**CITY OF SCOTTSBLUFF**
**Scottsbluff City Hall Council Chambers**
**2525 Circle Drive, Scottsbluff, NE 69361**
**CITY COUNCIL AGENDA**

**Regular Meeting**
**May 18, 2026**
**6:00 PM**

1. **Roll Call**

2. **Pledge of Allegiance**

3. **For public information, a copy of the Nebraska Open Meetings Act is available for review**

4. **Notice of changes in the agenda by the city clerk** (Additions may not be made to this agenda less than 24 hours before the beginning of the meeting unless added under Item 5 of this agenda.)

5. **Citizens with business not scheduled on the agenda** (As required by state law, no matter may be considered under this item unless council determines that the matter requires emergency action.)

6. **Closed Session**

   a) Council reserves the right to enter into closed session if deemed necessary if the item is on the agenda as per Section 84-1410 of the Nebraska Revised Statutes.

7. **Consent Calendar (Items in the consent calendar are proposed for adoption by one action for all items unless any member of the council requests that an item be considered separately.)**

   a) Council to approve the minutes of the May 4, 2026 Regular Meeting.

   b) Council to excuse the absence of Council Member Stricker from the May 4, 2026 Regular Meeting.

   c) Council to approve the appointment of Krista Baird, to the Business Improvement Board, to fill an unexpired term ending September 30, 2029.

   d) Council to consider and take action on claims of the City.

8. **Claim Removed From Consent Calendar**

a) Council to consider and take action on the claim to Intralinks in the amount of $10,097.10.

9. **Financial Report**

a) Council to receive the April 2026 Financial Report.

10. **Public Hearings**

a) Council to convene as the Board of Equalization.

b) Council to adjourn as the Board of Equalization and reconvene as the Scottsbluff City Council.

11. **Resolution & Ordinances**

a) Council to consider action on the first reading of the Ordinance levying special assessments on the land and real estate upon which unsafe structures were located at 1216 and 1220 5th Avenue, resulting in their subsequent demolition.

b) Council to consider action on the first reading of the Ordinance dealing with the number of apprentice plumbers that may assist master plumbers and journeyman plumbers.

c) Council to consider action on the second reading of the Ordinance to Annex Two Tracts of Land situated in the Southwest Quarter of Section 18 and the Northwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th P.M., commonly identified as 21st Avenue and County Road K Right-of-Way.

d) Council to consider action on the second reading of the Ordinance to consider the Zoning Text Amendment to Chapter 25, Article 4 regarding Fences.

e) Council to consider action on the second reading of the Ordinance to consider an amendment to the Municipal Code to create the Public Use District within the City's zoning jurisdiction.

f) Council to consider action on the third reading of the Ordinance regarding the definition of fowl and to provide an exception for chickens in Chapter 2, Articles 2 and 3.

g) Council to consider action on the third reading of the Ordinance to Annex a tract of land situated in the East Half of Section 10, Township 22 North, Range 55 West of the 6th P.M., Scotts Bluff County, Nebraska, commonly identified as 4500 and 4502 Avenue I.

h) Council to discuss and consider action on a Resolution extending the obligation of funding for ambulance services for an additional four years, and authorize the Mayor to sign the Resolution.

12. **Petitions, Communications, Public Input**

    a) Council to discuss and consider action on a Community Festival Permit for Broadway Bar and Arcade, 1717 Broadway, Scottsbluff, NE for the Broadway Bar and Arcade Anniversary Car Show on May 23, 2026 from 8:00 a.m. to 3:30 p.m. Permit includes closing Broadway and between 18th and 17th Streets from 7:30 a.m.-4:00 p.m.

13. **Reports from Staff, Boards & Commissions**

    a) Council to discuss and consider action on approving and accepting the final report for the Scottsbluff Safe Streets for All (SS4A) Project.

    b) Council to discuss and consider action on the Agreement with M.C. Schaff & Associates, Inc. for Preliminary Engineering Services for Sanitary Sewer District No. 169, and authorize the Mayor to sign the Agreement.

    c) Council to receive the 2025 Annual Report from the Police Department.

14. **Council reports (informational only):** This item is intended for Council Members to update and inform other Council Members of meetings attended since the last City Council meeting.

15. **Adjournment**

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 6.a**

**Council reserves the right to enter into closed session if deemed necessary if the item is on the agenda as per Section 84-1410 of the Nebraska Revised Statutes.**

**Staff Contact:**

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 7.a**

**Council to approve the minutes of the May 4, 2026 Regular Meeting.**

**Staff Contact:** Kimberley Wright

Regular Meeting
May 4, 2026

The Scottsbluff City Council met in a regular meeting on May 4, 2026 at 6:00 p.m. in the Council Chambers of City Hall, 2525 Circle Drive, Scottsbluff. A notice of the meeting had been published on April 30, 2026 in the Star Herald, a newspaper published and of general circulation in the City. The notice stated the date, hour and place of the meeting, that the meeting would be open to the public, that anyone with a disability desiring reasonable accommodations to attend the Council meeting should contact the City Clerk's Office, and that an agenda of the meeting kept continuously current was available for public inspection at the office of the City Clerk in City Hall; provided, the City Council could modify the agenda at the meeting if it determined that an emergency so required. A similar notice, together with a copy of the agenda, also had been emailed to each council member, made available to radio stations KNEB, KMOR, KOAQ, and the Star Herald. The notice was also available on the City's website on May 1, 2026. Mayor Vidlak presided and City Clerk Wright recorded the proceedings. The meeting was called to order and The Pledge of Allegiance was recited. Mayor Vidlak welcomed everyone in attendance and encouraged all citizens to participate in the Council meeting asking those wishing to speak to come to the microphone and state their name and who they are representing for the record. Mayor Vidlak informed those in attendance that a copy of the Nebraska open meetings act is posted in the back of the room on the west wall for the public's review. The following Council Members were present: Betsy Vidlak, Jeanne McKerrigan, Matt Salomon, and Scott Phillips. Also, present were City Manager Kevin Spencer and City Attorney Kent Hadenfeldt. Absent: Jerry Stricker. Mayor Vidlak asked if there were any changes to the agenda. There was none. Mayor Vidlak asked if any citizens with business not scheduled on the agenda wished to include an item providing the City Council determines the item requires emergency action. There was none.

Moved by Council Member Phillips, seconded by Council Member McKerrigan,

a) The minutes of the April 20, 2026 Regular Meeting be approved,
b) A public hearing be set for May 18, 2026 at 6:05 p.m. for the Board of Equalization to assess payments for the demolition of two dilapidated houses that were located at 1216 and 1220 5th Avenue, Scottsbluff, NE,
c) Approve Resolution No. 26-05-01 terminating the Interlocal Cooperation Agreement with the Community Redevelopment Authority (CRA) to establish the Scottsbluff Aquatic Center Agency, and authorize the Mayor to sign the Resolution,
d) The claims, be approved and paid as provided by law out of the respective funds designated in the list of claims dated May 4, 2026, as on file with the City Clerk and submitted to the City Council, "YEAS," Phillips, Salomon, McKerrigan, and Vidlak. "NAYS," None. Absent: Stricker.

CLAIMS

308 PLUMBING SOLUTIONS,BLDG MAINT PARK,980; ACCELERATED RECEIVABLES SOLUTIONS, WAGE ATTACHMENT, 183.65; ANDERSON SHAW CONSTRUCTION, INC, CEMETERY OFFICE BUILDING,75708.47;ANDREW KELLEY,PER DIEM FOR FIRE SCHOOL,123;B & H INVESTMENTS, INC,SUPP - WATER,569.69;BENZEL PEST CONTROL,CONTRACTUAL SVC,525;BLACK HILLS GAS DISTRIBUTION LLC,MONTHLY ENERGY BILL,2475.78; CAMACHO RAY,EVID CASH-POL,25.75; CAPITAL BUSINESS SYSTEMS INC.,EQUIP MAINT ADMIN,625.78;CELLCO

