Focus

- Target E 15th Street and nearby Tier 1/Tier 2 segments
- Coordinate with proposed SE Pathway Spine (**J5**)
- Improve pedestrian access between residential streets and East Overland

School-Adjacent Accessibility Improvements

- Longfellow Elementary (Tier 1 intersection #15)
- Lincoln Heights pedestrian walking routes toward Broadway
- Roosevelt and other campuses as identified through ADA screening

Crash Snapshot

- Tier 1 and Tier 2 HIN local streets include segments in the Southeast neighborhood (E 15th Street corridor, 10th Avenue vicinity)
- Tier 1 intersection (#15) at Longfellow Elementary School
- Tier 2 local street concerns near Lincoln Heights Elementary
- Pedestrian activity concentrated near transit stops on 27th Street, Avenue I, and East Overland
- Public input consistently identifies missing sidewalks and accessibility barriers

Transit Stop Accessibility Integration

- ADA boarding pads where missing
  Ensure sidewalks connect directly to transit stops
- Coordinate with **J7** – Transit Stop Upgrade Program

Performance Metrics

- Linear feet of sidewalk gap eliminated annually
- Number of ADA ramps upgraded per year
- Reduction in pedestrian walking-in-roadway observations
- Increased accessible routes to schools and transit stops

Implementation Strategy

Phase 1 (Short-Term: 1–3 Years)

- Inventory and confirm priority Tier 1 & Tier 2 segments
- Address highest-risk school and transit gaps
- Bundle with resurfacing projects where feasible

Phase 2 (Mid-Term: 3–6 Years)

- Expand into Southeast neighborhood corridors
- Coordinate with Pathway Master Plan (**J9**)

Phase 3 (Long-Term: 6+ Years)

- Complete remaining system gaps
- Maintain ADA compliance tracking system

Project Scale

Citywide program targeting Tier 1 and Tier 2 corridors, school routes, transit access, and neighborhood gaps

Implementation Timing

Short- to Long-Term (phased annually)

Implementation Notes

- Highly scalable and grant-ready
- Can be bundled with resurfacing projects
- Prioritization driven by HIN and equity needs
- Supports multiple parallel funding sources

Primary Cost Drivers

- Length of sidewalk gaps
- Number of ADA ramps
- Utility conflicts and drainage
- Driveway density and grading complexity

Countermeasures Referenced

CM-8 Sidewalk & ADA Accessibility Improvements

Why This Project Matters

Sidewalk and ADA improvements are among the most effective and scalable safety investments available to Scottsbluff.

This program reduces pedestrian exposure, improves accessibility, and ensures that safety improvements extend beyond major corridors into residential neighborhoods—particularly those with documented Tier 1 and Tier 2 risk.

By focusing on systematic gap closure rather than isolated segments, the City builds long-term safety equity into its transportation network while supporting Safe System principles.



Planning Level Cost Summary

Costing Methodology

Planning-level costs are based on:

- Recent Nebraska municipal sidewalk bid tabs
- RSMeans unit cost references (adjusted for regional pricing)
- Comparable Panhandle community ADA ramp projects
- Typical concrete thickness, excavation, and restoration assumptions
- Moderate utility conflict allowance (not heavy urban conditions)

Costs reflect installed construction including demolition, grading, base prep, concrete, detectable warnings, and basic restoration.

These are order-of-magnitude planning figures and will be refined during corridor-level design.

J10a. Sidewalk Gap Closure Assumptions

- 5’ standard sidewalk width
- 4” concrete thickness
- Includes removal of obstructions and minor grading
- Includes limited driveway crossing reconstruction

J10b. ADA Curb Ramp Reconstruction Assumptions

- Full corner replacement
- Detectable warnings
- Grading correction
- Landing reconstruction

Unit Cost (Planning Level)
$6,000 – $10,000 per corner
Typical Intersection Cost (4 corners)
$24,000 – $40,000 per intersection

Southeast Neighborhood Focus Area (Example)

If bundled with J5 SE Pathway Spine and J12 improvements:

2,000 LF sidewalk gap closure
8 ADA ramp upgrades
Estimated Range:
$110,000 – $150,000 (sidewalk)
$48,000 – $80,000 (ramps)
Total Example Bundle:
$158,000 – $230,000

School-Adjacent Priority Package (Example)

Longfellow / Lincoln Heights / Roosevelt targeted upgrades:

- 1,000–1,500 LF gap closure
- 6–8 ramp upgrades

Estimated Range:
$100,000 – $200,000 per school-focused phase



This program is scalable and can be delivered annually based on available funding.

J10

Transit Stop ADA Integration

Pair with **J7** Transit Program

- Concrete boarding pad
- Ramp tie-in
- Minor sidewalk extension

$8,000 – $18,000 per stop (if sidewalk already exists nearby)

Program-Level Implementation Scenarios

Conservative Annual Program

- 1,000 LF sidewalk
- 4 ramps

$85,000 – $115,000 per year

Moderate Annual Program

- 2,000 LF sidewalk
- 8 ramps

$170,000 – $230,000 per year

Aggressive Catch-Up Program (Grant Supported)

- 4,000 LF sidewalk
- 12–16 ramps

$350,000 – $500,000 per year

Funding Strategy

Eligible funding sources may include:

- SS4A Implementation Grants
- Transportation Alt. (TA)
- Safe Routes to School (if applicable)
- CDBG (in low/mod areas)
- Local capital improvement funds
- Utility coordination savings (paired projects)

Phasing Logic

Prioritize in this order:

1. Tier 1 HIN segments
2. School walking routes
3. Transit stop access
4. Tier 2 neighborhood corridors
5. System continuity gaps

Risk & Cost Considerations

Costs increase where:

- Drainage structures must be modified
- Utility relocation required
- Driveway density is high
- Retaining walls or grading required

Costs decrease where:

- Work is bundled with resurfacing
- Sidewalk is on flat, unobstructed corridor
- Concrete can be poured continuously

Performance Tracking

Annual reporting should track:

- Linear feet installed
- ADA ramps upgraded
- Gaps remaining
- School/transit routes completed
- Reduction in pedestrian walking-in-roadway observations

Why This Remains Realistic for Scottsbluff

This program is scalable and can be implemented incrementally without overwhelming local budgets.

It focuses on:

- High-risk corridors
- Equity-driven improvements
- Practical, constructible segments
- Bundling with other projects

This keeps the program achievable for Scottsbluff while still demonstrating systemic commitment to pedestrian safety.

Expected Safety Outcomes

- Reduced pedestrian exposure to traffic
- Increased ADA compliance across network
- Improved access to schools and transit
- Reduction in walking-in-roadway behavior

Plan Alignment

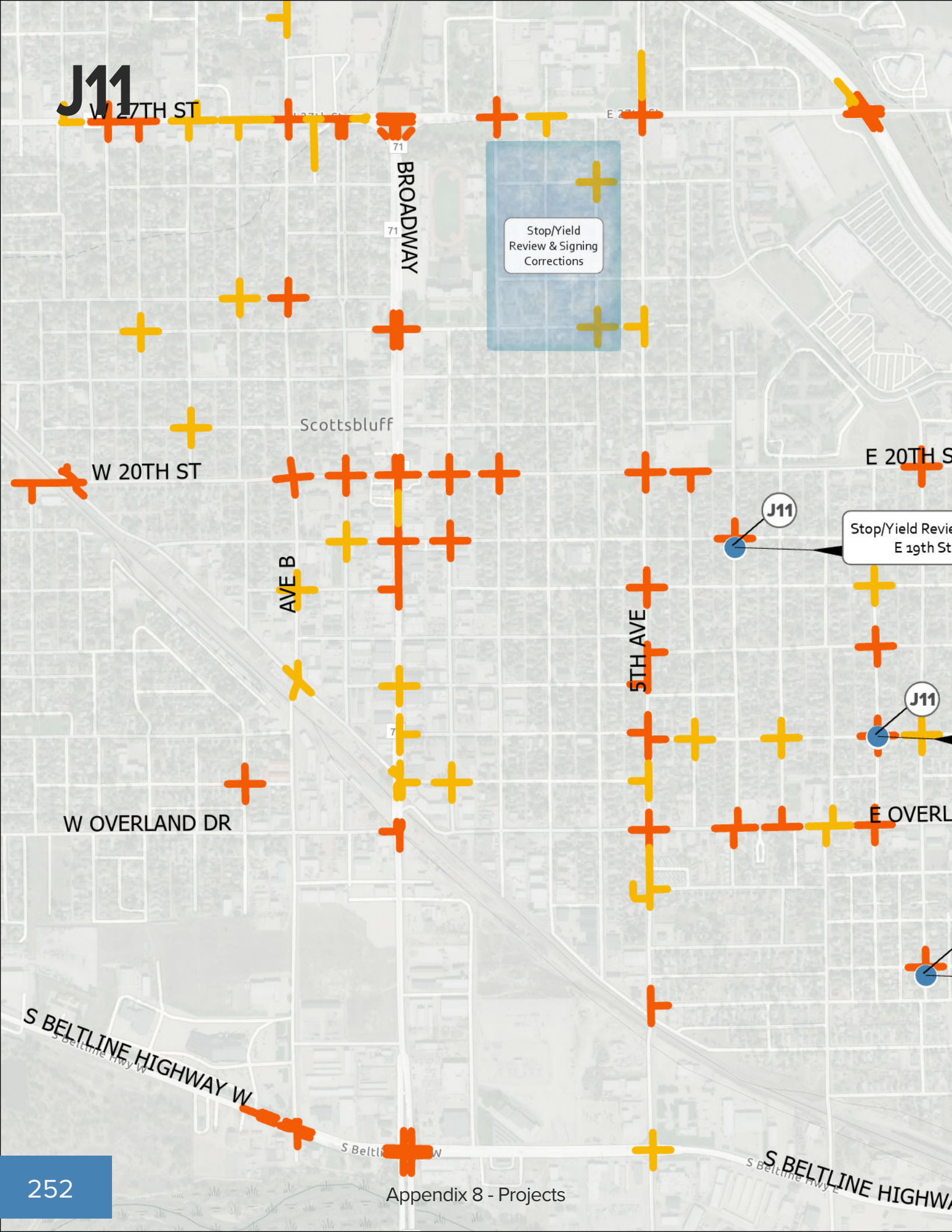
- 2026 Comprehensive Plan – Walkability & Connectivity Goals
- SS4A High Injury Network Analysis School Safety Study
- Public Input Summary (sidewalk and lighting concerns)
- ADA Transition Planning Framework



Cost Estimate
$1.43 M
Based on 2025 costs

Key Partners

- City Public Works
- City Engineering
- Scottsbluff Public Schools
- SE Neighborhood Residents
- Transit: Tri-City Roadrunner
- Disability Advocacy Reps
- NDOT (where state routes interface)


J11
W 27TH ST
BROADWAY
Stop/Yield
Review & Signing
Corrections
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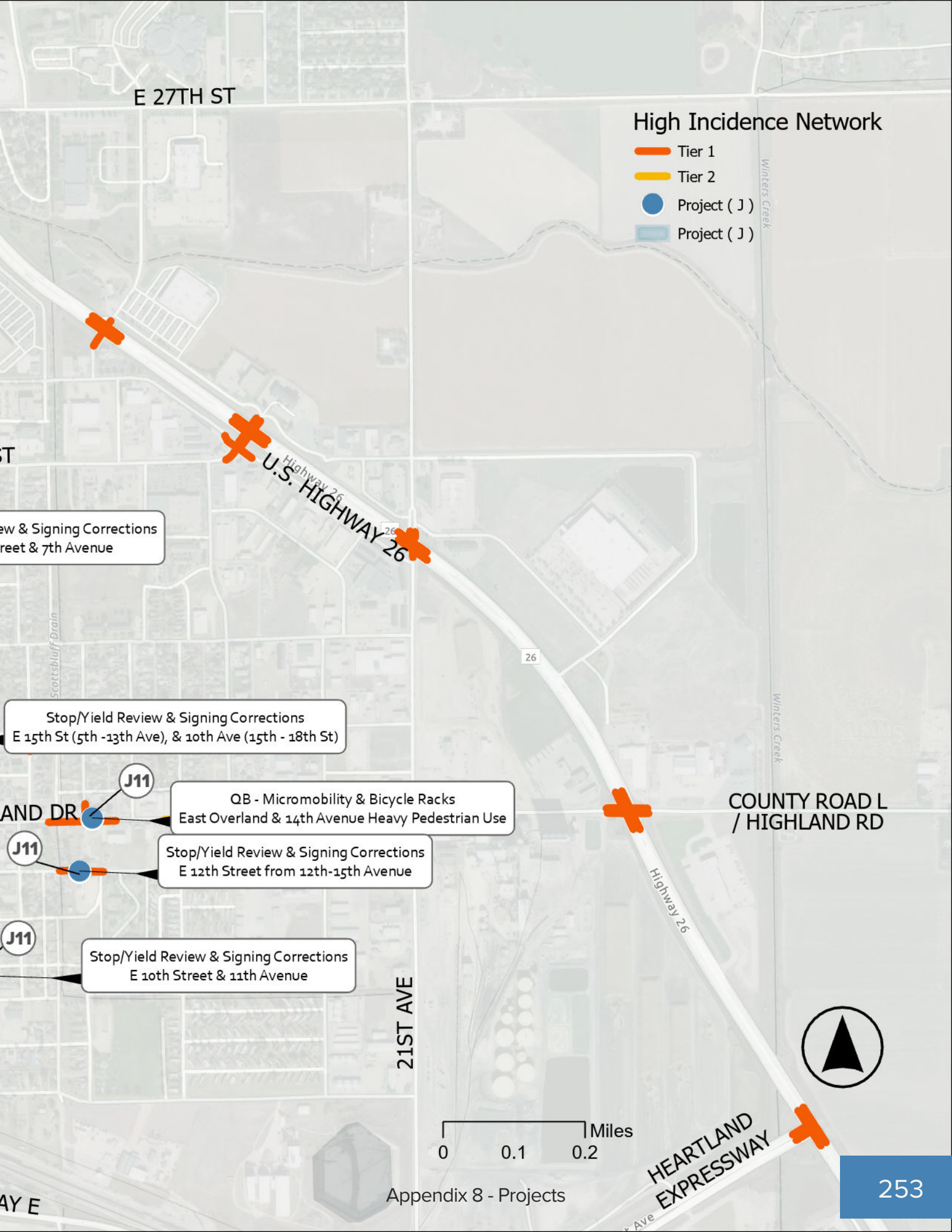
E 27TH ST
High Incidence Network
Tier 1
Tier 2
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Project (J)
Winters Creek
U.S. HIGHWAY 26
Highway 26
26
ew & Signing Corrections
reet & 7th Avenue
Scottsbluff Drain
Stop/Yield Review & Signing Corrections
E 15th St (5th -13th Ave), & 10th Ave (15th - 18th St)
J11
AND DR
QB - Micromobility & Bicycle Racks
East Overland & 14th Avenue Heavy Pedestrian Use
J11
Stop/Yield Review & Signing Corrections
E 12th Street from 12th-15th Avenue
J11
Stop/Yield Review & Signing Corrections
E 10th Street & 11th Avenue
COUNTY ROAD L
/ HIGHLAND RD
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HEARTLAND
EXPRESSWAY
AY E

neighborhoods

Reducing exposure on local high-risk streets

J11 – Southeast Neighborhood Safety Improvements

Project Type: Capital Project

Primary Focus: Tier 1 & Tier 2 HIN Local Street Segments

Project Area: Southeast Scottsbluff (E 15th Street, 12th Avenue, adjacent local streets)

HIN Relevance: Tier 1 & Tier 2 Local Street Segments

Project Overview

J11 delivers targeted safety improvements within the southeast Scottsbluff neighborhood—an area containing both Tier 1 and Tier 2 High Injury Network (HIN) local street segments and elevated pedestrian exposure due to incomplete infrastructure, proximity to East Overland, and anticipated future pathway connections.

This project focuses on reducing systemic neighborhood-level crash risk through traffic calming, crossing visibility improvements, stop/yield control consistency, and pedestrian infrastructure enhancements along E 15th Street, 12th Avenue, and adjacent local streets.

Unlike corridor-scale projects, J11 is intentionally focused and scalable—designed to improve safety where pedestrians are walking along roadway edges and interacting with local traffic.

> *This project ensures that future pathway investments (J5) are accessible and usable at the neighborhood level.*

Safety Problems Addressed

- Pedestrians walking in roadway due to missing sidewalks
- Speeding on neighborhood connector streets
- Inconsistent stop/yield control at Tier 2 intersections
- Poor crossing visibility at uncontrolled locations
- Cut-through traffic from East Overland corridor
- Limited lighting at key pedestrian crossing locations

Core Improvements (Targeted & Scalable)

J11a. Stop/Yield Review & Signing Corrections

- Evaluate intersection control consistency
- Replace or upgrade signage
- Install stop bars where missing

J11b. High-Visibility Crosswalk Treatments

- Ladder-style crosswalk markings
- Advance stop bars
- School-route emphasis where applicable

J11c. Targeted Traffic Calming (HIN-Based Only)

- Paint-and-post curb extensions
- Narrowing lane striping
- Neighborhood gateway treatments Speed feedback sign (where warranted)

J11d. Pedestrian Lighting Improvements (Targeted)

- Pedestrian-scale lighting at specific high-risk crossings
- Coordination with P2 Targeted HIN Lighting Program

J11e. Sidewalk Tie-Ins & ADA Improvements

- Short sidewalk segments connecting to SE Pathway Spine (J5)
- ADA ramp upgrades at key intersections

Crash Snapshot

- Tier 1 HIN Local Street Segment(s)
- Tier 2 HIN Neighborhood Intersections
- Pedestrian KSIs present
- Parallel to East Overland (Tier 1 Corridor)
- Area of anticipated future SE Pathway Spine

J11f. Pavement Marking Refresh

- Refresh faded stop bars, crosswalks, lane markings
- Improve visibility at neighborhood intersections and crossings
- Reinforce traffic control consistency along Tier 1 and Tier 2 local streets
- Coordinate with quick-build traffic calming and crossing enhancements

J11g. Micromobility / Bicycle Racks

- Bicycle racks at key neighborhood destinations (parks, schools, pathway access points)

Why This Area Matters

The southeast neighborhood:

- Contains Tier 1 & Tier 2 HIN local street segments
- Includes historically underserved residential areas
- Lacks continuous sidewalk infrastructure
- Parallels a high-speed East Overland (Tier 1 corridor)
- **Is a priority connection to the SE Pathway Spine (J5)**

Addressing safety at the neighborhood level prevents risk from shifting off corridors into local streets.

This project provides the local access component of the southeast connectivity system, linking neighborhood streets to the southeast connectivity corridor: SE

J11

Pathway Spine (J5) and future grade-separated crossings (J8b).

Relationship to Other Projects

J3 – East Overland Improvements

J5 – Active Transportation Network Completion (SE Spine)

J10 – Sidewalk & ADA Gap Elimination

P2 – Targeted HIN Lighting

O1 – Transportation Safety Ordinance Update

Implementation Strategy

Phase 1 – Quick-Build (0–2 Years)

Rapid deployment at priority HIN locations

- Stop/yield corrections
- High-visibility crosswalks
- Paint-and-post curb extensions
- Speed feedback sign pilot

Phase 2 – Infrastructure (2–5 Years)

- Sidewalk tie-ins and ADA ramps
- Pedestrian lighting installation
- Permanent calming treatments (if warranted)

Planning-Level Cost Estimate

$500,000 - $900,000

Primary Cost Drivers

- Number of intersections receiving traffic calming
- Extent of sidewalk and ADA improvements
- Lighting installation locations and electrical needs
- Community-supported calming measures
- Coordination with pathway connections (**J5**)

Implementation Notes

- Improvements are targeted to HIN segments only
- Quick-build materials assumed for initial phases
- Designed to be community-supported and scalable
- Does not include full roadway reconstruction

Project Scale

Neighborhood-focused, multi-location safety improvements across select Tier 1 and Tier 2 local streets

Implementation Timing

Short-term to mid-term (phased delivery)

Potential Funding Sources

- SS4A Implementation Grants
- HSIP (if eligible)
- CDBG (equity-based improvements)
- Local Capital Improvement Program

Countermeasures Referenced

- **CM-01** High-Visibility Crosswalks
- **CM-03** Yield/Stop Control Improvements
- **CM-07** Traffic Calming (Paint & Post)
- **CM-04** Pedestrian Lighting
- **CM-05** Sidewalk & ADA Improvements

Expected Safety Outcomes

- Reduced pedestrian exposure on local streets
- Lower vehicle speeds in neighborhood corridors
- Improved yielding behavior at crossings
- Reduced walking-in-roadway conditions
- Improved neighborhood livability and connectivity

This project delivers targeted, high-impact safety improvements that reduce neighborhood crash risk while ensuring safe, connected access to the City's future active transportation network.

Plan Alignment

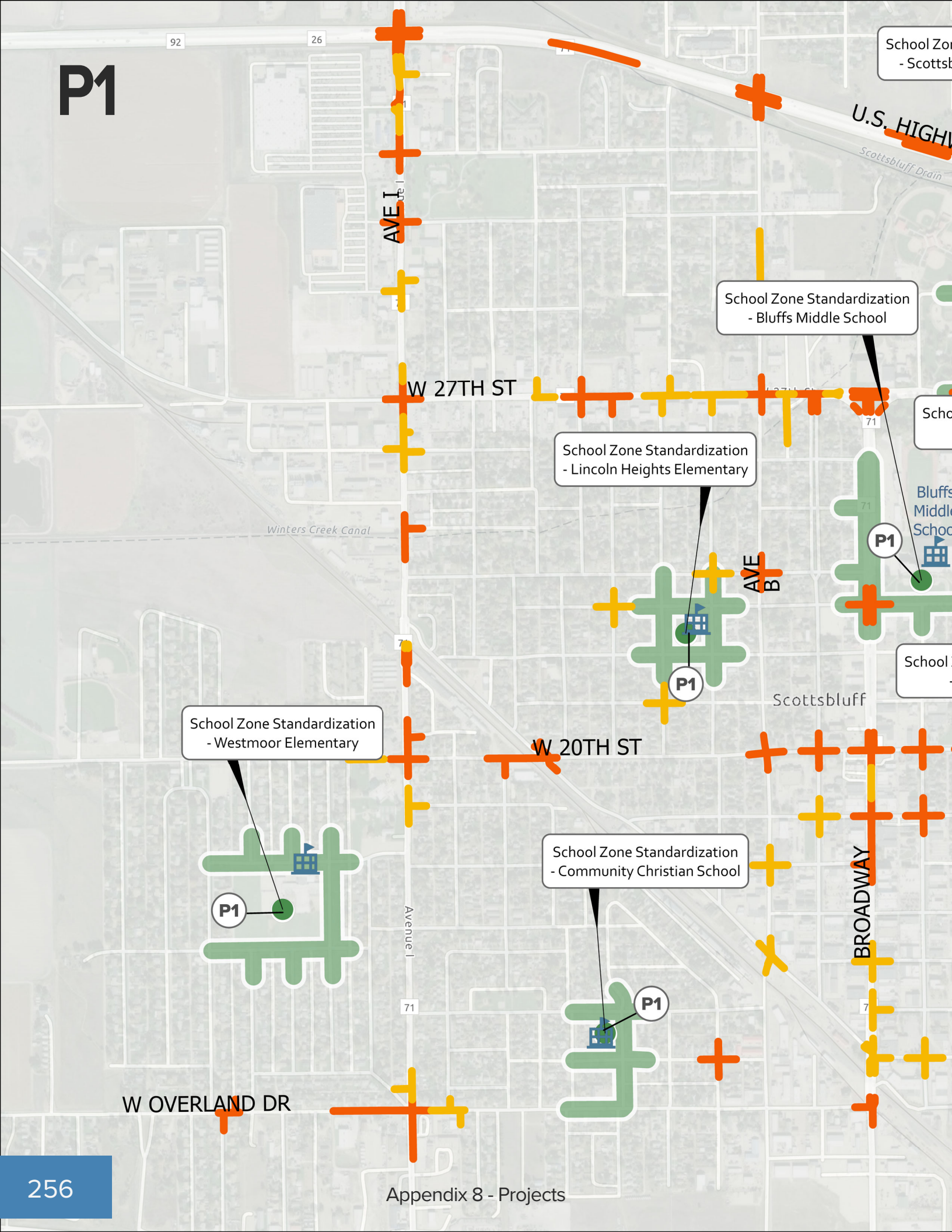
- 2026 Comprehensive Plan – Connectivity & Equity Goals
- HIN Analysis (Tier 1 & Tier 2 Segments Identified)
- Public Input – Neighborhood speeding & pedestrian exposure
- Safe System Approach – Local street speed management
- SS4A Risk Factor Matrix – Exposure + Speed + Infrastructure Gaps