PARTNERSHIP, CELL PHONES POL, 1717.82; CIPRIANO MIRANDA, DEPARTMENT SUPPLIES-SAN,520; CITY OF CASPER,EVID CASH-POL,40000;CRASH DATA GROUP INC,PS CIP-POL,1500;DAS STATE ACCOUNTING-CENTRAL FINANCE,MONTHLY LONG DISTANCE,55.72;EJS SUPPLY LLC,DEPARTMENT SUPPLIES-SAN,3672;ENERGY LABORATORIES, INCDEPT 6250, SAMPLES, 246; FEDERAL EXPRESS CORPORATION, POSTAGE,122.75;FERGUSON SIGNS, INC,CONTRACTUAL,6491;FRIENDS OF THE MIDWEST THEATER,SPECIAL EVENTS-REC,150;GALLS PARENT HOLDINGS, LLC, EQUIP MAINT POL, 16.67; GERING MULITPURPOSE SENIOR CENTER, CONTRACTUAL,1000; GLOWFORGE INC,C. GRNT.,999;GWIN SEAN,PER DIEM FOR FIRE SCHOOL,123;HAWKINS, INC.,CHEMICALS,4392.02;HD SUPPLY INC,DEPT SUP,24.34;HINEBAUCH JARED,PER DIEM FOR FIRE ACADEMY,791;IDEXX LABORATORIES, INC,DEPT SUP,590.59;INFINITY CONSTRUCTION, INC.,28TH & AVE K STORM DRAIN FINAL, 38869.75; INTERNAL REVENUE SERVICE, WITHHOLDINGS, 76928.89;INT'L INST OF MUNC CLKS,MEMBERSHIP K WRIGHT,195;J G ELLIOTT CO INC,NOTARY BOND,40;JOHN DEERE FINANCIAL,DEPT SUP,802.66;JOHN DEERE FINANCIAL,DEPT SUP,2301.76;LAURUHN JESSE,PER DIEM FOR FIRE SCHOOL,123; LEAL NOHEMI,CONSULTING-POL,60; M.C. SCHAFF & ASSOCIATES, INC,SS4A ACTIONPLAN, 38095; MARKETING CONSULTANTS, UNIFORMS & CLOTHING SAN, 108; MENARDS, INC,SUPP - RATCHETX TIE DOWNS, HEM FIR - 10' & 14',1269.58; NE CHILD SUPPORT PAYMENT CENTER,NE CHILD SUPPORT PYBLE,1664;NE MOSQUITO & VECTOR CONTROL ASSN.,2 MEN ATTEND MOSQUITO WORKSHOP,115;NEBRASKA PUBLIC POWER DISTRICT,ELECTRIC,22998.98;NIPPON SANSON MATHERSON INC,RENT MACHINES,52.83;NORTH PLATTE NATURAL RESOURCE DIST,GROUND MAINT PARK,72; NPPD, TEMP SERV CONNECT FEE, 384.73; PANHANDLE CONCRETE PRODUCTS ,INC, 10 DETECTION WARNING PLATES, 1750; PANHANDLE ENVIRONMENTAL SERVICES INC, SAMPLES, 240; PANHANDLE HUMANE SOCIETY, CONTRACTUAL,6300.56;PAUL REED CONSTRUCTION & SUPPLY, INC,GROUND MAINT PARK,6942.5;PAUL W. ESSMAN,CONTRACTUAL,23000;PIONEER ANIMAL CLINIC, LLC,K9 DUKE-POL,835.98;PLATTE VALLEY BANK,HEALTH SAVINGS ACCT,18228.12;PODIUM AUTOMOTIVE GROUP,VEH MAINT PARK,3160.38;PT HOSE AND BEARING,EQUIP MAINT,22.57;QUILL CORPORATION,DEPT SUPP ADMIN,219.37; R&RREPAIR,EQUIPMENTMAINTENANCESAN,188.5;REGIONALCAREINC,CLAIMS,397 49.87;REGIONALWESTMEDICALCENTER,CONTRACTUALPOL,105;RELENTLESSLLC, SCHOOLS& CONF-POL,2996;RUSSEL'S AUTOMOTIVE,VEH MAINT-POL, 3146.32 ;SMEC, EMPLOYEE DEDUCTION, 75; SAYLER SCREEN PRINTING, UNIFORMS-POL,127;SCB FIREFIGHTERS UNION LOCAL 1454,FIRE EE DUES,280; SCB IBEW 1597 UNION DUES,SCB IBEW 1597 UNION DUES,406.32; SCOTTS BLUFF COUNTY ROADS DEPT,REIMB COUNTY,137500;SCOTTSBLUFF BODY & PAINT,VEH MAINT-POL,2143.9;SCOTTSBLUFF POLICE OFFICERS ASSOCIATION,POLICE EE DUES,975; SIMON CONTRACTORS,CONCRETE FOR STREET REPAIR,2321.97; SITTNER JOE,PER DIEM FOR FIRE SCHOOL,123; SPECIAL INVESTIGATIONS CHRISTENSEN DEAN,EVID CASH-POL,400;STATE HEALTH LAB,SAMPLES,707;STATE OF NE.,CONTRACTUAL-

POL,525;TECHLINE SPORTS LIGHTING,LACY PARK LIGHTING FINAL,48781.2;THE PEAVEY CORP,INVEST SUPPL-POL,41.38;U AND U TRUCKING LLC,CONTRACTUAL SERVICES SAN, 2354.3; UNION BANK & TRUST, RETIREMENT, 59738.77; US BANK, ELECTRIC POWER,18722.18;WESTERN NE COMMUNITY COLLEGE,SCHOOLS & CONFPOL, 30; WESTERN SURETY COMPANY, LIABILITY INS, 950; WILSON ZECHARIAH, CONTRACTUAL SERVICES-REC,700;WYOMING CHILD SUPPORT ENFORCEMENT,CHILD SUPPORT,738.08;WYOMING FIRST AID & SAFETY SUPPLY, LLC,FIRST AID KIT SUPP - BANDAGES, COUGH DROPS, ETC.,357.41;ZM LUMBER CO CAPITAL ONE TRADE CREDIT,SUPP - 2 X 6 HEM FIR (4),97.56; REFUNDS; SPIRIT HUGHES, 37.59;HANNAH LIND, 22.06; MAGNET SOLUTION-LODDIEE MER, 67.97; SCHAFER FARMS, 5.88; LARRY WILSON, 8.36

Mayor Vidlak asked those who would be speaking at the public hearings to stand so they could be sworn in.

Mayor Vidlak then opened the public hearing concerning the sufficiency or validity of protests or objections to creation of Paving Improvement District No. 315 located in a parcel of land situated in the Northeast Quarter of Section 24, Township 22 North, Range 55 West of the 6th P.M. at 6:02 p.m.

City Clerk Wright informed those in attendance she has not received any protests or objections regarding Paving District No. 315. Legal Counsel Hadenfeldt then explained as part of the process we need to hold a public hearing in case someone would want to speak concerning the creation of the Paving District. No one came forward, so Mayor Vidlak closed the public hearing at 6:03 p.m.

Mayor Vidlak opened the public hearing at 6:03 p.m. concerning the sufficiency or validity of protests or objections to creation of Sanitary Sewer District No. 168 to be located in a parcel of land situated in the Northeast Quarter of the Northeast Quarter of Section 24, Township 22 North, Range 55 West of the 6th P.M.

No objections were received and no one came forward to speak, so Mayor Vidlak closed the public hearing at 6:04 p.m.

Mayor Vidlak opened the public hearing at 6:04 p.m. concerning the sufficiency or validity of protests or objections to creation of Water District No. 106 to be located in a parcel of land situated in the Northeast Quarter of Section 24, Township 22 North, Range 55 West of the 6th P.M.

No objections were received and no one came forward, so Mayor Vidlak closed the public hearing at 6:04 p.m.

Mayor Vidlak opened the public hearing at 6:04 p.m. to consider the Zoning Text Amendment to Chapter 25, Article 4 regarding Fences. Development Services Director Glaubius came forward and explained the Planning Commission, at their April 13, 2026 meeting, made a positive recommendation on the approval of the Ordinance regarding a text change to Chapter 25, Article 4. The text change revises Article 4 which covers fence regulations. Notable changes include replacing the 42" maximum fence height in the front yard to 48", replacing fence classes with open and closed fences, prohibition of railroad ties, salvage, and sheet metal in residential districts, reorganizing site triangle requirements for streets and alleys into a single section, prohibiting fences in public right-of-way, except for permitted sidewalk cafes, prohibiting fences from obstructing the flow of water, and declaring dilapidated fences as nuisances to provide an enforcement mechanism.

The following exhibits were then presented on behalf of City Council and entered into record; 1) Planning Commission Agenda Packet Section which includes the staff report from Development Services

Director Glaubius; 2) Zoning Text Amendment Ordinance listed later in the agenda.

There were no comments from the public. Mayor Vidlak closed the public hearing at 6:07 p.m.

Mayor Vidlak opened the public hearing at 6:07 p.m. to consider the Ordinance Text Amendment to Chapter 4, Article 1 regarding Standard Codes, and Chapter 25, Article 2 regarding the Definition of Multi-Family Dwellings.

Development Services Director Glaubius explained at the April 13, 2026 Planning Commission meeting, they made a positive recommendation on the approval of the Ordinance regarding a text amendment to Chapter 4, Article 1 to add a reference to the 2018 International Existing Building Code (IEBC) and Chapter 25, Article 2 amending the definition of a multi-family dwelling to include three dwelling unit buildings.

The following exhibits were then presented on behalf of City Council and entered into record; 1) Planning Commission Agenda Packet Section containing the staff report from Development Services Director Glaubius; 20 Zoning Text Amendment Ordinance listed later in the agenda.

There were no comments from the public. Mayor Vidlak closed the public hearing at 6:08 p.m.

Mayor Vidlak opened the public hearing at 6:09 p.m. to consider an Amendment to the Municipal code to create the Public Use District within the City's Zoning Jurisdiction.

Development Services Director Glaubius came forward again and explained the Planning Commission gave a positive recommendation at their April 13, 2026 meeting on the amendment to the City Zoning Map rezoning multiple properties to the newly created (P) Public Use District. He added all the properties to be changed are government owned adding up to approximately 865 acres. In addition, this zoning map change was pursued due to the annexation of the UNL Extension Center to alleviate development pressures.

The following exhibits were presented on behalf of City Council and entered into record; 1) Planning Commission Agenda Packet Section which contains the Rezone Application and Staff Report by the Development Services Director; 2) Updated Zoning Map; 3) Ordinance and associated Exhibit listed later in the agenda.

There were no comments from the public. Mayor Vidlak closed the public hearing at 6:12 p.m.

Mayor Vidlak opened the public hearing at 6:12 p.m. to receive testimony from interested persons concerning the annexation of two tracts of land situated in the Southwest Quarter of Section 18 and Northwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th P.M, Scotts Bluff County, Nebraska commonly identified as 21st Avenue and County Road K Right-of-Way.

No one in the audience came forward to comment so Legal Counsel Hadenfeldt explained the City is pursuing this annexation to maintain 21st Avenue. This includes the Right-of-Way which was previously maintained by the County; however, the Right-of Way is owned by the property owners, subsequently known as the road way. Because this is a City led annexation, last week, we went through the Resolution process and later will have the first reading of the Ordinance. Comprised with the process includes a public hearing for anyone who would want to comment.

There were no comments from the public. Mayor Vidlak closed the public hearing at 6:13 p.m.

Council introduced the Ordinance to Annex Two Tracts of Land situated in the Southwest Quarter of Section 18 and the Northwest Quarter of Section 19, Township 22 North Range 54 West of the 6th P.m., commonly identified as 21st Avenue and County Road K Right-of Way and was read by title on first reading: **AN ORDINANCE ANNEXING TWO TRACTS OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 18 AND THE NORTHWEST QUARTER OF SECTION 19 IN TOWNSHIP 22 NORTH, RANGE 54 WEST OF THE 6TH P.M., SCOTTS BLUFF COUNTY, NEBRASKA AND PROVIDING FOR PUBLICATION IN PAMPHLET FORM.**

City Manager Spencer explained this is the section of 21st Avenue that was brought forth during the last public hearing, adding it is truly our goal to bring this into the City to be able to maintain.