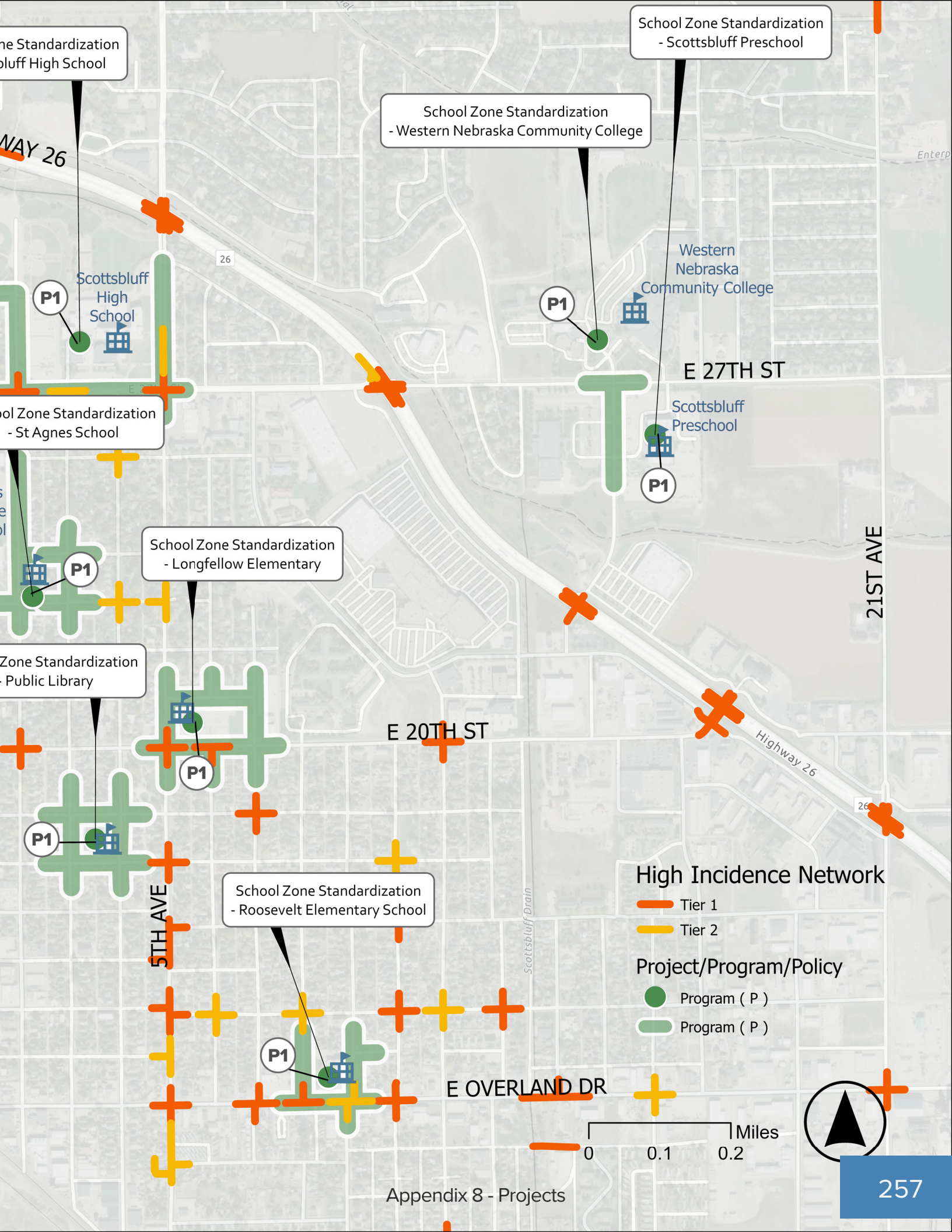


Cost Estimate
$582 k
Based on 2025 costs

Key Partners

- City of Scottsbluff Public Works
- Scottsbluff Police Department
- Southeast Neighborhood Residents
- Schools (walking routes impact)
- Transit (if stops nearby)
- Planning Department


P1
School Zone Standardization
- Bluffs Middle School
School Zone Standardization
- Lincoln Heights Elementary
School Zone Standardization
- Westmoor Elementary
School Zone Standardization
- Community Christian School
W 27TH ST
W 20TH ST
W OVERLAND DR
AVE I
AVE B
BROADWAY
Avenue I
Winters Creek Canal
Scottsbluff Drain
Scottsbluff
U.S. HIGHW
Bluffs Middle School
92
26
71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bluff High School
School Zone Standardization
- Scottsbluff Preschool
School Zone Standardization
- Western Nebraska Community College
WAY 26
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Scottsbluff
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Western
Nebraska
Community College
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Scottsbluff
Preschool
ol Zone Standardization
- St Agnes School
School Zone Standardization
- Longfellow Elementary
21ST AVE
Zone Standardization
- Public Library
E 20TH ST
Highway 26
5TH AVE
School Zone Standardization
- Roosevelt Elementary School
Scottsbluff Drain
E OVERLAND DR
High Incidence Network
Tier 1
Tier 2
Project/Program/Policy
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Program (P)
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Miles

consistency

Standardizing school-zone operations and expectations citywide

P1 – School Zone Standardization Program

Program Type: Citywide Operations & Engineering Coordination/Support

Focus Area: All School Frontages Citywide
Primary Risk Factors: Speed, Visibility, Inconsistent Controls

HIN Relevance: Multiple Tier 1 & Tier 2 Segments Adjacent to Schools

Project Overview

The School Zone Standardization Program establishes a consistent, citywide approach to school zone signage, speed limits, pavement markings, flashing beacons, and operational treatments to improve safety and driver compliance.

Public input, school stakeholders, and law enforcement consistently identified inconsistent school zone controls, speeding during arrival and dismissal, and confusion regarding operating hours as key safety concerns.

This program creates a unified, predictable system across all campuses—improving driver expectancy, supporting enforcement, and reducing crash risk for students and families.

Safety Problems Addressed

- Inconsistent school zone speed limits and signage
- Driver confusion about active school hours
- Speeding during arrival and dismissal periods
- Visibility issues at school crossings
- Lack of consistency between campuses
- Over-reliance on police presence for speed control

Core Program Components

School Zone Standard Template
Develop and adopt a standard design package for all schools including:

- Uniform speed limits during school hours
- Standardized sign placement
- Consistent flashing beacon configuration
- High-visibility crosswalk markings
- Standardized pavement legends ("SCHOOL", "20 MPH")
- Clear operating hours signage

School Speed Consistency Initiative

- Review and standardize speeds citywide
- Reduce variation between campuses
- Align operating hours where appropriate

Engineering Enhancements (Coordinated with Capital Projects)

- Flashing beacon installation/upgrades
- Speed feedback signs at priority locations
- Crosswalk visibility improvements
- Sight distance enhancements

Capital improvements coordinated through J6/J6a.

Enforcement Coordination

- Defined enforcement windows
- Data-driven deployment strategies
- Reduced reliance on continuous officer presence

Bilingual Outreach & Education

- English/Spanish communication materials
- Parent and student safety messaging
- Coordination with P5 – Education & Outreach

Program Descriptions

P1a – School Zone Signage Replacement Program

Replacement and standardization of school-zone signage, pavement legends, operating-hour signs, and warning devices to create a more consistent and predictable school-zone environment across all campuses.

P1b – Speed Feedback Signs (Rotational Units)

Deployment of portable or relocatable radar speed feedback signs at priority school frontages to improve driver speed awareness and support targeted speed compliance efforts during arrival and dismissal periods.

P1c – Flashing Beacon Upgrades

Installation or upgrade of school-zone flashing beacons at priority campuses to improve visibility of active school-zone conditions and reinforce reduced-speed compliance during school hours.

P1d – Pavement Marking Refresh

Refresh and enhancement of school-zone pavement markings including high-visibility crosswalks, stop bars, "SCHOOL" legends, speed markings, and related striping improvements at school frontages.

Potential Improvements Include:

- High-visibility crosswalk restriping
- "SCHOOL" pavement legends
- Stop bar and yield line refresh
- School-zone speed pavement markings
- Thermoplastic upgrades at high-use crossings

P1e – School Zone Compliance Audit Study

Citywide review of school-zone operations, signage consistency, crossing visibility, speed compliance, and dismissal-period conditions to identify priority operational and engineering improvements.

P1f – Standard Development

Development of a standardized school-zone design package including signage placement, speed management treatments, pavement marking standards, flashing beacon criteria, and operational guidance for consistent implementation citywide.

P1g – Bilingual Outreach & Education

Development of English- and Spanish-language educational materials, school safety messaging, and parent/student outreach focused on school-zone awareness, crossing safety, and speed compliance.

P1

P1h – Coordination

Ongoing coordination between the City, school districts, law enforcement, and related partners to support phased implementation, enforcement alignment, annual review, and program updates.

Why This Program Matters

Children are the most vulnerable road users. Standardization:

- Improves driver expectancy
- Reduces confusion and inconsistency
- Supports targeted enforcement
- Reduces crash severity risk
- Builds trust with families and schools

This is one of the most cost-effective and immediately impactful safety strategies available.

Schools Covered

- Roosevelt Elementary
- Bluffs Middle School
- Scottsbluff High School
- Longfellow Elementary
- Lincoln Heights Elementary
- Westmoor Elementary
- St. Agnes School
- Community Christian School

Relationship to Other Projects

J6 – School Circulation & Access Safety Program

J6a – SHS Access & Parking Optimization

J4 – North Broadway & Bluffs Middle Improvements

P5 – Transportation Safety Education & Outreach

O1 – Ordinance Update Package (school-related speed authority)

Implementation Phasing

Year 1:

- Inventory existing conditions (signage & speeds)
- Develop standard template
- Begin sign replacement

Years 2–3:

- Beacon upgrades
- Crosswalk and marking improvements
- Speed feedback deployment

Ongoing:

- Annual review before school year Enforcement coordination and updates

Performance Metrics

- Speed compliance rates during school hours
- Reduction in school-adjacent crashes
- Improved yielding rates at school crossings
- Reduced need for continuous enforcement presence

Planning-Level Cost Summary

Estimated Range:

$150,000 – $350,000

(3-year rollout + initial implementation)

Program Type: Citywide Standardization & Implementation

Cost Category: Engineering + Equipment + Outreach

P1 planning-level cost estimate is based on:

- Number of school campuses (8 total)
- Assumed need for signage replacement at all campuses
- Beacon upgrades at priority campuses (assume 3–4)
- Speed feedback signs at high-speed locations (assume 3)
- Annual refresh of pavement markings
- Bilingual outreach materials development
- Staff time for inventory, coordination, and enforcement alignment

Costs reflect moderate upgrades — not full reconstruction.

Primary Cost Drivers

- Number of schools requiring beacon upgrades
- Extent of sign replacement
- Speed feedback sign deployment
- Pavement marking cycles
- Outreach and coordination needs

Plan Alignment

- 2026 Comprehensive Plan – Safety & Connectivity Goals
- School Safety Assessment Study
- HIN Analysis (multiple school-adjacent segments)
- SS4A Safe System Approach – Safe Speeds for Vulnerable Users



Cost Estimate

$293 K

Based on 2025 costs

Key Partners

- City Public Works & Engineering
- Scottsbluff Public Schools
- Private Schools
- Scottsbluff Police Dept
- Parents & PTA Groups
- Spanish-language community organizations

Implementation Notes

- Focuses on consistency, not reconstruction
- Designed for phased rollout
- Highly grant-eligible and low-cost
- Integrates engineering, enforcement, and education
- Supports all school-related capital projects

Program Scale

- Citywide program covering all public and private school campuses

Implementation Timing

- Short-term (initial rollout), ongoing program thereafter

Potential Funding Sources

- SS4A (planning + implementation)
- HSIP (in partnership with NDOT)
- Safe Routes to School (if applicable)
- Local CIP funds

Countermeasures Referenced

- School Zone Speed Management
- High-Visibility Crosswalks
- Flashing Beacons
- Speed Feedback Signs
- Signing & Pavement Markings

Expected Safety Outcomes

- Increased driver compliance in school zones
- Reduced speeds during school hours
- Improved yielding at crossings
- Reduced school-related crashes
- Reduced reliance on enforcement presence

School Zone Inventory & Standard Development

Includes:

- Field inventory of signage & speeds
- Standard detail development
- Engineering coordination
- Speed consistency review
- Administrative adoption

Basis Assumption:

80–120 staff hours + limited consultant support

Planning-Level Cost Range:
$10,000 – $20,000 (one-time)

Sign Replacement & Standardization (All Campuses)

Includes:

- New school zone signs
- Replacement of inconsistent signage
- Removal of redundant/conflicting signs
- Installation labor

Basis Assumption:

- 10–15 signs per campus
- 8 campuses total

Planning-Level Cost Range:
$3,000 – $6,000 per campus
Total Estimated: $24,000 – $48,000

Flashing Beacon Upgrades (Priority Campuses)

Includes:

- Replace or install new beacon systems
- Wiring or solar units
- Pole installation

Assumed:

- 3–4 priority schools needing upgrade

Planning-Level Cost Range:
$15,000 – $25,000 per location
Total Estimated: $45,000 – $100,000

Pavement Marking Refresh

Includes:

- "SCHOOL" legends
- Crosswalk repainting
- Stop bar refresh
- Thermoplastic upgrades at high-use sites

Assumed:

- 2 cycles over 3 years

Planning-Level Cost Range:
$2,000 – $4,000 per campus
Total Estimated: $16,000 – $32,000

Speed Feedback Signs (High-Speed Frontages)

Includes:

- Radar speed feedback signs
- Installation
- Data collection capability

Assumed:

- 3 locations (e.g., SHS, North Broadway, Roosevelt area)

Planning-Level Cost Range:
$8,000 – $12,000 per location
Total Estimated: $24,000 – $36,000

Bilingual Outreach Materials

Includes:

- English/Spanish campaign materials
- School newsletter inserts
- Parent communication flyers
- Social media graphics

Planning-Level Cost Range:
$5,000 – $10,000

Annual Enforcement & Review Coordination

Includes:

- Data review
- Coordination meetings
- Minor adjustments
- Mostly staff time.