Council introduced the Ordinance to consider the Zoning Text Amendment to Chapter 25, Article 4 regarding Fences and was read by title on first reading: **AN ORDINANCE OF THE CITY OF SCOTTSBLUFF, NEBRASKA AMENDING AND REVISING THE SCOTTSBLUFF MUNICIPAL CODE AT CHAPTER 25, ARTICLE 4, DEALING WITH FENCES AND WALLS, TO CLARIFY MATERIALS AND SIMPLIFY THE FENCING REQUIREMENT WITHIN THE CITY OF SCOTTSBLUFF, AND TO REPEAL AND REVISE RELATED CODE SECTIONS AT CHAPTER 25, ARTICLE 2, SECTIONS 44 AND 45, SECTION 25, ARTICLE 7, SECTION 12 AND CHAPTER 25, ARTICLE 22, SECTION 6 OF THE SCOTTSBLUFF MUNICIPAL CODE, TO PROVIDE FOR AN EFFECTIVE DATE, AND TO PROVIDE FOR PUBLICATION IN PAMPHLET FORM.**

Council introduced the Ordinance concerning the Ordinance Text Amendment to chapter 4, Article 1 regarding Standard Codes, and Chapter 25, Article 2 regarding the Definition of Multi-Family Dwellings and was read by title on first reading: **AN ORDINANCE OF THE CITY OF SCOTTSBLUFF, NEBRASKA AMENDING AND REVISING THE SCOTTSBLUFF MUNICIPAL CODE AT CHAPTER 4, ARTICLE 1, SECTION 2 DEALING WITH THE ADOPTION OF STANDARD CODES AND UPDATING THE CODE COMPLY WITH STATE STATUTE REGARDING THE INTERNATIONAL EXISTING BUILDING CODE, AS WELL AS CHAPTER 25, ARTICLE 2, SECTION 39 REGARDING DEFINITIONS IN THE CODE TO DEFINE MULTIPLE FAMILY DWELLING, TO PROVIDE FOR AN EFFECTIVE DATE, AND TO PROVIDE FOR PUBLICATION IN PAMPHLET FORM.**

Mr. Spencer explained this is a housekeeping item as we are already enforcing the codes and abiding by the definition change of four to three in multi family dwellings. Because of this asked the three readings of the Ordinance be waived.

Council Member McKerrigan moved, seconded by Council Member Salomon that the statutory rule regarding the Ordinance Text Amendment to Chapter 4, Article 1 regarding Standard Codes, and Chapter 25, Article 2 regarding the Definition of Multi-Family Dwelling to be read by title on three different days be suspended. "YEAS," Salomon, McKerrigan, Vidlak, and Phillips. "NAYS," None. Absent: Stricker.

Council Member McKerrigan moved to adopt Ordinance No. 4374 concerning the Text Amendment to Chapter 4, Article 1 regarding Standard Codes, and Chapter 25, Article 2 regarding the Definition of Multi-Family Dwellings. The motion was seconded by Council Member Phillips, "YEAS," Vidlak, Salomon, Phillips, and McKerrigan. "NAYS," None. Absent: Stricker.

Council introduced the Ordinance to consider an amendment to the Municipal code to create the Public Use District within the city's zoning jurisdiction and was read by title on first reading: **AN ORDINANCE DEALING WITH ZONING AMENDING SECTION 25-1-4 BY UPDATING THE OFFICIAL ZONING DISTRICT MAP TO SET FORTH VARIOUS PARCELS, LOCATED THROUGHOUT THE ZONING JURISDICTION OF THE CITY OF SCOTTSBLUFF WHICH ARE NOW DESIGNATED IN THE NEW PUBLIC USE DISTRICT, THE PROPERTIES ARE LOCATED INVARIOUS ZONING DISTIRCTS, A COPY OF THE VARIOUS PROPERTIES ALONG WITH THEIR SCOTTS BLUFF COUNTY ASSESSOR IDENTIFICATION NUMBER, ADDRESS AND LEGAL DESCRIPTION IS ATTACHED TO THIS ORDINANCE MARKED AS EXHIBIT "A" AND INCORPORATED IN THIS ORDINANCE BY REFERENCE, ALL OF THE PROPERTIES ON EXHIBIT "A" WILL NOW BE INCLUDED IN THE PUBLIC USE DISTRICT (P) AND THE ZONING MAP SHALL BE AMENDED, REPEALING PRIOR**

**SECTION 25-1-4, PROVIDING FOR AN EFFECTIVE DATE AND PROVIDING FOR PUBLICATION IN PAMPHLET FORM.**

Council then introduced the Ordinance to Annex a tract of land situated in the East half of Section 10, Township 22 North, Range 55 west of the 6th P.M., Scotts Bluff County, Nebraska, commonly identified as 4500 and 4502 Avenue I and was read by title on second reading: **AN ORDINANCE OF THE CITY OF SCOTTSBLUFF NEBRASKA, ANNEXING UNPLATTED REAL ESTATE DESCRIBED AS A TRACT OF LAND SITUATED IN THE EAST HALF OF SECTION 10, TOWNSHIP 22 NORTH, RANGE 55 WEST OF THE 6TH P.M., SCOTTS BLUFF COUNTY NEBRASKA, MORE PARTICULARLY DESCRIBED AS FOLLOWS, BEGINNING AT THE INTERSECTION OF THE WEST RIGHT OF WAY LINE OF STATE HIGHWAY NO. 71, AS DESCRIBED IN DEED BOOK 185, PAGE 194, AND THE NORTH RIGHT OF WAY LINE OF 42ND STREET, THENCE WESTERLY ON THE NORTH RIGHT OF WAY LINE OF 42ND STREET, TO THE POINT OF INTERSECTION WITH THE EAST LINE OF A TRACT OF LAND AS DESCRIBED IN INSTRUMENT 2008-1629, THENCE NORTHERLY ON THE EAST LINE OF SAID TRACT, TO THE NORTHEAST CORNER OF SAID TRACT, THENCE WESTERLY ON THE NORTH LINE OF SAID TRACT, TO THE NORTHWEST CORNER OF SAID TRACT, THENCE SOUTHERLY ON THE WEST LINE OF SAID TRACT, TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF 42ND STREET, THENCE WESTERLY ON THE NORTH RIGHT OF WAY LINE OF 42ND STREET, TO THE SOUTHEAST CORNER OF BLOCK 1, PIEPER FAMILY SUBDIVISION, AS RECORDED IN INSTRUMENT 2025-1364, THENCE NORTHWESTERLY ON THE EASTERLY LINE OF SAID BLOCK 1, TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 10, THENCE NORTHERLY ON SAID WEST LINE OF THE SOUTHEAST QUARTER, TO THE SOUTHWEST CORNER OF BLOCK 12, FAIRWAY ESTATES SUBDIVISION, AS RECORDED IN DEED BOOK 147 PAGE 493, THENCE EASTERLY ON THE SOUTHERLY LINE OF SAID FAIRWAY ESTATES SUBDIVISION, TO THE POINT OF INTERSECTION WITH THE NORTHERLY RIGHT OF WAY LINE OF THE ENTERPRISE IRRIGATION DISTRICT CANAL, THENCE NORTHEASTERLY AND THEN SOUTHEASTERLY ON THE SOUTHERLY LINE OF SAID FAIRWAY ESTATES SUBDIVISION, AND ON SAID CANAL RIGHT OF WAY LINE, TO THE NORTHWEST CORNER OF BLOCK 1, GREENVIEW SUBDIVISION, AS REQUIRED IN DEED BOOK 202, PAGE 582, THENCE CONTINUING SOUTHEASTERLY ON THE SOUTHERLY LINE OF SAID BLOCK 1, GREENVIEW SUBDIVISION, AND ON SAID CANAL RIGHT OF WAY LINE, TO THE POINT OF INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF BLUE JAY COURT AS PLATTED IN FAIRWAY ESTATES SUBDIVISION, THENCE SOUTHERLY ON THE WEST RIGHT OF WAY LINE OF BLUE JAY COURT, TO THE MOST SOUTHWESTERLY CORNER OF BLUE JAY COURT, THENCE EASTERLY ON THE SOUTH RIGHT OF WAY LINE OF BLUE JAY COURT, TO THE NORTHWEST CORNER OF BLOCK 2, GREENVIEW SUBDIVISION, AS RECORDED IN DEED BOOK 202, PAGE 582, THENCE SOUTHEASTERLY ON THE SOUTHERLY LINE OF SAID BLOCK 2, GREENVIEW SUBDIVISION AND ON THE NORTHERLY RIGHT OF WAY LINE OF THE ENTERPRISE IRRIGATION DISTRICT CANAL, TO THE POINT OF INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF STATE HIGHWAY NO.71, AS DESCRIBED IN DEED BOOK 183, PAGE 745, THENCE SOUTHERLY ON THE WEST RIGHT OF WAY LINE OF STATE HIGHWAY NO. 71, TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A TRACT OF LAND AS DESCRIBED IN DEED BOOK 121, PAGE 448, THENCE EASTERLY ON THE NORTH LINE OF SAID TRACT, TO THE SOUTHEAST CORNER OF A TRACT OF LAND AS DESCRIBED IN DEED BOOK 185, PAGE 194, THENCE SOUTHERLY**

**TO THE NORTHWEST CORNER OF A TRACT OF LAND AS ALSO DESCRIBED IN DEED BOOK 185, PAGE 194, THENCE CONTINUING SOUTHERLY ON THE WEST LINE OF SAID TRACT AND ON THE WEST RIGHT OF WAY LINE OF STATE HIGHWAY NO. 71, TO THE POINT OF BEGINNING, AMENDING SECTION 25-1-3.1 OF THE MUNICIPAL CODE, AND PROVIDING FOR PUBLICATION IN PAMPHLET FORM.**

Council introduced the Ordinance to amend Chapter 2, Article 4 to provide for additional actions required for dangerous dogs, including a relocation procedure and was read by title on third reading: **AN ORDINANCE OF THE CITY OF SCOTTSBLUFF, NEBRASKA AMENDING THE SCOTTSBLUFF MUNICIPAL CODE AT CHAPTER 2, ARTICLE 4, SECTION 3 TO PROVIDE FOR ADDITIONAL ACTIONS REQUIRED FOR DANGEROULS DOGS, INCLUDING A RELOCATION PROCEDURE, TO PROVIDE FOR AN EFFECTIVE DATE, AND TO PROVIDE FOR PUBLICATION IN PAMPHLET FORM.**

Mr. Spencer explained this is in addition to our existing dangerous dog Ordinance, however it addresses relocation of a dog leaving or coming into the community that has been deemed dangerous.

Council Member Phillips moved, seconded by Council Member Salomon to adopt Ordinance No. 4375 amending Chapter 2, Article 4 to provide for additional actions required for dangerous dogs, including a relocation procedure, "YEAS," McKerrigan, Phillips, Vidlak, and Salomon. "NAYS," None. Absent: Stricker.

Regarding the Resolution adopting a vison zero policy and affirming the city's commitment to reducing fatal and serious injury crashes, Mr. Spencer stated this is part of the Safe Streets for All Plan.

Ms. Katherine Reisig with M.C. Schaff also come forward and explained this is a good faith showing of a commitment from the City to the Vision Zero Goal which is a goal of zero fatalities or serious injuries on Scottsbluff's roadways. The goal is to aim for zero crashes within 2036 and a 50% reduction by 2031.

Council Member McKerrigan made a motion, seconded by Council Member Phillips to approve Resolution No. 26-05-02 adopting a vision zero policy and affirming the city's commitment to reducing fatal and serious injury crashes, and authorize the Mayor to sign the Resolution, "YEAS," Vidlak, Phillips, McKerrigan, and Salomon. "NAYS," None. Absent: Stricker.

**RESOLUTION NO. 26-05-02**

**A RESOLUTION ADOPTING A VISION ZERO POLICY AND AFFIRMING THE CITY'S COMMITMENT TO REDUCING FATAL AND SERIOUS INJURY CRASHES**

**WHEREAS,** the life and health of all persons living and traveling within the City of Scottsbluff are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

**WHEREAS,** Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

**WHEREAS,** Vision Zero is a data-driven collaborative approach aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while supporting safe, accessible, and equitable mobility for all users of the transportation system; and

**WHEREAS,** thirteen people lost their lives to traffic crashes within the corporate limits of the City of Scottsbluff between 2014-2025, and traffic crashes remain a leading cause of death nationwide; and

**WHEREAS,** improving safety for all users — including people walking, bicycling, driving, and using transit supports public health, economic vitality, and overall quality of life; and

**WHEREAS,** Vision Zero resolutions have been adopted by many jurisdictions across the United States to guide coordinated safety efforts and investments;

**NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Scottsbluff, State of Nebraska, that:**

The City of Scottsbluff hereby adopts a Vision Zero goal that no loss of life or serious injury is acceptable on its transportation system.

The City establishes a target to reduce traffic fatalities and serious injuries by 50 percent by 2031 and to eliminate traffic fatalities and serious injuries by 2036 on its transportation system.

The City commits to implementing a **Safe System approach**, emphasizing safer speeds, safer streets, safer people, safer vehicles, and post-crash care.

The City will utilize data-driven decision-making, interdepartmental coordination, and community engagement to prioritize and implement safety improvements.

The City supports the implementation of the Scottsbluff Safety Action Plan and will pursue funding, partnerships, and policies necessary to achieve these goals.

The City Clerk shall certify the adoption of this Resolution, which shall take effect immediately upon passage.

**PASSED AND APPROVED ON** May 4, 2026

ATTEST: _____

Betsy Vidlak, Mayor

_____

Kimberley Wright, City Clerk

Mr. Spencer then presented the Petition for Annexation from Sanitary Improvement District No. 8 to the City of Scottsbluff. He explained he and staff have been working on this for several months and it started with a meeting of Scottsbluff Country Club residents, a Board Member of the S.I.D., and HOA Board Member, where they discussed the Annexation. Staff put together a presentation and had a town hall meeting at the Country Club where they received good support. They are currently researching Statutes and are gathering information from Roosevelt Public Power and Nebraska Public Power since the electrical grid will be purchased by the City. In addition, Mr. Spencer informed there are 101 homes and three empty lots that are utilizing city services now and they have around 90% support.

Council Member Phillips moved to approve the Petition for Annexation from Sanitary Improvement District No. 8 to the City of Scottsbluff. Council Member McKerrigan seconded the motion, "YEAS," Phillips, Salomon, McKerrigan, and Vidlak. "NAYS," None. Absent: Stricker.

Mr. Jay Sturdevant, Superintendent of Agate Fossil Beds National Monument and Scotts Bluff National Monument came forward to introduce himself to Council. He informed those in attendance that Scotts Bluff National Monument is the oldest National Park Service Unit in the State of Nebraska, established in 1919. It is also one of the oldest in this region and in the National Parks Service. He invited Council Members to come out to the park and view what is going on to see how they can connect better with the City.

Ms. Delanie Bruce, President of NEXT Young Professionals, came forward to receive approval on a Special Designated Liquor License for the Beer and Wine Fest to be held at the 18th Street Plaza on June 6, 2026 from 3:00-10:00 p.m. She explained this will be their 15th year and every year they donate the proceeds to a different local organization; this year the proceeds will be donated to the Team Ashtyn Foundation. Regarding their policy, no one under the age of 21 will be able to enter and they will check ID's at the east and west gates implementing wristbands. They will also have guards situated at the north and south entrances at the alley to guide them to the other entrances.

City Clerk Wright informed there was an error on the agenda statement where it stated the event will be from 3-6 p.m. It should have read 3-10 p.m.

Council Member Salomon moved, seconded by Council Member Phillips to approve the Special Designated Liquor License for NEXT Young Professionals to serve beer, wine, and distilled sprits during the Beer and Wine Fest at the 18th Street Plaza on June 6, 2026 from 3:00-10:00 p.m., "YEAS," Vidlak, Salomon, Phillips, and McKerrigan. "NAYS," None. Absent: Stricker.

Mr. Ben Rodríguez, representing BR Entertainment d/b/a Hight's Tavern approached to receive approval on ten (10) Special Designated Liquor Licenses to serve beer, wine, and distilled spirits at the Bands on Broadway Community Concert and Beer Garden Event at the 18th Street Plaza. He stated they will ID and wristband and will also have two security personnel at the gates.

Council Member McKerrigan made a motion, seconded by Council Member Salomon to approve ten (10) Special Designated Liquor Licenses for BR Entertainment d/b/a Hight's Tavern to serve beer, wine, and distilled spirits at the Bands on Broadway Community Concert and Beer Garden Event at the 18th Street Plaza from 5:00-9:30 p.m. on 6/4/26; 6/11/26; 6/18/26; 6/25/26; 7/2/26; 7/9/26; 7/16/26; 7/23/26; 7/30/26 & 8/6/26. "YEAS," McKerrigan, Phillips, Vidlak, and Salomon. "NAYS," None. Absent: Stricker.

Mr. Evan Lerma, representing Rosita's Restaurant, came forward to also receive approval on ten (10) Special Designated Liquor Licenses for the Bands on Broadway Community Concert and Beer Garden Event. He explained they too, will ID, wristband and also implement gate monitors while selling margaritas during the event.

Council Member Phillips moved to approve the ten (10) Special Designated Liquor Licenses for P.R.E.S., Inc., d/b/a Rosita's Restaurant to serve distilled spirits aa the Bands on Broadway Community Concert and Beer Garden Event at the 18th Street Plaza from 5:00-9:00 p.m. on 6/4/26; 6/11/26; 6/18/26; 6/25/26; 7/2/26; 7/9/26; 7/16/26; 7/23/26; 7/30/26 & 8/6/26. The motion was seconded by Council Member McKerrigan, "YEAS," Phillips, Salomon, McKerrigan, and Vidlak. "NAYS," None. Absent: Stricker.

Ms. Niki Egan, with Flyover Brewing Company, approached to present a Community Festival Permit for BDS3C, LLC d/b/a Flyover Brewing Company on June 12, 2026 for the Robidoux Rendezvous Registration Party and Street Dance. She explained they expect to see 400-600 riders this year due to the event being cancelled last year. In addition, they will do what they have done in years past

regarding the street closure by getting cattle panels from Murdochs. Furthermore, the event will be free and they will move the band closer to the alley due to the sun. They also plan to have two food trucks within the perimeter and the beer truck outside as well.

Council Member McKerrigan moved, seconded by Council Member Phillips to approve the Community Festival Permit for BDS3C, LLC d/b/a Flyover Brewing Company on June 12, 2026 from 4:00-9:00 p.m. for the Robidoux Rendezvous Registration Pary and Street Dance to include vendor, noise permit, and street closure of 19th Street from Broadway to alley from 10:00 a.m. to 11:00 p.m., "YEAS," Vidlak, Phillips, McKerrigan, and Salomon. "NAYS," None. Absent: Stricker.

Regarding the Special Designated Liquor License for the above event, Ms. Egan explained this will allow them to serve alcohol outside; they will card at the front gate and the gate inside the brewery implementing wrist bands. All staff is trained with TIPS and they know how to check ID's properly.

Council Member McKerrigan made a motion, seconded by Council Member Phillips to approve the Special Designated Liquor License for BDS3C, LLC d/b/a Flyover Brewing Company to serve beer, wine, and distilled spirits at the Robidoux Rendezvous registration packet pickup, street dance and concert at 1824 Broadway on June 12, 2026 from 3:00-11:00 p.m., "YEAS," Salomon, McKerrigan, Vidlak, and Phillips. "NAYS," None. Absent: Stricker.

Mayor Vidlak read the Proclamation naming May 10-16, 2026 as "Police Week" and May 14, 2026 as "Police Officers' Memorial Day" in the City of Scottsbluff. After the reading Police Chief Krisa Brass explained there will be a memorial ceremony held in Gering on Friday, May 15th at 11:00 a.m.

Mr. Glaubius came forward to present an application for the creation of an Agriculture Estate Dwelling Site from Doug Shuey for property located at 181081 Hwy 92. He explained the Planning Commission met on April 13, 2026 and made a positive recommendation on the AEDS application. The AEDS will be sold while the reserved land will be retained by Mr. Shuey. In addition, the reserved land does not meet the minimum requirement, however the Planning Commission determined the AEDS met the intent of code.

Council Member McKerrigan moved, seconded by Council Member Salomon to approve the application for the creation of an Agriculture Estate Dwelling Site from Doug Shuey for property located at 181081 Highway 92, and authorize the Mayor to sign the Certificate, "YEAS," McKerrigan, Phillips, Vidlak, and Salomon. "NAYS," None. Absent: Stricker.

Concerning the application for the expansion of an existing Agriculture Estate Dwelling site from Doug Shuey for property located at 181015 Hwy 92, Mr. Glaubius explained this is for property just west of the above approved AEDS. Mr. Shuey would like to sell part of the reserved land to Michael Wallinger, owner of the existing AEDS. In addition, the reserved land, like the one before, does not meet the minimum area requirement, however, the Planning Commission determined it still meets the intent of code and gave it a positive recommendation at their April meeting.