Planning-Level Cost Range:
$3,000 – $7,000 annually

Estimated Program Cost Summary (3-Year Rollout)

Component	Estimated Range
Standard Development	$10k – $20k
Sign Standardization	$24k – $48k
Beacon Upgrades	$45k – $100k
Speed Feedback Signs	$24k – $36k
Pavement Markings	$16k – $32k
Outreach Materials	$5k – $10k
Coordination (3 yrs)	$9k – $21k

Total Planning-Level Estimate (3-Year implementation)
$133,000 – $267,000

Cost Perspective

- Highly manageable
- Phased over 3 years
- Strong grant eligibility
- Visible public impact
- Direct child safety benefit

> *Consistency in school zones is one of the fastest, most effective ways to reduce risk for children across the entire transportation system.*



visibility

Reducing nighttime severity through focused lighting upgrades

P2 – Targeted HIN Lighting Program

Program Type: Safety Infrastructure Program

Focus Area: Tier 1 & Tier 2 HIN Intersections and Segments

Primary Risk Factors: Nighttime Visibility, Pedestrian Detection, Conflict Recognition

HIN Relevance: Documented Severe Crashes in Low-Visibility Conditions

Program Overview

The Targeted HIN Lighting Program prioritizes safety-driven lighting improvements at corridors and intersections where limited visibility contributes to increased crash severity. Crash analysis, public input, and law enforcement feedback consistently identify poorly lit locations along Tier 1 corridors—as areas of concern. Segments of concern include:

- W 27th Street near Avenue I (Dollar Store area — HIN Tier 1 #18)
- Segments of East Overland
- School-adjacent crossings
- Rail-adjacent corridors
- Transit stop areas along HIN routes

This program focuses on targeted, high-impact lighting upgrades that improve driver detection distance, pedestrian visibility, and overall roadway awareness. Improvements are limited to safety-critical locations and are not intended as decorative or corridor-wide streetscape enhancements.

Safety Problems Addressed

- Reduced pedestrian detection distance in low-light conditions
- Poor intersection illumination at high-risk locations
- Transit riders waiting in unlit areas
- Inconsistent lighting along HIN corridors
- Limited visibility near rail crossings and complex intersections

Program Scope

P2a-b. HIN-Based Lighting Assessment

- Inventory existing lighting conditions
- Identify gaps relative to safety standards
- Prioritize Tier 1 locations
- Photometric analysis & design

P2c. and P2f. Intersection and Corridor Lighting Enhancements

- Add or upgrade luminaires at HIN intersections
- Focus on school crossings, transit areas, and commercial corridors
- Improve lighting uniformity and coverage

P2d. Pedestrian-Scale Lighting

(Targeted Only)

Limited deployment at:

- Avoid decorative or non-safety installations
- Install lighting at key crossings and transit stops
- Focus on areas without adequate illumination
- Transit stops on 27th Street, Avenue I, East Overland
- North Broadway school zone
- Southeast neighborhood crossings

P2e. Rail Crossing Lighting Coordination

- Coordinate with J8 Rail Crossing Improvements
- Improve pedestrian and vehicle visibility at crossings
- Address approach lighting and detection

Why This Program Matters

Lighting does not prevent all crashes—but it significantly reduces crash severity by improving detection and reaction time. Targeted lighting improvements are among the most cost-effective strategies for reducing nighttime crashes and improving safety for vulnerable users, particularly in transit-dependent and lower-income areas.

Relationship to Other Projects

- **J2** – Targeted Corridor & Intersection Corrections
- **J4** – North Broadway & Bluffs Middle Improvements
- **J7** – Transit Stop Upgrade Program
- **J8** – Rail Crossing Accessibility Upgrades
- **J11** – Southeast Neighborhood Safety Improvements

Implementation Strategy

Phase 1 (0-2 Years)

- Lighting inventory and prioritization
- LED fixture retrofits
- Address highest-risk gaps

Phase 2 (2-4 Years)

- Intersection lighting upgrades
- Targeted pedestrian-scale installations

Phase 3 (4+ Years)

- Rail corridor coordination
- Expansion based on ongoing HIN analysis

Performance Metrics

- Reduction in nighttime severe crashes
- Improved pedestrian detection distance
- Reduction in pedestrian near-miss complaints
- Improved uniformity ratings at HIN intersections

Primary Cost Drivers

- Number of intersections receiving upgrades
- Extent of LED retrofits vs new installations
- Electrical and utility coordination requirements
- Pedestrian-scale lighting locations
- Rail coordination complexity

Program Scale

Corridor-focused improvements across Tier 1 and Tier 2 HIN segments

Lighting improvements are particularly effective in reducing severe crashes involving pedestrians & improving nighttime safety.

Planning-Level Cost Summary

Estimated Range:
$600,000 – $1,200,000

Implementation Notes

- Focused strictly on HIN locations
- Not a citywide lighting replacement program
- Scalable based on funding availability
- Can be implemented incrementally
- Strong candidate for multiple funding sources

Implementation Timing

Short- to mid-term with phased expansion

Potential Funding Sources

- SS4A Implementation Grants
- Highway Safety Improvement Program (HSIP)
- NDOT coordination (state corridors)
- Energy efficiency / LED retrofit programs
- Local capital improvement funds

Countermeasures Referenced

- Roadway Lighting Improvements
- Intersection Lighting Enhancements
- Pedestrian-Scale Lighting
- Visibility & Detection Enhancements

Expected Safety Outcomes

- Reduced nighttime crash severity
- Improved pedestrian visibility
- Increased driver awareness and reaction time
- Reduced near-miss incidents
- Improved safety perception along key corridors

Targeted HIN Lighting Program

Program Type: Targeted Infrastructure Retrofit

Geographic Focus: Tier 1 & Tier 2 HIN Segments and Intersections

Primary Locations Identified:

- W 27th Street near Avenue I
- East Overland segments
- North Broadway near Bluffs Middle School
- Transit stops along 27th Street, Avenue I, East/West Overland
- Rail-adjacent crossings (see J8)

Planning-Level Cost Basis Assumptions

This program focuses on safety-driven lighting upgrades, not decorative streetscape lighting.

Costs reflect:

- LED retrofits
- Intersection luminaires
- Targeted pedestrian-scale fixtures
- Limited new pole installations where necessary
- Electrical tie-ins and mobilization

All quantities are preliminary and scalable.

Cost Component Breakdown

A. Lighting Inventory & Assessment

Corridor lighting inventory
Tier 1 & Tier 2 corridors
$15,000–$25,000

Includes photometric review and prioritization matrix.

B. Intersection Lighting Enhancements

Add luminaires at HIN intersections
10,000–$25,000 per intersection
6–10 intersections
$60,000–$250,000

Includes wiring, mounting, and electrical tie-in.

C. Pedestrian-Scale Lighting (Targeted Only)

Limited to transit stops and school crossings.

Pedestrian-scale pole & fixture
$6,000–$12,000 per pole
10–20 locations
$60,000–$240,000

Used only where no adequate illumination exists.

D. Rail Crossing Lighting Coordination (J8)

Crossing-focused illumination
$15,000–$40,000 per crossing
3–5 crossings
$45,000–$200,000

Final cost depends on railroad coordination requirements.

Expanded HIN-Focused Buildout

Includes rail lighting enhancements + full intersection upgrades
≈ $500,000 – $800,000

F. LED Fixture Retrofits (Existing Poles)

Assumed Qty & Subtotal
LED retrofit conversion
$1,200–$2,000 per fixture
40–80 fixtures
$50,000–$160,000

Cost varies depending on pole compatibility.

Plan Alignment

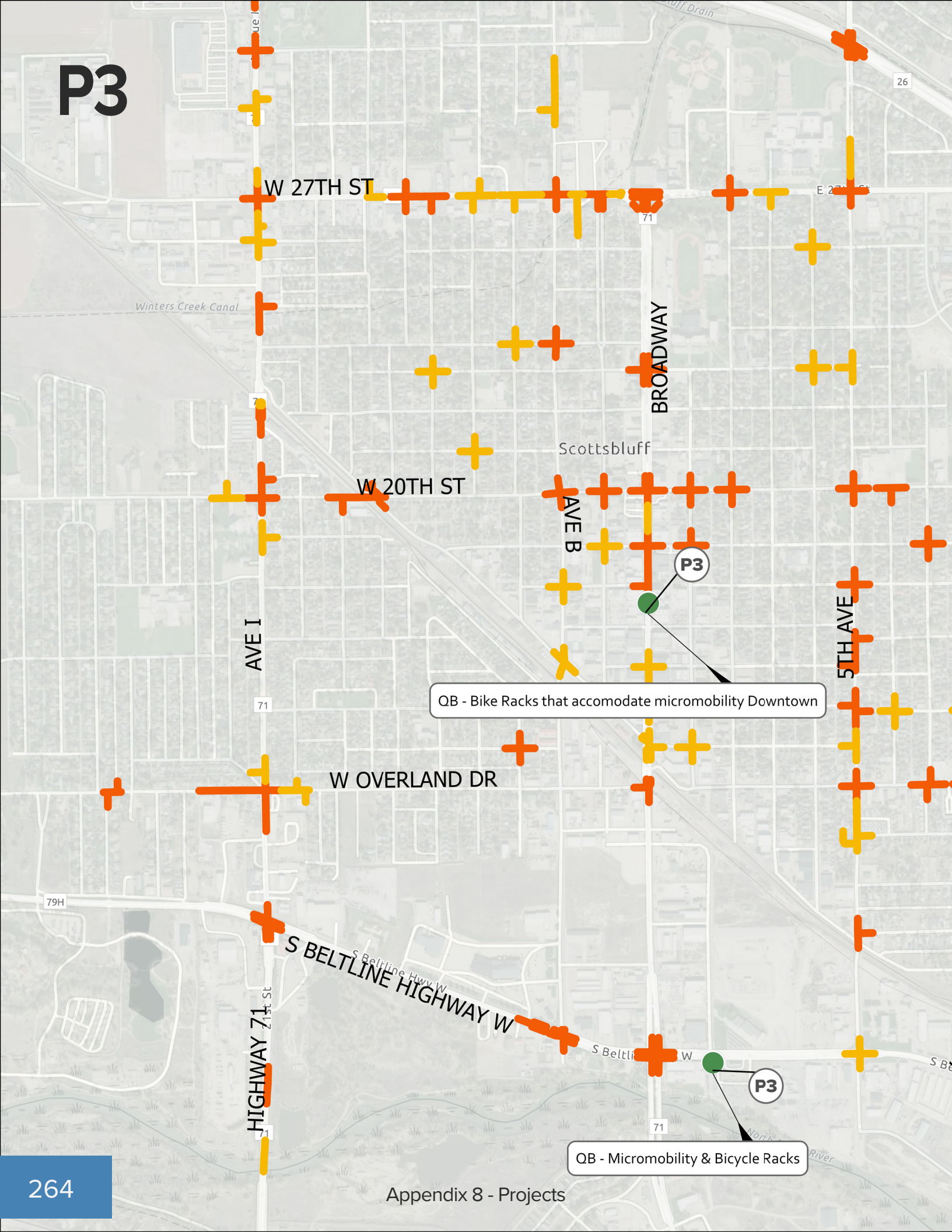
- HIN Analysis (Tier 1 & Tier 2 segments)
- Public Safety Stakeholder Input (Police Department lighting concerns)
- Public Input (vis concerns near W 27th & Ave I)
- 2026 Comprehensive Plan – Safety & Corridor Enhancement
- SS4A Safe System Approach – Improve Detection & Reaction Time