Council Member Phillips moved to approve the Expansion of an Existing Agriculture Estate Dwelling Site from Doug Shuey for property located at 181015 Highway 92, and authorize the Mayor to sign the Certificate. The motion was seconded by Council Member McKerrigan, "YEAS," Vidlak, Salomon, Phillips, and McKerrigan. "NAYS," None. Absent: Stricker.

Mr. Patrick Becker, representing the Pharoahs of Western Nebraska came forward regarding a KENO funding request for the 308 Rod Run event on May 16th. He explained the organization, which has been in existence since 1948, is asking for $2,000 ($20.00) per car for the three-day event bringing in drivers from all over to showcase the area. Scottsbluff will serve as the hub of the event cumulating a 300-mile designated driving course starting and ending in the City. In addition, all profits will be donated to the Veterans and Military Families Emergency Relief Organization headed by Ms. Chris Wolf. Ms. Wolf came forward and explained they are a non-profit organization that was formed over 20 years ago

helping veterans and military families in the Panhandle with emergency situations by being able to react in a short amount of time. Furthermore, all proceeds are donated; no funding comes from the government.

Council Member Phillips moved, seconded by Council Member Salomon to approve the KENO funding request from the Pharoahs of Western Nebraska for the 308 Rod Run Project in the amount of $2,000, “YEAS” Phillips, Salomon, McKerrigan, and Vidlak. “NAYS,” None. Absent: Stricker.

Council then viewed Gering High School’s Behind the Scenes 2026 Safe Driving Ad. Council Member Salomon introduced the Ad by explaining they have done Safe driving ads since 2015. Every year they try to come up with something different and this year the students picked drunk driving, explaining two years ago, Gering student, J.T. Jackson was killed by an impaired driver. The students were led to this topic feeling it was the right thing to do.

Under Council Reports, City Manager Spencer informed everyone this is tourism week and today Mayor Vidlak read a Proclamation honoring that at the Preston Mill. Council Member Salomon attended Cinco de Mayo at the Guadalupe Center where he presented Maria Salazar with a Key to the City. City Manager Spencer added he will leave next Thursday for a Crime Commission meeting in Lincoln and stated there will be an LB840 meeting on May 12th.

Council Member McKerrigan moved to adjourn the meeting at 7:06 p.m. The motion was seconded by Council Member Phillips, “YEAS,” McKerrigan, Phillips, Vidlak, and Salomon. “NAYS,” None. Absent: Stricker.

_____

Mayor

Attest:

_____

City Clerk

# City of Scottsbluff, Nebraska
**Monday, May 18, 2026**
**Regular Meeting**

**Item 7.b**

**Council to excuse the absence of Council Member Stricker from the May 4, 2026 Regular Meeting.**

**Staff Contact:** City Council

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 7.c**

**Council to approve the appointment of Krista Baird, to the Business Improvement Board, to fill an unexpired term ending September 30, 2029.**

**Staff Contact:** Kevin E Spencer

City of SCOTTSBLUFF
A Place of Opportunity

2525 Circle Drive
Scottsbluff, NE 69361
Phone (308) 632-4136
Fax (308) 630-6294

# APPLICATION FOR APPOINTMENT TO A CITY BOARD

The City of Scottsbluff establishes local advisory boards, committees and commissions by ordinance or resolution. These advisory bodies are responsible for making recommendations to the City Council for consideration and final determination. Each board candidate must complete an application form. Interested residents should submit applications to the City Manager's office. The applicants are appointed by the City Manager, with the council's approval.

## Personal Information

Name: Krista Baird

Address: 2245 17th St. Gering, NE

Phone: [redacted]

[redacted]-Mail: [redacted]

**Experience** (*Attach additional documents if needed*) Are you a registered voter of the City? ☐ Yes ☑ No

Civic Activities (including, not limited to, other board/commissions):

Downtown Scottsbluff Association, Vice President Panhandle Business Professional Women, Chair 100 Women Who Care Scottsbluff Co, Gering Public Schools Foundation Board, Gering Occupancy Tax Board, Scottsbluff Creative District - The Creative Beet

Please list skill sets and experience that would benefit the board/committee:

My leadership at the Midwest Theater gives me a unique combination of economic development insight, nonprofit management experience, community engagement skills, and daily on-the-ground perspective in the heart of downtown. I understand both the opportunities and the challenges facing the downtown, and I bring a collaborative, community-focused approach to the strategic short and long term goals for the district.

**Please indicate which boards you are interested in serving on:**

- ☐ Community Redevelopment Authority
- ☑ Business Improvement District Board
- ☐ Liquor License Holders Investigatory Board
- ☐ Park, Cemetery, & Tree Board
- ☐ Civil Service Commission
- ☐ Plumbers Examining Board
- ☐ LB840 Application Review
- ☐ LB840 Citizen Review
- ☐ Planning Commission
- ☐ Board of Adjustment
- ☐ Library Board

Have you previously served on a City Board or Committee? ☐ Yes ☑ No

If yes, list boards and years of service:

*Information submitted on this application is public information. I verify that the information provided is true and complete. I understand that false or misleading statements may be cause for elimination from consideration.*

Applicant Signature: Krista Baird Date: 05/13/2026

Krista Baird
Executive Director, Midwest Theater
P.O. Box 276
Scottsbluff, NE 69363
308.632.4311
krista@midwesttheater.com

May 13, 2026

City of Scottsbluff
Attn: Kevin Spencer
2525 Circle Dr.
Scottsbluff, NE 69361

Dear Mr. Spencer,

I am writing to express my interest in serving on the Scottsbluff Business Improvement District Board. Although I reside in Gering, my professional life is fully centered in downtown Scottsbluff. As the Executive Director of the historic Midwest Theater located in the heart of the BID I work every day within the district and have a direct, vested interest in its vitality, economic health, and long-term success.

The Midwest Theater is one of downtown's most significant cultural and economic anchors. Through year-round programming, events, and community partnerships, we bring thousands of residents and visitors into the district annually. This work gives me firsthand insight into foot-traffic patterns, visitor needs, business challenges, and the opportunities that exist to strengthen the downtown experience. I see daily what draws people to the area, what barriers they encounter, and what improvements would meaningfully support the businesses and organizations that operate here.

I understand that the BID is currently focused primarily on off-street parking management. However, I also know there is a shared hope within the community and the City of Scottsbluff to restructure the BID into a more traditional Business Improvement District one that supports economic vitality, beautification, business engagement, and the overall health of downtown. I would like to be part of that evolution. My role at the Midwest Theater places me in the center of downtown every day, giving me a unique perspective on the needs, challenges, and opportunities within the district. I believe this

on-the-ground experience, combined with my leadership in a major cultural and economic anchor institution, makes me an excellent candidate to help guide the BID toward a stronger, more comprehensive future.

My background combines nonprofit leadership, community development, and strategic communication, skills that align closely with the mission of the BID. I manage budgets, staff, volunteers, and long-term planning for a major downtown institution. I collaborate regularly with local businesses, civic groups, donors, and city partners. I also lead initiatives that activate public spaces, celebrate our community's history, and foster a welcoming, vibrant downtown environment. These experiences have prepared me to contribute thoughtfully and constructively to BID discussions and decisions.

I believe strongly in the importance of a thriving, connected, and forward-looking downtown. Serving on the BID Board would allow me to bring my on-the-ground perspective, collaborative approach, and commitment to our community to a broader effort that benefits the entire district. I would be honored to support the City of Scottsbluff in this capacity.

Thank you for considering my application. I would welcome the opportunity to contribute to the continued growth and success of downtown Scottsbluff.