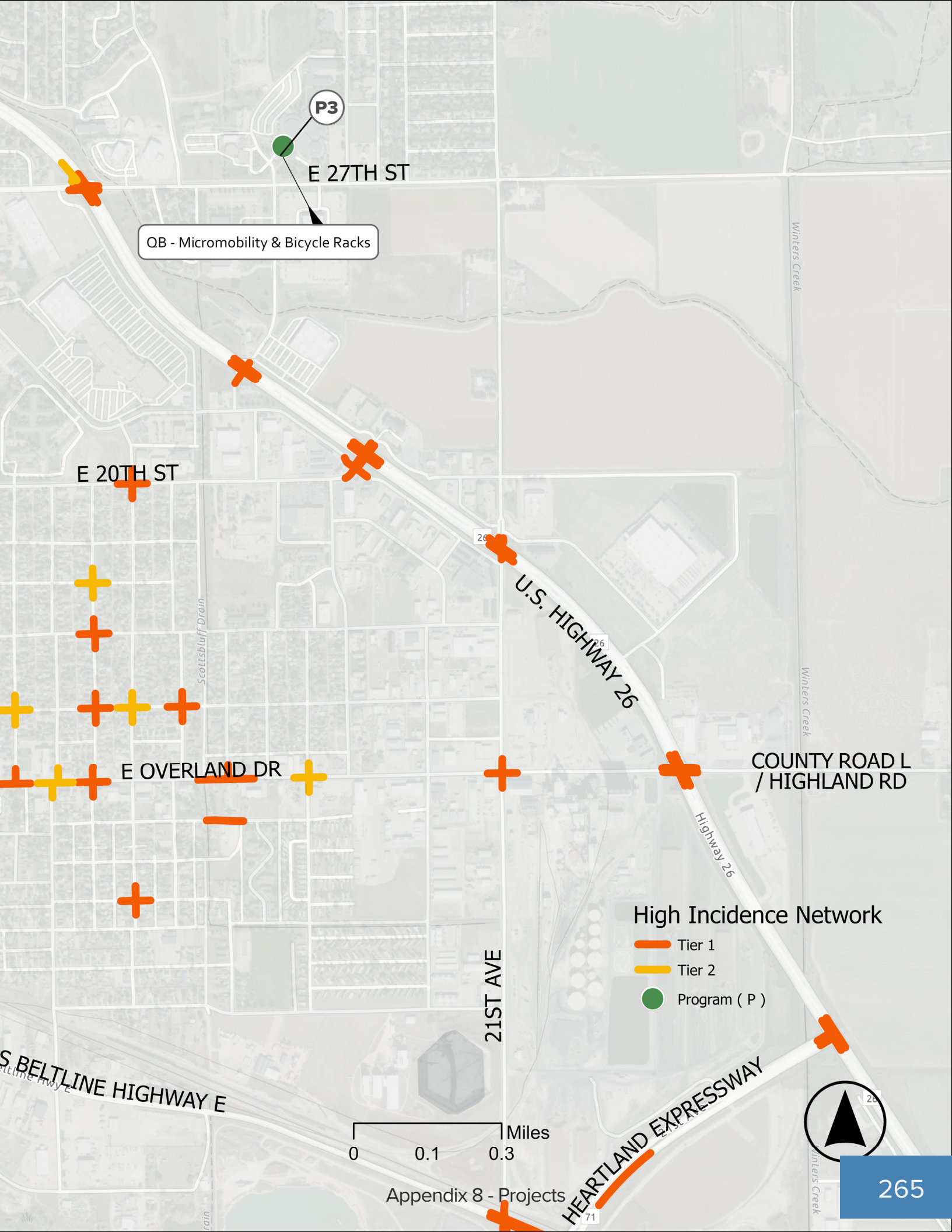


Cost Estimate
$1 M
Based on 2025 costs

Key Partners

- City Public Works
- Scottsbluff Police Department
- NDOT (US-26 & state facilities)
- Transit Provider
- Railroad Operators
- Local Businesses


P3
W 27TH ST
BROADWAY
Winters Creek Canal
Scottsbluff
W 20TH ST
AVE B
P3
AVE I
5TH AVE
QB - Bike Racks that accomodate micromobility Downtown
W OVERLAND DR
79H
S BELTLINE HIGHWAY W
HIGHWAY 71
P3
QB - Micromobility & Bicycle Racks


P3
E 27TH ST
QB - Micromobility & Bicycle Racks
E 20TH ST
U.S. HIGHWAY 26
E OVERLAND DR
COUNTY ROAD L
/ HIGHLAND RD
21ST AVE
S BELTLINE HIGHWAY E
HEARTLAND EXPRESSWAY
Winters Creek
Scottsbluff Drain
Highway 26
High Incidence Network
Tier 1
Tier 2
Program (P)
0
0.1
0.3
Miles

P3 – Quick-Build Demonstration Program

Program Type: Pilot / Rapid Deployment Safety Program

Geographic Focus: Tier 1 & Tier 2 HIN Corridors & Intersections

Implementation Horizon: Ongoing (annual program)

Program Purpose

The Quick-Build Demonstration Program allows the City of Scottsbluff to deploy low-cost, interim safety treatments at High Injury Network (HIN) locations while longer-term capital projects are designed and funded.

These improvements:

- Address immediate crash risk
- Test design concepts before permanent construction
- Deliver visible safety improvements within months rather than years

This program aligns with FHWA SS4A guidance promoting interim and pilot treatments as part of a Safe System approach.

Safety Problems Addressed

- Excessive speeds on HIN corridors
- Long pedestrian crossing distances
- Confusing or inconsistent lane assignments
- School-area congestion and pickup conflicts
- Localized Tier 2 HIN intersection risks
- Community-identified "hard to cross" locations

Eligible Quick-Build Treatments

P3a. Paint & Delineator Treatments (Quick Build)

- Curb extensions (paint + flex posts)
- Temporary refuge islands
- Lane narrowing / edge-line treatments
- Turn-lane channelization
- Double-left-turn paint arcs
- Stop bar relocation
- High-visibility crosswalk refresh
- Temporary bike lanes (where applicable)

P3b. Speed Management & Traffic Calming Pilots

- Gateway striping
- Edge-line narrowing
- Mini-roundabout pilot (site dependent)
- Temporary traffic calming devices (HIN-based only)

P3c. School-Area Quick Build Interventions

- Temporary pickup/drop-off circulation striping
- Paint-and-post curb extensions at crossings
- Interim no-parking delineation (i.e. near bus stops)
- Modular raised crossing systems (select locations)

P3d. Pilot Evaluation & Data Collection

- 3–12 month pilot evaluation period
- Speed and volume data collection
- Crash trend monitoring
- Community feedback

Typical Locations in Scottsbluff

- Avenue I (Tier 1 HIN corridor)
- 27th Street (Tier 1 HIN corridor)
- Southeast neighborhood (Tier 1 & Tier 2 local streets)
- East Overland targeted sites
- North Broadway near Bluffs Middle
- School-adjacent Tier 2 HIN intersections
- 20th Street & 11th Avenue (signal clarification improvements)

Implementation Framework

Step 1: Site Selection

- Tier 1 or Tier 2 HIN location or documented risk
- Reviewed by Public Works and Police

Step 2: Temporary Installation

- Paint, posts, modular materials
- Rapid deployment (weeks, not months)

Step 3: Evaluation Period

- 3–12 month monitoring period
- Speed, safety, and user behavior review

Step 4: Decision

- Remove, modify, or convert to permanent improvement

Countermeasures Referenced

- FHWA Proven Safety Countermeasures
- Paint-and-post curb extensions
- Lane narrowing and visual friction treatments
- Temporary refuge islands
- High-visibility crosswalk enhancements

Expected Safety Outcomes

- Reduced vehicle speeds at treated locations
- Improved pedestrian visibility and yielding rates
- Reduced crossing distances and exposure
- Increased driver awareness and compliance
- Data-driven transition to permanent improvements

Program Guardrails

This program:

- Is limited to data-supported HIN locations
- Is not a citywide traffic calming initiative
- Is not aesthetic or beautification-focused
- Prioritizes measurable safety outcomes

P3

Planning-Level Cost Summary

3-Year Program Total: $380,000

Estimated Annual Range

- **Modest program**: $75,000–$125,000
- **Moderate deployment**: $125,000–$200,000

Primary Cost Drivers

- Quantity of treatment locations deployed annually
- Use of modular elements (refuge islands, raised crossings)
- Level of striping and thermoplastic required
- Data collection and evaluation intensity

Implementation Notes

- Highly scalable and adaptable to funding availability
- Can be deployed independently or in coordination with capital projects
- Minimal utility conflicts and design requirements
- Strong candidate for early SS4A implementation funding

Project Scale

- Citywide program focused on Tier 1 and Tier 2 High Injury Network locations.

Implementation Timing

- **Short-Term**: Immediate rollout (Year 1)
- **Ongoing**: Annual deployment and evaluation cycle

Phasing Strategy

- Initial pilots focused on highest-risk HIN corridors
- Expansion to additional Tier 2 locations based on performance
- Successful treatments transition to permanent capital projects

A. Annual Materials & Deployment Fund *(Item & Planning Estimate)*

Striping & thermoplastic

- $30,000–$75,000 annually

Flexible delineators

- $15,000–$40,000 annually

Temporary refuge/island materials

- $20,000–$60,000

Modular raised crossings (if used)

- $25,000–$60,000 per site

B. Annual Program Budget Range

- Modest Implementation: $75,000–$125,000 per year
- Moderate Deployment: $125,000–$200,000 per year
- 3-Year Program: $380,000

Performance Metrics

- Speed reduction at pilot sites
- Change in yielding rates
- Reduction in near-miss complaints
- Conversion rate to permanent improvements
- Crash trend over 3-year window

Why It's Effective

Quick-build treatments:

- Reduce speeds through visual narrowing
- Increase driver awareness
- Clarify movements
- Shorten crossing distances
- Allow real-world evaluation before permanent investment

Under the Safe System framework, interim treatments:

- Reduce exposure immediately
- Address predictable risk
- Support data-driven refinement

Governance & Oversight

Program managed under:

- **P4** – Safety Performance Monitoring & Implementation Program
- Annual HIN review
- Public reporting

Plan Alignment

- 2026 Comprehensive Plan (safety and multimodal goals)
- SS4A HIN analysis
- Project prioritization framework
- Public input summary
- Stakeholder feedback



Cost Estimate
$380K
Based on 2025 costs

Key Partners

- City Public Works
- Scottsbluff Police Department
- NDOT (state corridors)
- School Districts (as applicable)
- Transit provider
- Adjacent property owners (case-specific)

accountability

Tracking crash trends and measuring implementation progress

P4 – Safety Performance Monitoring & Implementation Program

Program Type: Ongoing Implementation & Accountability Framework
Geographic Focus:
Citywide (HIN-prioritized)
Implementation Horizon:
Continuous (Annual Review Cycle)

Program Purpose

The Safety Performance Monitoring & Implementation Program establishes the structure needed to ensure that Scottsbluff's Safety Action Plan remains active, measurable, and accountable over time.

This program formalizes:

- Annual crash and High Injury Network (HIN) updates
- Project performance tracking
- Citation and behavioral data review
- Interdepartmental coordination
- Public reporting and transparency

This aligns directly with FHWA SS4A requirements for measurable safety outcomes and long-term implementation.

Why This Program Is Necessary

Crash patterns in Scottsbluff show:

- Concentration of fatal and serious injury crashes on Tier 1 corridors
- Recurring patterns (not isolated incidents)
- Ongoing risk on state-controlled routes
- Elevated exposure for vulnerable users in specific neighborhoods

Without structured monitoring:

- Projects may drift over time
- Emerging high-risk locations may go unidentified
- Enforcement may not align with crash trends
- Completed projects may not be evaluated for effectiveness

This program ensures safety remains institutionalized—not episodic.

Core Program Components

P4a. Annual Crash & HIN Review

- Update crash database annually
- Recalculate HIN segments and intersection rankings
- Identify emerging Tier 1 & Tier 2 locations
- Evaluate 5-year rolling KSI trends

Deliverable: Annual HIN & Crash Summary Report

P4b. Citation & Behavioral Data Review

- Analyze citation trends (speeding, red-light running, impaired driving)
- Compare citation activity with HIN locations
- Identify gaps between crash risk and enforcement focus

Supports alignment between engineering and enforcement strategies.

P4c. Annual Public Reporting

- One-page "Safety Snapshot"
- HIN update summary
- Project progress dashboard
- Bilingual publication (English/Spanish)

Supports transparency and public trust.

P4d. Implementation Task Force Continuation

Formalize continuation of the SS4A Task Force:

- Public Works
- Police Department
- Planning Department
- School District
- Transit provider
- NDOT (as appropriate)
- Public health representation (optional)

Meet annually to:

- Review performance data
- Update priorities
- Adjust implementation strategy

P4e. Project Performance Tracking

- Before/after crash comparison (where data allows)
- Speed and compliance evaluation
- Pedestrian yielding and school zone behavior review

Deliverable: Annual Safety Performance Summary

Performance Metrics

- Reduction in KSI crashes (5-year rolling average)
- Reduction in Tier 1 HIN segment KSIs
- Pedestrian/bicycle KSI trends
- School zone compliance rates
- Project implementation progress
- Speed reduction at treated locations

Relationship to SS4A Goals

This program ensures:

- Measurable safety targets
- Ongoing Safe System alignment
- Data-driven capital programming
- Continuous refinement of strategies
- Accountability beyond grant period

Implementation Considerations

- GIS capacity already established through SS4A
- Annual data pull from NDOT crash database
- Police citation data integration
- Minimal new staffing required
- Can be incorporated into existing annual reporting cycle

Planning-Level Cost Summary

Estimated Annual Cost:
$25,000–$50,000

Primary Cost Components

- Crash & HIN GIS analysis
- Citation data analysis
- Task Force coordination
- Public reporting materials
- Project performance tracking

Implementation Notes

- Builds on GIS and analysis framework developed through SS4A
- Uses existing NDOT crash data and City datasets
- Requires minimal additional staffing
- Can be integrated into existing annual reporting cycles

Project Scale

Citywide program supporting all SS4A projects and programs.

Implementation Timing

Short-Term: Immediate initiation
Ongoing: Annual monitoring and reporting cycle

Countermeasures Referenced

- Safe System Approach – Continuous improvement
- FHWA performance management guidance
- Data-driven safety evaluation practices

Expected Outcomes

- Improved alignment between crash trends and investments
- Measurable progress toward Vision Zero goals
- More effective targeting of safety improvements
- Increased transparency and accountability
- Stronger future grant competitiveness

Annual Monitoring & Reporting Costs

Item & Planning Estimate

Crash & HIN GIS analysis
- $10,000–$20,000 annually

Citation data analysis
- $5,000–$10,000

Task Force coordination
- $5,000

Public reporting materials
- $3,000–$8,000

Project performance tracking
- $5,000–$8,000



Plan Alignment

- 2026 Comprehensive Plan (safety emphasis)
- SS4A High Injury Network analysis
- Project prioritization framework
- Stakeholder and public input

Cost Estimate
$50K/Year
Based on 2025 costs

Key Partners

- City Public Works
- Scottsbluff Police Department
- Planning Department
- School Districts
- Transit provider
- NDOT
- Public health partners (optional)

awareness

Changing behavior through targeted safety education campaigns

P5 – Transportation Safety Education & Outreach Program

Program Type: Education, Behavior, and Community Engagement

Geographic Focus: Citywide (HIN-prioritized & school-focused)

Implementation Horizon: Ongoing (annual program)

Program Purpose

The Transportation Safety Education & Outreach Program establishes a coordinated, bilingual (English/Spanish), multi-partner strategy to address behavioral factors contributing to fatal and serious injury crashes in Scottsbluff.

This program complements engineering improvements by:

- Promoting safe driver behavior
- Supporting Safe Routes to School initiatives
- Addressing speeding and distracted driving
- Improving school area safety awareness
- Supporting vulnerable populations, including youth and older drivers

This program supports the Safe System Approach by addressing human behavior alongside roadway design.

Why This Program Matters

Crash analysis and stakeholder input consistently identify:

- Speeding and red-light running
- School-area circulation confusion
- Pedestrian visibility conflicts
- Increasing micromobility use
- Limited driver education exposure among teens

Public health partners also emphasized that crash data alone does not capture near misses or perceived safety risks, reinforcing the need for education to support infrastructure investments.

Core Program Components

P5a. Safe Routes to School (SRTS) Coordination

- Walk audits (schools and neighborhoods)
- Student pedestrian and bicycle education
- Parent awareness campaigns
- School dismissal safety messaging

P5b. Teen Driver Education Initiative

- Explore partnership with WNCC for local driver education
- Pursue funding for subsidized instruction
- Integrate safety topics:
  - School zones
  - Speed management
  - Railroad crossings
  - Micromobility awareness

P5c. Speed & Distracted Driving Campaign

- Corridor-focused messaging (US-26, Avenue I, East Overland, 27th Street)
- B"Slow Down for School" campaign
- Bilingual outreach and social media
- Coordination with enforcement and engineering improvements

Possible Funding:

- Highway Safety Office grants
- Federal safety grants
- Public health braided funding

P5d. Older Driver Safety (CarFit & Awareness)

- CarFit events and visibility education
- Nighttime driving awareness
- Railroad crossing safety

P5e. Micromobility Education

- E-bike and scooter rules (if adopted via **O1**)
- Pathway etiquette
- Youth helmet encouragement

P5f. Trail Wayfinding & Connectivity Awareness

- Trail maps and wayfinding materials
- Safe crossing awareness at key locations
- Coordination with tourism and health initiatives

P5g. Community Walk Audit Program

- School-area and neighborhood walk audits
- Identification of:
  - Informal paths
  - Visibility issues
  - ADA gaps
- Direct input into J10 and J11 prioritization

Performance Metrics (measurable)

- School zone compliance rates
- Speed changes at targeted corridors
- Participation in education programs and events
- Teen driver program engagement
- Walk audit participation
- Public awareness indicators (if measured)

Equity & Public Health Integration

PPHD contributes:

- Injury prevention data
- Health disparity data
- Community Health Improvement Plan alignment
- Active transportation metrics
- Youth and older adult safety indicators
- Mental health & physical activity benefits

This strengthens future SS4A implementation grant applications.

> *Education and outreach ensure that infrastructure investments are understood, accepted, and used safely by the community.*

P5

Planning-Level Cost Summary

Estimated Annual Cost: $20,000–$60,000

5-Year Program Total:

~$205,000

Primary Cost Components

- Campaign materials and printing
- Bilingual outreach materials
- Walk audits and coordination
- Teen driver program support
- Event-based programming (CarFit, SRTS)

Implementation Notes

- Strong partnership with Panhandle Public Health District (PPHD)
- Integrates with engineering project rollout
- Scalable based on grant funding availability
- Aligns with Highway Safety Office and public health funding cycles

Project Scale

Citywide program supporting all safety projects and high-risk user groups.

Implementation Timing

Short-Term: Immediate campaign rollout

Ongoing: Annual program expansion and refinement

Phasing Strategy

- Initial focus on school zones and Tier 1 corridors
- Expand to broader community and emerging safety needs
- Align campaigns with infrastructure implementation

Countermeasures Referenced

- Safe System Approach – behavior and awareness
- FHWA education and outreach strategies
- Safe Routes to School framework
- Public health-based injury prevention models

Expected Safety Outcomes

- Improved driver behavior and compliance
- Increased awareness of pedestrian and school safety
- Reduced speeding and distraction-related risks
- Improved effectiveness of infrastructure investments
- Increased community support for safety initiatives

Relationship to Capital Projects

This program reinforces and amplifies the effectiveness of the following capital projects:

J4 – North Broadway & Bluffs Middle

J6 – School Circulation & Access

J6a – SHS Access Optimization

J5 – Active Transportation Network Completion

J10 – Sidewalk & ADA Gap Elimination

J11 – Southeast Neighborhood Safety

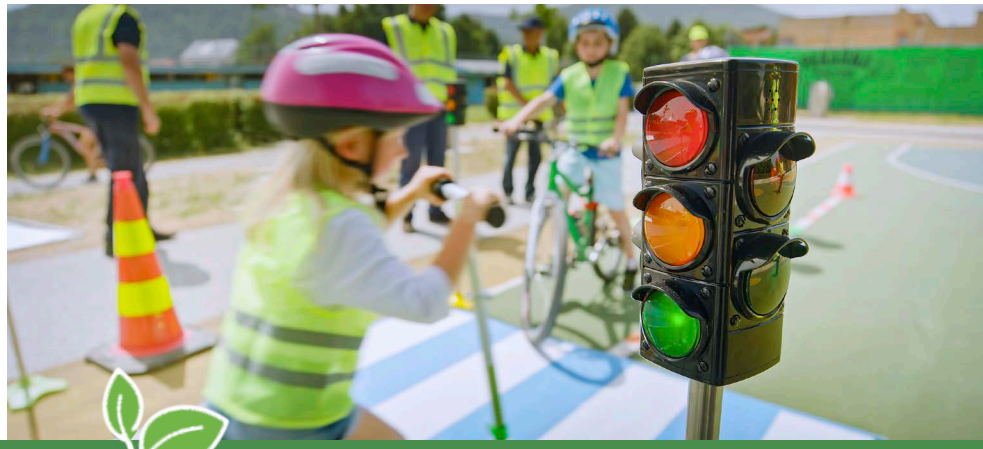
P1 – School Zone Standardization

Education amplifies the impact of infrastructure.

Implementation Considerations

- Formalize PPHD partnership role
- Maintain Task Force coordination
- Ensure bilingual outreach
- Coordinate with schools & WNCC
- Align with Highway Safety Office cycles
- Use engineering rollouts as education moments

This program scales based on available funding.



Plan Alignment

- 2026 Comprehensive Plan (walkability & connectivity themes)
- SS4A Risk Analysis
- PPHD Community Health Improvement Plan
- Stakeholder Sessions (Police, Schools, Transit)
- Public Engagement Results

Cost Estimate
$40K per year
Based on 2025 costs

Key Partners

- Scottsbluff Police Department
- School Districts
- Western Nebraska Community College
- Panhandle Public Health District
- NDOT
- Transit Provider
- Community organizations
- Bike Walk Nebraska

governance

Aligning local regulations with Safe System principles

O1 – Transportation Safety Ordinance Update Package

Type: Policy / Ordinance Update
Implementation Horizon: Short–Mid Term
Scope: Citywide
Structure: Modular Adoption Framework

Purpose

The Transportation Safety Ordinance Update Package modernizes the City's transportation-related regulations to align with the Safe System Approach, SS4A findings, and current roadway conditions in Scottsbluff.

The package addresses key policy gaps related to:

- Micromobility operations
- Transit stop safety
- School zone consistency
- Intersection control authority
- Work zone enforcement
- Signalized intersection operations

It provides a framework to ensure that safety improvements are institutionalized and sustained beyond individual projects

Why This Is Needed

APPENDIX A4 - FINDINGS and stakeholder input identified:

- Speed-related crash severity patterns
- Confusion at signalized intersections
- Transit stop loading conflicts
- Micromobility operating in high-speed corridors
- Inconsistent intersection control in Tier 2 neighborhoods
- Work zone compliance challenges

Without policy alignment:

- Engineering improvements may not perform as intended
- Enforcement may lack clarity or authority
- User expectations remain inconsistent

This program ensures that safety is reinforced through clear, consistent, and enforceable regulations.

Core Policy Components

O1a. Micromobility Operating Standards

Provide clarity on where and how e-bikes and scooters may operate.

- Define e-bike classifications
- Clarify where devices may operate
- Establish pathway speed expectations
- Reinforce yielding to pedestrians

O1b. Bus Stop No-Parking Buffer Ordinance

Improve transit stop loading safety and prevent buses from stopping in travel lanes.

- Establish no-parking zones near transit stops
- Improve boarding safety and visibility
- Allow administrative flexibility as stop locations evolve

O1c. ADA-at-Bus-Stop Requirement

Ensure accessible boarding areas are incorporated during resurfacing or sidewalk work.

- Require ADA boarding pads during resurfacing or sidewalk work
- Ensure accessible connections to transit

O1d. Work Zone "Fines Double" Posting Authority

Improve compliance in temporary traffic control zones.

- Authorize consistent work zone enforcement signage
- Improve compliance in temporary traffic control areas

O1e. Signalized Right-Turn-on-Red (NRTOR) Review Framework

Provide authority to evaluate and restrict right-turn-on-red at signalized intersections based on crash data.

- Allow data-driven restriction of right-turn-on-red
- Focus on high-risk intersections with pedestrian activity

Tie designation to:

- HIN ranking
- Pedestrian activity
- Crash history
- NDOT coordination where required

O1f. Stop/Yield Review Authority (Tier 2 HIN Focus)

Provide formal process to evaluate and modify intersection control in Tier 2 HIN neighborhoods.

- Establish formal process for evaluating intersection control
- Incorporate HIN data into decision-making

O1g. Optional Complete Streets Policy

Establish policy guidance for multimodal consideration in transportation projects.

- Provide flexible, advisory framework for multimodal design
- Align with Comprehensive Plan without mandating all projects

Safe System Alignment

This policy package institutionalizes:

- Speed management
- Predictable user behavior
- Protection of vulnerable road users
- Data-driven decision-making
- Equity and accessibility considerations

O1

Relationship to Projects & Programs

This policy package directly supports:

J1 & **J2** – Intersection improvements

J5 – Active Transportation Network

J7 – Transit Stop Upgrades

J10 – Sidewalk & ADA Program

J11 – Neighborhood Safety Improvements

P1 – School Zone Standardization

P5 – Education & Outreach

Policy ensures that capital investments are reinforced through consistent rules and expectations.

Implementation Considerations

- Review by City Attorney
- Coordination with NDOT (where applicable)
- Public education roll-out (bilingual)
- Phased adoption if desired
- Incorporate into municipal code chapter updates

Planning-Level Cost Summary

Estimated Total:
$20,000–$45,000

Primary Cost Components

- Legal drafting and review
- Public engagement and hearings
- Education and outreach materials

Implementation Notes

- Requires coordination with City Attorney
- NDOT coordination for state routes (as applicable)
- Bilingual public communication recommended
- Can be adopted in phases or as a package

Project Scale

Citywide policy framework supporting all transportation safety initiatives.