Sincerely,

*Krista Baird*

Krista Baird
Executive Director, Midwest Theater

# City of Scottsbluff, Nebraska
**Monday, May 18, 2026**
**Regular Meeting**

## Item 7.d

**Council to consider and take action on claims of the City.**

**Staff Contact:** Lane Kizzire

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| **Vendor: 10744 - 308 PLUMBING SOLUTIONS** | | | |
| **Fund: 111 - GENERAL** | | | |
| BLDG MAINT PARK | BUILDING MAINTENANCE | | 100.00 |
| BLDG MAINT PARK | BUILDING MAINTENANCE | | 675.00 |
| | | **Fund 111 - GENERAL Total:** | **775.00** |
| | | **Vendor 10744 - 308 PLUMBING SOLUTIONS Total:** | **775.00** |
| **Vendor: 00460 - ACCELERATED RECEIVABLES SOLUTIONS** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| WAGE ATTACHMENT | WAGE ATTACHMENT EE PAY | | 183.65 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **183.65** |
| | | **Vendor 00460 - ACCELERATED RECEIVABLES SOLUTIONS Total:** | **183.65** |
| **Vendor: 05887 - ALLO COMMUNICATIONS,LLC** | | | |
| **Fund: 111 - GENERAL** | | | |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 599.49 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 64.93 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 34.93 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 187.00 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 73.07 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 410.01 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 1,144.41 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 384.83 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 142.72 |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 30.78 |
| | | **Fund 111 - GENERAL Total:** | **3,072.17** |
| **Fund: 212 - STREETS** | | | |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 731.73 |
| | | **Fund 212 - STREETS Total:** | **731.73** |
| **Fund: 213 - CEMETERY** | | | |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 78.38 |
| | | **Fund 213 - CEMETERY Total:** | **78.38** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 218.52 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **218.52** |
| **Fund: 631 - WASTEWATER** | | | |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 438.12 |
| | | **Fund 631 - WASTEWATER Total:** | **438.12** |
| **Fund: 641 - WATER** | | | |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 318.38 |
| | | **Fund 641 - WATER Total:** | **318.38** |
| **Fund: 721 - GIS SERVICES** | | | |
| LOCAL TELEPHONE CHARGES | PHONE & INTERNET | | 196.00 |
| | | **Fund 721 - GIS SERVICES Total:** | **196.00** |
| | | **Vendor 05887 - ALLO COMMUNICATIONS,LLC Total:** | **5,053.30** |
| **Vendor: 10586 - ANNA GAMBOA** | | | |
| **Fund: 111 - GENERAL** | | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 980.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 700.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 700.00 |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| CONTRACTUAL | CONTRACTUAL SERVICES | | 1,100.00 |
| | | **Fund 111 - GENERAL Total:** | **3,480.00** |
| | | **Vendor 10586 - ANNA GAMBOA Total:** | **3,480.00** |
| **Vendor: 05044 - ASSOCIATED SUPPLY CO, INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| Department Supplies-REC | DEPARTMENT SUPPLIES | | 2,723.19 |
| | | **Fund 111 - GENERAL Total:** | **2,723.19** |
| | | **Vendor 05044 - ASSOCIATED SUPPLY CO, INC Total:** | **2,723.19** |
| **Vendor: 04575 - AUTOZONE STORES, INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| SHOP SUPPLIES - HEADLIGHT ... | DEPARTMENT SUPPLIES | | 65.32 |
| | | **Fund 111 - GENERAL Total:** | **65.32** |
| **Fund: 641 - WATER** | | | |
| EQUIP MAINT WTR | EQUIPMENT MAINTENANCE | | 476.39 |
| EQUIP MAINT WTR | EQUIPMENT MAINTENANCE | | -476.39 |
| | | **Fund 641 - WATER Total:** | **0.00** |
| | | **Vendor 04575 - AUTOZONE STORES, INC Total:** | **65.32** |
| **Vendor: 00295 - B & H INVESTMENTS, INC** | | | |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| Contractual Services-SAN | CONTRACTUAL SERVICES | | 22.86 |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | | 19.50 |
| Contractual Services-SAN | CONTRACTUAL SERVICES | | 22.00 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **64.36** |
| | | **Vendor 00295 - B & H INVESTMENTS, INC Total:** | **64.36** |
| **Vendor: 00271 - B&C STEEL CORPORATION** | | | |
| **Fund: 212 - STREETS** | | | |
| FLAT BAR FOR SIGN SHOP | DEPARTMENT SUPPLIES | | 13.28 |
| | | **Fund 212 - STREETS Total:** | **13.28** |
| | | **Vendor 00271 - B&C STEEL CORPORATION Total:** | **13.28** |
| **Vendor: 01176 - BEELINE SERVICE INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| TOW SERVICE-POL | CONTRACTUAL SERVICES | | 130.00 |
| TOW SERVICE-POL | CONTRACTUAL SERVICES | | 130.00 |
| TOW SERVICE-POL | CONTRACTUAL SERVICES | | 130.00 |
| TOW SERVICE-POL | CONTRACTUAL SERVICES | | 130.00 |
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| TOW SERVICE-POL | CONTRACTUAL SERVICES | | 130.00 |
| TOW SERVICE-POL | CONTRACTUAL SERVICES | | 130.00 |
| TOW SERVICE-POL | CONTRACTUAL SERVICES | | 130.00 |
| TOW SERVICE-POL | CONTRACTUAL SERVICES | | 125.00 |
| | | **Fund 111 - GENERAL Total:** | **1,815.00** |
| | | **Vendor 01176 - BEELINE SERVICE INC Total:** | **1,815.00** |
| **Vendor: 10623 - BENCHMARK GOVERNMENT SOLUTIONS LLC** | | | |
| **Fund: 111 - GENERAL** | | | |
| SCHOOLS & CONF-POL | SCHOOL & CONFERENCE | | 357.70 |
| | | **Fund 111 - GENERAL Total:** | **357.70** |
| | | **Vendor 10623 - BENCHMARK GOVERNMENT SOLUTIONS LLC Total:** | **357.70** |
| **Vendor: 00405 - BLUFFS FACILITY SOLUTIONS** | | | |
| **Fund: 111 - GENERAL** | | | |
| JANITORIAL SUPP PARK | JANITORIAL SUPPLIES | | 111.04 |

| Description (Payable) | Account Name | Amount |
|---|---|---|
| DEPT SUPP ADM | DEPARTMENT SUPPLIES | 227.98 |
| Jan. Sup. | JANITORIAL SUPPLIES | 327.00 |
| DEPT/JANIT SUPPL-POL | DEPARTMENT SUPPLIES | 84.99 |
| DEPT/JANIT SUPPL-POL | DEPARTMENT SUPPLIES | 84.99 |
| DEPT/JANIT SUPPL-POL | JANITORIAL SUPPLIES | 106.61 |
| DEPT/JANIT SUPPL-POL | JANITORIAL SUPPLIES | 106.61 |
| JANIT SUPPL-POL | JANITORIAL SUPPLIES | 31.00 |
| JANIT SUPPL-POL | JANITORIAL SUPPLIES | 31.00 |
| JANITORIAL SUPP PARK | JANITORIAL SUPPLIES | 215.49 |
| | **Fund 111 - GENERAL Total:** | **1,326.71** |
| **Fund: 212 - STREETS** | | |
| SUPP - HAND CLEANER, PULL ... | DEPARTMENT SUPPLIES | 501.30 |
| | **Fund 212 - STREETS Total:** | **501.30** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | 263.93 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **263.93** |
| | **Vendor 00405 - BLUFFS FACILITY SOLUTIONS Total:** | **2,091.94** |
| **Vendor: 04893 - BROWN'S SHOE FIT, CO.** | | |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| Uniforms & Clothing-SAN | UNIFORMS & CLOTHING | 112.00 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **112.00** |
| | **Vendor 04893 - BROWN'S SHOE FIT, CO. Total:** | **112.00** |
| **Vendor: 00735 - CAPITAL BUSINESS SYSTEMS INC.** | | |
| **Fund: 111 - GENERAL** | | |
| CONTRACTUAL-POL | CONTRACTUAL SERVICES | 141.55 |
| | **Fund 111 - GENERAL Total:** | **141.55** |
| **Fund: 212 - STREETS** | | |
| COPY MACHINE SERVICE | CONTRACTUAL SERVICES | 46.35 |
| | **Fund 212 - STREETS Total:** | **46.35** |
| | **Vendor 00735 - CAPITAL BUSINESS SYSTEMS INC. Total:** | **187.90** |
| **Vendor: 07911 - CELLCO PARTNERSHIP** | | |
| **Fund: 111 - GENERAL** | | |
| TABLETS, CELL PHONES, IPADS,.. | PHONE & INTERNET | 30.06 |
| | **Fund 111 - GENERAL Total:** | **30.06** |
| **Fund: 212 - STREETS** | | |
| TABLETS, CELL PHONES, IPADS,.. | PHONE & INTERNET | 663.55 |
| | **Fund 212 - STREETS Total:** | **663.55** |
| **Fund: 224 - ECONOMIC DEVELOPMENT** | | |
| TABLETS, CELL PHONES, IPADS,.. | PHONE & INTERNET | 30.41 |
| | **Fund 224 - ECONOMIC DEVELOPMENT Total:** | **30.41** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| CELL PHONE/CONTRACTUAL S... | CONTRACTUAL SERVICES | 22.51 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **22.51** |
| **Fund: 631 - WASTEWATER** | | |
| CELL PHONE/CONTRACTUAL S... | CONTRACTUAL SERVICES | 142.54 |
| CELL PHONE/CONTRACTUAL S... | CELLULAR PHONE | 39.92 |
| TABLETS, CELL PHONES, IPADS,.. | PHONE & INTERNET | 30.06 |
| | **Fund 631 - WASTEWATER Total:** | **212.52** |
| **Fund: 641 - WATER** | | |
| CELL PHONE/CONTRACTUAL S... | CONTRACTUAL SERVICES | 130.22 |
| CELL PHONE/CONTRACTUAL S... | CELLULAR PHONE | 39.92 |
| TABLETS, CELL PHONES, IPADS,.. | PHONE & INTERNET | 20.04 |
| | **Fund 641 - WATER Total:** | **190.18** |
| | **Vendor 07911 - CELLCO PARTNERSHIP Total:** | **1,149.23** |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| **Vendor: 10245 - CEM SALES & SERVICE** | | | |
| **Fund: 111 - GENERAL** | | | |
| Department Supplies-REC | DEPARTMENT SUPPLIES | | 5,040.73 |
| | | **Fund 111 - GENERAL Total:** | **5,040.73** |
| | | **Vendor 10245 - CEM SALES & SERVICE Total:** | **5,040.73** |
| **Vendor: 00484 - CITY OF GERING** | | | |
| **Fund: 111 - GENERAL** | | | |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 13.00 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 13.00 |
| | | **Fund 111 - GENERAL Total:** | **26.00** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| Disposal Fees-SAN | DISPOSAL FEES | | 42,907.75 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **42,907.75** |
| | | **Vendor 00484 - CITY OF GERING Total:** | **42,933.75** |
| **Vendor: 00367 - CITY OF SCB** | | | |
| **Fund: 641 - WATER** | | | |
| PETTY CASH | DEPARTMENT SUPPLIES | | 32.07 |
| PETTY CASH | LICENSE/PERMITS | | 60.00 |
| | | **Fund 641 - WATER Total:** | **92.07** |
| | | **Vendor 00367 - CITY OF SCB Total:** | **92.07** |
| **Vendor: 10535 - COLUMN SOFTWARE PBC** | | | |
| **Fund: 111 - GENERAL** | | | |
| LEGAL PUBLISHING | LEGAL PUBLICATIONS | | 40.91 |
| LEGAL PUBLISHING | LEGAL PUBLICATIONS | | 2,447.64 |
| LEGAL PUBLISHING | LEGAL PUBLICATIONS | | 69.12 |
| LEGAL PUBLISHING | LEGAL PUBLICATIONS | | 14.18 |
| | | **Fund 111 - GENERAL Total:** | **2,571.85** |
| **Fund: 224 - ECONOMIC DEVELOPMENT** | | | |
| LEGAL PUBLISHING | PUBLICATIONS | | 10.91 |
| | | **Fund 224 - ECONOMIC DEVELOPMENT Total:** | **10.91** |
| | | **Vendor 10535 - COLUMN SOFTWARE PBC Total:** | **2,582.76** |
| **Vendor: 00706 - COMPUTER CONNECTION INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| CONTRACTUAL-POL | CONTRACTUAL SERVICES | | 44.00 |
| | | **Fund 111 - GENERAL Total:** | **44.00** |
| | | **Vendor 00706 - COMPUTER CONNECTION INC Total:** | **44.00** |
| **Vendor: 00267 - CONTRACTORS MATERIALS INC.** | | | |
| **Fund: 111 - GENERAL** | | | |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | | 23.52 |
| | | **Fund 111 - GENERAL Total:** | **23.52** |
| **Fund: 212 - STREETS** | | | |
| SUPP - WOOD STAKES | DEPARTMENT SUPPLIES | | 33.32 |
| SUPP - AIR HOSE CLAMP, FITT... | DEPARTMENT SUPPLIES | | 21.46 |
| ADA PANELS | STREET REPAIR SUPPLIES | | 490.00 |
| SUPP - MARKERS AND BRUSH... | DEPARTMENT SUPPLIES | | 22.73 |
| | | **Fund 212 - STREETS Total:** | **567.51** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | | 53.90 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **53.90** |
| | | **Vendor 00267 - CONTRACTORS MATERIALS INC. Total:** | **644.93** |