Implementation Timing

Short-Term: Drafting and stakeholder review
Mid-Term: Adoption and implementation

Phasing Strategy

- Adopt high-priority items first (school zones, transit, enforcement clarity)
- Advance remaining components based on community support and readiness
- Maintain flexibility through modular structure

Expected Outcomes

- Clear and consistent transportation regulations
- Improved compliance and user behavior
- Enhanced effectiveness of safety investments
- Reduced conflicts at intersections and transit stops
- Stronger alignment with Safe System principles

Plan Alignment

- 2026 Comprehensive Plan
- **APPENDIX A4 - FINDINGS**
- SS4A Safe System Approach
- Stakeholder and public input



Cost Estimate
$40 K
Based on 2025 costs

Key Partners

- City Council
- City Attorney
- Public Works
- Scottsbluff Police Department
- Transit provider
- Panhandle Public Health District
- NDOT (as applicable)
- School Districts
- Community members



A8.11 detailed planning level cost estimates

The following section provides detailed, planning-level cost estimates for each project, program, and policy identified in this plan. These estimates support the project sheets and are intended to guide funding strategy, phasing, and implementation—not final design or construction.

Not all cost estimate line items are described separately within the detailed project and program sheets.

PROJECTS

J1 – US-26 Signal & Intersection Modernization (NDOT)

Assumptions:

6 signalized intersections

2 unsignalized Tier 1 intersections

Signal head replacement at 2 skewed "cage" intersections

Ped timing updates at 6 locations



Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J1a	Full signal modernization (mast arm, heads, controller)	EA	2	$400,000	$800,000	1
2	J1b	Signal head & backplate upgrades	EA	4	$120,000	$480,000	1
3	J1c	Protected/permissive phasing updates	LS	1	$210,000	$210,000	1
4	J1d	Leading Pedestrian Interval (LPI) programming	LS	1	$45,000	$45,000	1
5	J1e	High-visibility crosswalks (continental markings)	Approach	8	$7,500	$60,000	1
6	J1f	Stop bar refresh & relocation	Approach	12	$3,000	$36,000	1
7	J1g	Pedestrian refuge island upgrade (27th St)	EA	1	$75,000	$75,000	1
8	J1h	Corridor signal timing & progression study (US-26)	LS	1	$125,000	$125,000	1
9	J1i	Unsignalized intersection evaluation (warrants & control review)	LS	1	$30,000	$30,000	1

Construction Subtotal:	**$1,861,000**
Contingency (25%):	$465,250
Engineering (15%):	$279,150.00
Estimated Total:	**$2,605,400**

Detailed cost components are provided in Appendix A8 (J1a–J1h).

J2 – City Corridor & Intersection Safety Corrections



Includes Ave I, 27th, Tier 2 signing corrections

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J2a	Double left-turn striping (Ave I @ 33rd)	EA	1	$ 35,000	$ 35,000	1
2	J2b	NRTOR review & signal reprogramming (Ave I @ 33rd)	LS	1	$ 30,000	$ 30,000	1
3	J2c	Signal timing & operations review (Ave I)	LS	1	$ 20,000	$ 20,000	1
4	J2d	Directional arrow signage (20th & 11th mast arm)	EA	2	$ 350	$ 700	1
5	J2e	Stop/Yield corrections (Tier 2 HIN – 10 locations)	Location	10	$ 5,000	$ 50,000	1
6	J2f	High-visibility crosswalk refresh (continental markings)	EA	12	$ 6,000	$ 72,000	2
7	J2g	Minor ADA curb ramp corrections	EA	8	$ 9,000	$ 72,000	2

Construction Subtotal:	**$279,700**
Contingency (25%):	$69,925
Engineering (15%):	$41,955.00
Estimated Total:	**$391,580**

J3 – East Overland Targeted Improvements

(Tier 1 HIN corridor – 3 targeted locations)

Locations:

1. 9th Ave & East Overland (skewed signalized intersection)
2. Mid-block crossing east of 14th Ave (apartment ↔ Dollar Store)
3. 21st Ave & East Overland gateway area
4. East of 21st Ave in East Overland gateway area



Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J3a	Signal modification & geometric operations refinement (9th Ave & East Overland – phasing, skew evaluation, striping/signing updates)	LS	1	$ 75,000	$75,000	1
2	J3b	High-visibility crosswalks (9th Ave approaches)	Approach	2	$ 7,500	$ 15,000	1
3	J3c	High-visibility crosswalks (21st Ave intersection – 4 approaches)	Approach	4	$ 7,500	$ 30,000	1
4	J3d	RRFB mid-block crossing (east of 21st Ave)	Crossing	1	$ 65,000	$ 65,000	1
5	J3e	Corridor striping corrections (lane/channelization adjustments)	LS	1	$ 40,000	$ 40,000	1
6	J3f	Minor curb & ADA ramp upgrades	EA	4	$ 20,000	$ 80,000	1

Construction Subtotal:	$ 305,000
Contingency (25%):	$ 76,250
Engineering (15%):	$ 45,750
Estimated Total:	**$ 427,000**

Add-alternate items reflect improvements that may be implemented if future demand, land use, or pedestrian activity warrants additional investment.

Mid-block crossing cost includes RRFB equipment, high-visibility markings, and associated signing.

Add-Alternate (Optional RRFB at Mid-block Pedestrian Crossing at E. Overland & 14th Avenue)

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
7	J3g	RRFB mid-block pedestrian crossing (east of 14th Ave)	Location	1	$ 65,000	$ 65,000	3
8	J3h	High-visibility crosswalk markings (north & south approaches)	Approach	2	$ 7,500	$ 15,000	3
9	J3i	Pedestrian Lighting Enhancements	Location	1	$ 18,000	$ 18,000	3

Construction Subtotal:	$ 98,000
Contingency (25%):	$ 24,500
Engineering (15%):	$ 14,700
Estimated Total:	**$ 137,200**

Add-Alt Total (with contingency & engineering):

Add-Alternate (Optional HV Crosswalks at E. Overland & 5th Avenue)

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
J3e. E Overland @ 5th Avenue (5 lane)							
10	J3j	High-visibility crosswalks (4 approaches)	Approach	4	$ 7,500	**$ 30,000**	3

J4 – North Broadway & Bluffs Middle Safety Improvements

(Tier 1 HIN corridor)

Scope:

Raised crossing

Add-Alternate RRFB

School-zone compliance upgrades

Median adjustments for turning clarity



Costs are organized by primary construction components and reference project elements (J4a–J4f).

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J4a	Raised crosswalk (full-width)	EA	1	$ 110,000	$ 110,000	**2**
2	J4b	High-visibility striping & advance markings	LS	1	$ 25,000	$ 25,000	**1**
3	J4c	Median modification (turning clarity)	LS	1	$ 150,000	$ 150,000	**2**
4	J4d	School zone signing refresh	LS	1	$ 35,000	$ 35,000	**1**
		Includes advance school crossing signs, school crossing signs, and state law crosswalk signs					
5	J4e	Pedestrian lighting enhancement (crossing focus)	EA	2	$ 18,000	$ 36,000	**2**

Base Construction Subtotal:	**$ 338,000**
Contingency (25%):	$ 84,500
Engineering (15%):	$ 50,700
Estimated Total:	**$ 473,200**

Estimate reflects full build-out of proposed safety treatments.

Costs reflect primary capital improvements. Additional school-zone and operational enhancements may be implemented as part of corridor-wide or programmatic efforts.

Add-Alternate (Optional RRFB at Raised Crossing)

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
6	J4f	RRFB installation	Location	1	$ 70,000	$70,000	**3**
	Add-Alternate Total (with contingency & engineering):					**~$95,000**	

RRFB cost reflects full crossing installation including equipment, signing, high-visibility crosswalk, and activation systems.

J5 – Active Transportation Network Completion

Broken into subcomponents:

SE Pathway Spine

South Beltline Completion

US-26 East Parallel Path

Perimeter Bikeways

Monument Connectors

Quick-Build Bike Lanes

Item	Ref	Component	Unit	Approx Length	Unit Cost	Subtotal	Tier
1	J5a	**East US-26 Grade Separation Feasibility** *Engineering study, crossing & pathway alternatives analysis, connectivity evaluation, preliminary cost model*	LS	1	$ 150,000	$ 150,000	**1**
2	J5b	**SE Pathway Spine** *(10–12 ft shared-use path, grading, drainage, ADA ramps) (Southeast connectivity corridor)*	Mile	1.2	$ 1,300,000	$ 1,560,000	**1**
3	J5c	**South Beltline Path Extension** *(shared-use path along high-speed corridor)*	Mile	0.8	$ 1,400,000	$ 1,120,000	**1**
4	J5d	**US-26 East Parallel Path** *(shared-use path parallel to highway)*	Mile	1	$ 1,200,000	$ 1,200,000	**3**
5	J5e	**Perimeter Bikeways** *paved shoulders or shared-use path (context dependent); Ave I, 42nd St, 21st Ave)*	Mile	2	$ 450,000	$ 900,000	**2**
6	J5f	**Monument Pathway Access Connectors** *(paired ramps on both sides of roadway to eliminate at-grade crossings at Avenue I; includes grading, ADA transitions, and underpass tie-ins)*	EA	2	$ 175,000	$ 350,000	**2**
7	J5g	**Quick-Build Bikeway Treatments** *(striping, delineators, pilot segments)*	Mile	3	$ 75,000	$ 225,000	**1**
8	J5h	**Bike Route & Wayfinding Signage**	LS	1	$ 25,000	$ 25,000	**1**
9	J5i	**Shared Roadway / "Share the Road" Signage**	LS	1	$ 10,000	$ 10,000	**1**

Construction Subtotal: **$ 5,540,000**

Contingency (25%): $ 1,385,000

Engineering (15%): $ 831,000

Estimated Total: $ 7,756,000

This program is intentionally scalable. Individual components may be advanced independently based on funding availability, coordination, and implementation readiness.

Southeast connectivity corridor: see also J8b and J11.

Add-Alternate (Pedestrian Bridge)

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
10	J5j	**Grade-Separated Pedestrian/Bicycle Crossing** (US-26 near 14th Ave)	Location	1	$ 8,000,000	$ 8,000,000	**3**

Concept-level estimate. Final cost dependent on structure type, span, and NDOT coordination.

Construction Subtotal: **$ 8,000,000**

Contingency (25%): $ 2,000,000

Engineering (15%): $ 1,200,000

Add-Alternate Total (with contingency & engineering): **Estimated Total: $ 11,200,000**

J6 – School Circulation & Access Safety

Includes Roosevelt, Longfellow, Bluffs Middle, Lincoln Heights, Community Christian, St Agnes

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J6b	School zone signage upgrades	School Area	5	$ 35,000	$175,000	1
2	J6c	High-visibility crosswalks	EA	3	$ 18,000	$54,000	1
3	J6d	RRFB installations *(select locations if warranted; i.e. 24th St & 5th Ave, W Overland, Ave I)*	Location	3	$ 65,000	$195,000	3
4	J6e	Parking reconfiguration *(elementary campuses; pickup/drop-off circulation improvements)*	LS	2	$ 175,000	$350,000	3
5	J6f	Pullout at Bluffs Middle School *(east side)*	EA	1	$ 250,000	$250,000	3
6	J6g	Campus circulation and operational review *(multi-campus coordination)*	LS	1	$ 40,000	$40,000	2
7	J6h	Pedestrian lighting enhancements	Location	1	$ 18,000	$18,000	2
8	J6i	Sidewalk / ADA improvements	LS	1	$ 20,000	$20,000	1

Construction Subtotal:	**$ 1,102,000**
Contingency (25%):	$ 275,500
Engineering (15%):	$ 165,300
Estimated Total:	**$ 1,542,800**

This project is structured as a scalable bundle of campus-specific improvements that can be implemented incrementally based on need, coordination, and funding availability.

J6a – SHS Access & Parking Optimization

(High school event-scale daily circulation issue)

Scope:

Internal lot circulation redesign

Parking expansion feasibility

Connector road conceptual alignment

Signal timing review at 2nd Ave & E 27th St

Residential parking and circulation strategies within adjacent neighborhoods will be coordinated with the School District and may include policy or programmatic actions outside this capital estimate.

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J6a1	Parking re-striping & internal circulation modifications	Lump	1	$ 150,000	$150,000	2
2	J6a2	Lot expansion *(approx. 80 spaces)*	Lump	1	$ 800,000	$800,000	3
3	J6a3	Traffic signal retiming *(2nd Avenue & East 27th Street)*	Lump	1	$ 35,000	$35,000	1
4	J6a4	Connector road feasibility study with cost estimate	Lump	1	$ 150,000	$150,000	2

Construction Subtotal (without connector build):	**$ 1,135,000**
Contingency (25%):	$ 283,750
Engineering (15%):	$ 170,250
Estimated Total (Phase 1 + feasibility)	**$ 1,589,000**

Future Add-Alternate (Not Included Above): Connector Road Construction (Conceptual))

Approx. 3-block urban collector with utilities

Estimated range: **$2.5M – $3.5M**

Final alignment, right-of-way impacts, and construction cost dependent on feasibility study outcomes.