| Description (Payable) | Account Name | Amount |
|---|---|---|
| **Vendor: 05709 - CREDIT BUREAU OF COUNCIL BLUFFS** | | |
| **Fund: 111 - GENERAL** | | |
| MONTHLY MEMBERSHIP - APR.. | CONSULTING SERVICES | 65.75 |
| | **Fund 111 - GENERAL Total:** | **65.75** |
| | **Vendor 05709 - CREDIT BUREAU OF COUNCIL BLUFFS Total:** | **65.75** |
| **Vendor: 00406 - CRESCENT ELECT. SUPPLY COMP INC** | | |
| **Fund: 212 - STREETS** | | |
| SUPP - 12/2 WIRE | DEPARTMENT SUPPLIES | 128.51 |
| | **Fund 212 - STREETS Total:** | **128.51** |
| | **Vendor 00406 - CRESCENT ELECT. SUPPLY COMP INC Total:** | **128.51** |
| **Vendor: 09767 - CROELL INC** | | |
| **Fund: 641 - WATER** | | |
| DEPT SUP | DEPARTMENT SUPPLIES | 422.65 |
| DEPT SUP | DEPARTMENT SUPPLIES | 422.65 |
| | **Fund 641 - WATER Total:** | **845.30** |
| | **Vendor 09767 - CROELL INC Total:** | **845.30** |
| **Vendor: 00290 - DEEDS, RICK** | | |
| **Fund: 223 - KENO** | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | 37.98 |
| | **Fund 223 - KENO Total:** | **37.98** |
| | **Vendor 00290 - DEEDS, RICK Total:** | **37.98** |
| **Vendor: 00308 - DELBERT CRINER** | | |
| **Fund: 641 - WATER** | | |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | 331.00 |
| | **Fund 641 - WATER Total:** | **331.00** |
| | **Vendor 00308 - DELBERT CRINER Total:** | **331.00** |
| **Vendor: 08687 - DELGADO LUPE** | | |
| **Fund: 111 - GENERAL** | | |
| CONSULTING-POL | CONSULTING SERVICES | 35.00 |
| | **Fund 111 - GENERAL Total:** | **35.00** |
| | **Vendor 08687 - DELGADO LUPE Total:** | **35.00** |
| **Vendor: 10581 - DINGES FIRE COMPANY** | | |
| **Fund: 111 - GENERAL** | | |
| STATION BOOTS - SIZE 12M | UNIFORMS & CLOTHING | 320.00 |
| STATION BOOTS - SIZE 12M | UNIFORMS & CLOTHING | 320.00 |
| STATION BOOTS - SIZE 10M | UNIFORMS & CLOTHING | 320.00 |
| | **Fund 111 - GENERAL Total:** | **960.00** |
| **Fund: 225 - MUTUAL FIRE** | | |
| TURNOUT COATS AND PANTS -.. | DEPARTMENT SUPPLIES | 14,309.85 |
| | **Fund 225 - MUTUAL FIRE Total:** | **14,309.85** |
| | **Vendor 10581 - DINGES FIRE COMPANY Total:** | **15,269.85** |
| **Vendor: 10279 - EAKES INC** | | |
| **Fund: 111 - GENERAL** | | |
| Dep. Sup. | DEPARTMENT SUPPLIES | 134.97 |
| DEPT SUPP ADM | DEPARTMENT SUPPLIES | 18.92 |
| DEPT SUPP ADM | DEPARTMENT SUPPLIES | 17.45 |
| DEPT/JANIT SUPPL-POL | DEPARTMENT SUPPLIES | 134.40 |
| DEPT/JANIT SUPPL-POL | JANITORIAL SUPPLIES | 20.12 |
| Dep. Sup. | DEPARTMENT SUPPLIES | 25.18 |
| INVEST SUPPL-POL | INVESTIGATIVE EXPENSES | 78.36 |
| DEPT SUPP ADM | DEPARTMENT SUPPLIES | 35.69 |
| | **Fund 111 - GENERAL Total:** | **465.09** |