J7 – Transit Stop Upgrade Program



Initial Program Build-Out
(6–10 Priority Stops)

(HIN Corridors: 27th St, Avenue I, 20th St, East/West Overland)

Assumptions:

6 donated shelters to install

10 additional ADA boarding pads

8 lighting upgrades

3 potential minor pullout feasibility designs (not full construction)

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J7a	ADA boarding pads *(new concrete)*	EA	10	$ 18,000	$180,000	**2**
2	J7b	Install donated shelters *(pad + install)*	EA	6	$ 28,000	$168,000	**1**
3	J7c	Pedestrian-scale lighting at stops	EA	8	$ 12,000	$96,000	**3**
4	J7d	Stop relocation / signing improvements	EA	10	$ 5,000	$50,000	**2**
5	J7e	Minor curb work / access improvements	EA	6	$ 20,000	$120,000	**1**
7	J7f	Pullout feasibility design studies	EA	3	$ 40,000	$120,000	**2**

Program Subtotal:	$ 734,000
Contingency (20%):	$ 146,800
Engineering (15%):	$ 110,100
Estimated Total:	**$ 990,900**

Costs reflect initial improvements at approximately 6–10 priority transit stops. Program can be expanded incrementally as funding becomes available.

A 20% contingency is applied to reflect the relatively low-complexity, repeatable nature of transit stop improvements and the limited uncertainty compared to corridor or reconstruction projects.



J8 – Rail Crossing Accessibility Upgrades

(7 Tier 1 crossings, 1 Tier 2 crossing)

Assumptions:

8 crossings total

Mix of ADA improvements, surface rehab, lighting upgrades

Engineering is estimated at 18% due to coordination requirements with BNSF, NDOT, and railroad crossing design standards.

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J8c	Surface rehabilitation	EA	4	$ 120,000	$ 480,000	**1**
2	J8d	ADA pedestrian rail path upgrades	EA	8	$ 35,000	$ 280,000	**1**
3	J8e	Pedestrian delineation enhancements	EA	4	$ 7,500	$ 30,000	**1**
4	J8f	Crossing lighting improvements	EA	6	$ 30,000	$ 180,000	**1**
5	J8g	Pavement markings & signage refresh	EA	8	$ 12,000	$ 96,000	**1**
6	J8h	Advance warning signage improvements	EA	16	$ 900	$ 14,400	**2**

Base Construction Subtotal:	$ 1,080,400
Contingency (25%):	$ 270,100
Engineering (18%):	$ 194,472
Estimated Total:	**$ 1,544,972**

Additional treatments such as skew-approach visibility improvements, channelization, and corridor-wide studies are addressed separately or incorporated into project-level design and are not fully itemized in this construction estimate.

J8a – In-Town Grade Separation Feasibility Study



Study Only – No Construction Included

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J8a1	Traffic & rail operations analysis	LS	1	$ 175,000	$ 175,000	**2**
2	J8a2	Concept alternatives development	LS	1	$ 125,000	$ 125,000	**2**
3	J8a3	Cost estimating & funding strategy	LS	1	$ 50,000	$ 50,000	**2**
4	J8a4	Public engagement process	LS	1	$ 50,000	$ 50,000	**2**

Estimated Study Total: $400,000

Costs reflect a planning-level study scope. A reduced contingency is assumed due to the defined and limited nature of feasibility study tasks.

Estimated study cost aligns with the upper end of typical planning-level ranges due to the complexity of rail coordination and corridor evaluation.

J8b – Ped/Bike Rail Separation Feasibility (SE Pathway)



Study Only – No Construction Included **Focused Study – SE Pathway Rail Crossing**

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J8b1	Concept design alternatives	LS	1	$ 120,000	$ 120,000	**2**
2	J8b2	Structural feasibility assessment	LS	1	$ 80,000	$ 80,000	**2**
3	J8b3	Environmental screening	LS	1	$ 60,000	$ 60,000	**3**
4	J8b4	Cost estimating & phasing	LS	1	$ 40,000	$ 40,000	**2**

Estimated Study Total: $300,000

Costs reflect a planning-level study scope. A reduced contingency is assumed due to the defined and limited nature of feasibility study tasks.

Southeast connectivity corridor: see also J5 and J11.

J9 – Pathway Master Plan

Foundation plan supporting J5 – Active Transportation Network Completion



Planning document.

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J9a	Network inventory & gap analysis	LS	1	$ 25,000	$ 25,000	**1**
2	J9b	Risk & exposure analysis	LS	1	$ 25,000	$ 25,000	**1**
3	J9c	Alignment development	LS	1	$ 35,000	$ 35,000	**1**
4	J9f	Public engagement & walk audits	LS	1	$ 65,000	$ 65,000	**1**
5	J9c	Wayfinding & signage strategy	LS	1	$ 50,000	$ 50,000	**1**
6	J9d	Cost phasing & funding strategy	LS	1	$ 40,000	$ 40,000	**1**
7	J9e	Policy and development integration	LS	1	$ 15,000	$ 15,000	**1**
8	J9g	Draft & final document production	LS	1	$ 45,000	$ 45,000	**1**

Estimated Plan Total: $300,000

Costs reflect a comprehensive planning-level document including analysis, engagement, and implementation strategy development.

J10 – Sidewalk & ADA Gap Elimination



Assume:

8,000 LF new sidewalk

40 ADA ramps

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J10a	New sidewalk (5')	LF	8000	$ 90	$720,000	1
2	J10b	ADA curb ramps	EA	40	$ 8,500	$340,000	1
3	J10c	Spot fixes				$ -	

Construction Subtotal:	**$ 1,060,000**
Contingency (20%):	$ 212,000
Engineering (15%):	$ 159,000
Estimated Total:	**$ 1,431,000**

J11 – Southeast Neighborhood Safety Improvements



(E 15th St, 10th Ave, Tier 1 & 2 HIN local streets)

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	J11a	Stop/Yield review & signing corrections	Inter-section	6	$ 6,000	$ 36,000	1
2	J11b	High-visibility Crosswalk Treatments	Inter-section	3	$ 18,000	$ 54,000	1
3	J11c	Quick-build curb extensions (paint & post)	Inter-section	4	$ 35,000	$ 140,000	1
4	J11d	Neighborhood pedestrian lighting improvements	Inter-section	6	$ 22,000	$ 132,000	2
6	J11e	Sidewalk Tie-Ins - tie in sidewalks to SE Pathway Spine	LF	100	$ 90	$ 9,000	1
5	J11f	Pavement marking refresh	LS	1	$ 45,000	$ 45,000	1

Construction Subtotal:	$ 416,000
Contingency (25%):	$ 104,000
Engineering (15%):	$ 62,400
Estimated Total:	**$ 582,400**

Southeast connectivity corridor: see also J5 and J8b.

PROGRAMS

Programs are mostly annual operating or phased implementation.

P1 – School Zone Standardization Program



(Citywide, multi-campus consistency)

Assume 6 primary campuses.

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	P1a	School zone signage replacement program	School Areas	5	$ 9,600	$ 48,000	1
2	P1b	Speed feedback signs (rotational units)	EA	3	$ 12,000	$ 36,000	1
3	P1c	Flashing beacon upgrades	Schools	4	$ 25,000	$ 100,000	1
4	P1d	Pavement marking refresh	LS	1	$ 32,000	$ 32,000	1
					Implementation Subtotal:	**$ 216,000**	

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
5	P1e	School zone compliance audit study	LS	1	$ 40,000	$ 40,000	1
6	P1f	Standard development	Program	1	$ 20,000	$ 20,000	1
7	P1g	Bilingual outreach & education	Years	3	$ 2,500	$ 7,500	1
8	P1h	Coordination	Years	3	$ 3,000	$ 9,000	1
					Program Subtotal:	**$76,500**	
					Estimated Program Total:	**$292,500**	

Costs reflect a 3-year phased rollout of school zone standardization measures across primary campuses.

P2 – Targeted HIN Lighting Program



(Focused on documented lighting gaps)

Assume:

10 intersection lighting upgrades

8 corridor infill segments

A. Planning & Design

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	P2a	HIN-Based Lighting Assessment	LS	1	$ 20,000	$ 20,000	1
2	P2b	Photometric analysis & design	LS	1	$ 75,000	$ 75,000	1

B. Implementation (Capital Improvements)

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
3	P2c	Intersection lighting enhancements	Location	10	$ 25,000	$ 250,000	1
4	P2d	Pedestrian-Scale Lighting (Targeted Only)	Pole & fixture	10	$ 8,000	$ 80,000	1
5	P2e	Rail Crossing Lighting Coordination	Crossing	3	$ 25,000	$ 75,000	1
6	P2f	Corridor infill lighting (mid-block)	Location	8	$ 22,000	$ 176,000	1
7	P2g	LED conversion where needed	LS	1	$ 90,000	$ 90,000	1
					Construction Subtotal:	$ 766,000	
					Contingency (20%):	$ 153,200	
					Engineering (15%):	$ 114,900	
					Estimated Total:	**$ 1,034,100**	

Costs reflect targeted, safety-driven lighting improvements at High Injury Network locations and are scalable based on funding availability.

P3 – Quick-Build Demonstration Program



Assume 3 pilots per year over 3 years.

Item	Ref	Description	Unit	Quantity		Unit Cost	Subtotal	Tier
1	P3a	Paint & post curb extensions (quick-build)	Location	6	$	25,000	$150,000	**1**
2	P3b	Temporary refuge islands (modular)	Location	3	$	35,000	$105,000	**1**
3	P3c	Striping & lane reconfiguration treatments	LS	1	$	75,000	$75,000	**1**
4	P3d	Pilot evaluation & data collection	LS	1	$	50,000	$50,000	**1**

3-Year Program Total: **$380,000**

(Average annual program cost: approximately $125,000)

Costs reflect multi-location deployment of quick-build treatments using paint, thermoplastic, delineators, and modular materials, along with program-level evaluation over a 3-year period.

"Location" represents a typical intersection, segment, or treatment site and may include multiple individual elements (e.g., both corners of an intersection or full crossing treatments).

P4 – Safety Performance Monitoring & Implementation Program



5-year monitoring cycle.

Item	Ref	Description	Unit	Quantity		Unit Cost		Subtotal	Tier
1	P4a	Annual crash/HIN update	Years	5	$	18,000	$	90,000	**1**
2	P4b	Citation data integration & analysis	Years	5	$	10,000	$	50,000	**1**
3	P4c	Annual public reporting (Safety Snapshot)	Years	5	$	8,000	$	40,000	**1**
4	P4d	Task force coordination & facilitation	Years	5	$	6,000	$	30,000	**1**
5	P4e	Project performance tracking & evaluation	Years	5	$	8,000	$	40,000	**1**

5-Year Program Total: **$250,000**

(Average annual program cost: approximately $50,000)

Costs reflect ongoing annual monitoring, analysis, coordination, and reporting activities over a 5-year implementation cycle.

P5 – Transportation Safety Education & Outreach Program

Assume 5-year implementation.

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	P5a	Safe Routes to School coordination (partner-led)	Program	1	$ -	$0	1
2	P5b	Teen driver education partnership development (bilingual)	Years	5	$ 15,000	$ 75,000	1
3	P5d	CarFit & older driver events (bilingual)	Years	5	$ 3,000	$ 15,000	1
4	P5c	Speed & distraction campaigns (bilingual)	Years	5	$ 20,000	$ 100,000	1
5	P5e	Micromobility education (bilingual)	Program	1	$ -	$ -	1
6	P5f	Trail wayfinding & connectivity awareness (partner-led)	Program	1	$ -	$ -	1
7	P5g	Community walk audit program (partner with PPHD)	Audits	3	5000	$ 15,000	1
					5-Year Program Total:	**$205,000**	

Certain program components are anticipated to be led or supported by partner organizations (e.g., PPHD, regional stakeholders) or integrated into related initiatives. Costs shown reflect primary City-led program investments.

POLICIES

O1 – Transportation Safety Ordinance Update Package

Item	Ref	Description	Unit	Quantity	Unit Cost	Subtotal	Tier
1	O1	**Transportation Safety Ordinance Update**	LS	1	$ 20,000	$ 20,000	1
2	O1	Legal drafting & ordinance development	LS	1	$ 7,500	$ 7,500	1
3	O1	Stakeholder workshops & coordination	LS	1	$ 7,500	$ 7,500	1
4	O1	Public outreach & materials (bilingual)	LS	1	$ 5,000	$ 5,000	1
					Estimated Total:	**$40,000**	

Individual ordinance components (O1a–O1g) are included within the overall legal drafting and policy development scope.

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