| Description (Payable) | Account Name | Amount |
|---|---|---|
| **Fund: 215 - SPECIAL PROJECTS** | | |
| ARPA | GRANT EXPENSE | 20,177.66 |
| | **Fund 215 - SPECIAL PROJECTS Total:** | **20,177.66** |
| | **Vendor 10279 - EAKES INC Total:** | **20,642.75** |
| **Vendor: 07574 - FAT BOYS TIRE AND AUTO** | | |
| **Fund: 111 - GENERAL** | | |
| EQUIP MAINT PARK | EQUIPMENT MAINTENANCE | 11.00 |
| VEH MAINT PARK | VEHICLE MAINTENANCE | 166.18 |
| EQUIP MAINT PARK | EQUIPMENT MAINTENANCE | 13.00 |
| VEH MAINT PARK | VEHICLE MAINTENANCE | 1,569.36 |
| | **Fund 111 - GENERAL Total:** | **1,759.54** |
| | **Vendor 07574 - FAT BOYS TIRE AND AUTO Total:** | **1,759.54** |
| **Vendor: 00548 - FEDERAL EXPRESS CORPORATION** | | |
| **Fund: 641 - WATER** | | |
| POSTAGE | POSTAGE | 58.58 |
| | **Fund 641 - WATER Total:** | **58.58** |
| | **Vendor 00548 - FEDERAL EXPRESS CORPORATION Total:** | **58.58** |
| **Vendor: 05600 - GALLS PARENT HOLDINGS, LLC** | | |
| **Fund: 111 - GENERAL** | | |
| UNIFORMS-POL | UNIFORMS & CLOTHING | 340.99 |
| UNIFORMS-POL | UNIFORMS & CLOTHING | 87.75 |
| | **Fund 111 - GENERAL Total:** | **428.74** |
| | **Vendor 05600 - GALLS PARENT HOLDINGS, LLC Total:** | **428.74** |
| **Vendor: 10721 - GR TREE LLC** | | |
| **Fund: 111 - GENERAL** | | |
| Street Tree Removal-DS Code ... | CONTRACTUAL SERVICES | 2,550.00 |
| | **Fund 111 - GENERAL Total:** | **2,550.00** |
| | **Vendor 10721 - GR TREE LLC Total:** | **2,550.00** |
| **Vendor: 04371 - HAWKINS, INC.** | | |
| **Fund: 641 - WATER** | | |
| CHEMICALS | CHEMICALS | 4,488.13 |
| CHEMICALS | CHEMICALS | 2,883.85 |
| | **Fund 641 - WATER Total:** | **7,371.98** |
| | **Vendor 04371 - HAWKINS, INC. Total:** | **7,371.98** |
| **Vendor: 09305 - HONEY WAGON EXPRESS** | | |
| **Fund: 111 - GENERAL** | | |
| CONTRACTUAL PARK | CONTRACTUAL SERVICES | 225.00 |
| PUMP SEPTIC TANK | CONTRACTUAL SERVICES | 225.00 |
| | **Fund 111 - GENERAL Total:** | **450.00** |
| | **Vendor 09305 - HONEY WAGON EXPRESS Total:** | **450.00** |
| **Vendor: 00299 - HULLINGER GLASS & LOCKS INC.** | | |
| **Fund: 111 - GENERAL** | | |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 17.60 |
| | **Fund 111 - GENERAL Total:** | **17.60** |
| | **Vendor 00299 - HULLINGER GLASS & LOCKS INC. Total:** | **17.60** |
| **Vendor: 00525 - IDEAL LAUNDRY AND CLEANERS, INC.** | | |
| **Fund: 111 - GENERAL** | | |
| DEPT SUPP ADM | DEPARTMENT SUPPLIES | 93.54 |
| Jan. Sup. | JANITORIAL SUPPLIES | 133.64 |
| DEPT SUPP ADM | DEPARTMENT SUPPLIES | 93.54 |
| Jan. Sup. | JANITORIAL SUPPLIES | 133.64 |
| DEPT SUPP ADM | DEPARTMENT SUPPLIES | 96.79 |
| | **Fund 111 - GENERAL Total:** | **551.15** |
| **Fund: 212 - STREETS** | | |
| SUPP - MATS, TOWELS | DEPARTMENT SUPPLIES | 76.96 |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| SUPP - MATS, TOWELS | DEPARTMENT SUPPLIES | | 76.96 |
| SUPP - MATS, TOWELS | DEPARTMENT SUPPLIES | | 76.96 |
| SUPP - MATS, TOWELS | DEPARTMENT SUPPLIES | | 76.96 |
| SUPP - MATS, TOWELS | DEPARTMENT SUPPLIES | | 79.63 |
| | | **Fund 212 - STREETS Total:** | **387.47** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | | 111.14 |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | | 42.76 |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | | 111.14 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **265.04** |
| **Fund: 631 - WASTEWATER** | | | |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | | 35.02 |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | | 42.75 |
| | | **Fund 631 - WASTEWATER Total:** | **77.77** |
| **Fund: 641 - WATER** | | | |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | | 35.02 |
| | | **Fund 641 - WATER Total:** | **35.02** |
| | | **Vendor 00525 - IDEAL LAUNDRY AND CLEANERS, INC. Total:** | **1,316.45** |
| **Vendor: 00937 - INDEPENDENT PLUMBING AND HEATING, INC** | | | |
| **Fund: 213 - CEMETERY** | | | |
| DEPT SUPP CEM | DEPARTMENT SUPPLIES | | 21.85 |
| | | **Fund 213 - CEMETERY Total:** | **21.85** |
| | | **Vendor 00937 - INDEPENDENT PLUMBING AND HEATING, INC Total:** | **21.85** |
| **Vendor: 09291 - INGRAM LIBRARY SERVICES INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| Coll. | COLLECTIONS | | 1,752.47 |
| Coll. | COLLECTIONS | | 431.83 |
| Coll. | COLLECTIONS | | 121.58 |
| Coll. | COLLECTIONS | | 20.39 |
| Coll. | COLLECTIONS | | -1.74 |
| Coll. | COLLECTIONS | | 341.66 |
| Coll. | COLLECTIONS | | 35.20 |
| Coll. | COLLECTIONS | | 688.88 |
| | | **Fund 111 - GENERAL Total:** | **3,390.27** |
| | | **Vendor 09291 - INGRAM LIBRARY SERVICES INC Total:** | **3,390.27** |
| **Vendor: 00733 - INLAND TRUCK PARTS & SERVICE** | | | |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | | 6.02 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **6.02** |
| | | **Vendor 00733 - INLAND TRUCK PARTS & SERVICE Total:** | **6.02** |
| **Vendor: 08154 - INTERNAL REVENUE SERVICE** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| WITHHOLDINGS | MEDICARE W/H EE PAYABLE | | 5,211.16 |
| WITHHOLDINGS | MEDICARE W/H EE PAYABLE | | 5,211.16 |
| WITHHOLDINGS | FICA W/H EE PAYABLE | | 19,318.51 |
| WITHHOLDINGS | FICA W/H EE PAYABLE | | 19,318.51 |
| WITHHOLDINGS | FED W/H EE PAYABLE | | 29,549.26 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **78,608.60** |
| | | **Vendor 08154 - INTERNAL REVENUE SERVICE Total:** | **78,608.60** |
| **Vendor: 05696 - INVENTIVE WIRELESS OF NE, LLC** | | | |
| **Fund: 111 - GENERAL** | | | |
| INTERNET CAMPGROUND | PHONE & INTERNET | | 75.01 |
| | | **Fund 111 - GENERAL Total:** | **75.01** |
| | | **Vendor 05696 - INVENTIVE WIRELESS OF NE, LLC Total:** | **75.01** |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| **Vendor: 00857 - JOHNSON CASHWAY LUMBER CO** | | | |
| **Fund: 111 - GENERAL** | | | |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | | 1,007.44 |
| | | **Fund 111 - GENERAL Total:** | **1,007.44** |
| | | **Vendor 00857 - JOHNSON CASHWAY LUMBER CO Total:** | **1,007.44** |
| **Vendor: 09747 - KNOW HOW LLC** | | | |
| **Fund: 111 - GENERAL** | | | |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | | 6.12 |
| EQUIP MAINT PARK | EQUIPMENT MAINTENANCE | | 165.76 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | | 38.68 |
| | | **Fund 111 - GENERAL Total:** | **210.56** |
| **Fund: 212 - STREETS** | | | |
| SUPP - DIESEL EXHAUST FLUID .. | DEPARTMENT SUPPLIES | | 194.85 |
| BATTERY CABLES FOR PICKUP | VEHICLE MAINTENANCE | | 79.20 |
| | | **Fund 212 - STREETS Total:** | **274.05** |
| **Fund: 213 - CEMETERY** | | | |
| DEPT SUPP CEM | DEPARTMENT SUPPLIES | | 21.75 |
| | | **Fund 213 - CEMETERY Total:** | **21.75** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| Department Supplioes-SAN | DEPARTMENT SUPPLIES | | 96.79 |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | | 23.46 |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | | 9.55 |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | | 249.60 |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | | 62.57 |
| EQUIP MAINT WW | EQUIPMENT MAINTENANCE | | -24.66 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **417.31** |
| **Fund: 631 - WASTEWATER** | | | |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | | 25.98 |
| VEHICLE MAINT | VEHICLE MAINTENANCE | | 451.32 |
| VEHICLE MAINT | VEHICLE MAINTENANCE | | 147.86 |
| VEHICLE MAINT | VEHICLE MAINTENANCE | | -67.00 |
| VEHICLE MAINT | VEHICLE MAINTENANCE | | 47.27 |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | | 62.57 |
| EQUIP MAINT WW | EQUIPMENT MAINTENANCE | | -24.66 |
| | | **Fund 631 - WASTEWATER Total:** | **643.34** |
| **Fund: 641 - WATER** | | | |
| DEPT SUP | DEPARTMENT SUPPLIES | | 145.47 |
| | | **Fund 641 - WATER Total:** | **145.47** |
| | | **Vendor 09747 - KNOW HOW LLC Total:** | **1,712.48** |
| **Vendor: 03941 - LAWSON PRODUCTS, INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | | 479.48 |
| | | **Fund 111 - GENERAL Total:** | **479.48** |
| | | **Vendor 03941 - LAWSON PRODUCTS, INC Total:** | **479.48** |
| **Vendor: 09746 - LEAL NOHEMI** | | | |
| **Fund: 111 - GENERAL** | | | |
| CONSULTING-POL | CONSULTING SERVICES | | 35.00 |
| CONSULTING-POL | CONSULTING SERVICES | | 35.00 |
| | | **Fund 111 - GENERAL Total:** | **70.00** |
| | | **Vendor 09746 - LEAL NOHEMI Total:** | **70.00** |
| **Vendor: 10542 - LEGACY COOPERATIVE** | | | |
| **Fund: 111 - GENERAL** | | | |
| Fuel-DS Gary | GASOLINE | | 58.56 |
| Fuel-DS Logan | GASOLINE | | 49.55 |
| APRIL DIESEL FUEL | OTHER FUEL | | 1,251.41 |
| APRIL GASOLINE | GASOLINE | | 708.99 |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| FUEL CEDIT | GASOLINE | | -111.64 |
| GASOLINE-POL | GASOLINE | | 6,391.87 |
| FUEL | GASOLINE | | 2,395.81 |
| FUEL | OTHER FUEL | | 987.58 |
| APRIL FUEL CREDIT | GASOLINE | | -91.24 |
| Fuel CM-Tax DS | GASOLINE | | -5.27 |
| | | **Fund 111 - GENERAL Total:** | **11,635.62** |
| **Fund: 212 - STREETS** | | | |
| UNLEADED GASOLINE | GASOLINE | | 1,627.10 |
| UNLEADED GASOLINE | OTHER FUEL | | 3,611.34 |
| FED TAX CREDIT ON GASOLINE | GASOLINE | | -99.98 |
| FED TAX CREDIT ON GASOLINE | OTHER FUEL | | -169.11 |
| | | **Fund 212 - STREETS Total:** | **4,969.35** |
| **Fund: 213 - CEMETERY** | | | |
| FUEL | GASOLINE | | 1,001.91 |
| | | **Fund 213 - CEMETERY Total:** | **1,001.91** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| FUEL | OTHER FUEL | | 1,592.50 |
| Diesel Fuel-SAN | GASOLINE | | 306.26 |
| Diesel Fuel-SAN | OTHER FUEL | | 9,392.22 |
| Diesel Fuel-SAN | OTHER FUEL | | 126.58 |
| Diesel Fuel-SAN | OTHER FUEL | | -497.84 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **10,919.72** |
| **Fund: 631 - WASTEWATER** | | | |
| FUEL | GASOLINE | | 776.98 |
| FUEL | OTHER FUEL | | 1,592.50 |
| FUEL | OTHER FUEL | | 1,057.32 |
| FUEL | HEATING FUEL | | 234.01 |
| | | **Fund 631 - WASTEWATER Total:** | **3,660.81** |
| **Fund: 641 - WATER** | | | |
| FUEL | GASOLINE | | 1,310.70 |
| FUEL | OTHER FUEL | | 463.00 |
| FUEL | HEATING FUEL | | 234.02 |
| | | **Fund 641 - WATER Total:** | **2,007.72** |
| | | **Vendor 10542 - LEGACY COOPERATIVE Total:** | **34,195.13** |
| **Vendor: 09590 - LEXISNEXIS RISK DATA MANAGEMENT** | | | |
| **Fund: 111 - GENERAL** | | | |
| CONSULTING-POL | CONSULTING SERVICES | | 212.18 |
| | | **Fund 111 - GENERAL Total:** | **212.18** |
| | | **Vendor 09590 - LEXISNEXIS RISK DATA MANAGEMENT Total:** | **212.18** |
| **Vendor: 00627 - LOGAN CONTRACTORS SUPPLY INC** | | | |
| **Fund: 212 - STREETS** | | | |
| 16,800 LBS. MASTIC JOINT FIL... | STREET REPAIR SUPPLIES | | 14,730.00 |
| 16,800 LBS. MASTIC JOINT SE... | STREET REPAIR SUPPLIES | | 14,730.00 |
| | | **Fund 212 - STREETS Total:** | **29,460.00** |
| | | **Vendor 00627 - LOGAN CONTRACTORS SUPPLY INC Total:** | **29,460.00** |
| **Vendor: 00242 - M.C. SCHAFF & ASSOCIATES, INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| PROF SERV - APRIL 2026 | CONTRACTUAL SERVICES | | 2,626.37 |
| PROF SERV - APRIL 2026 | CONTRACTUAL SERVICES | | 916.00 |
| | | **Fund 111 - GENERAL Total:** | **3,542.37** |
| **Fund: 511 - CAPITAL PROJECTS FUND** | | | |
| CEMETERY BUILDING | STRUCTURES | | 3,728.00 |
| | | **Fund 511 - CAPITAL PROJECTS FUND Total:** | **3,728.00** |

| Description (Payable) | Account Name | Amount |
|---|---|---|
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| PROF SERV - APRIL 2026 | CONTRACTUAL SERVICES | 458.00 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **458.00** |
| | **Vendor 00242 - M.C. SCHAFF & ASSOCIATES, INC Total:** | **7,728.37** |
| **Vendor: 09760 - MACQUEEN EQUIPMENT INC** | | |
| **Fund: 111 - GENERAL** | | |
| BREATHING AIR COMPRESSOR... | DEPARTMENT SUPPLIES | 63.81 |
| TORQUE ROD AND TORQUE R... | VEHICLE MAINTENANCE | 3,900.12 |
| | **Fund 111 - GENERAL Total:** | **3,963.93** |
| | **Vendor 09760 - MACQUEEN EQUIPMENT INC Total:** | **3,963.93** |
| **Vendor: 08190 - MADISON NATIONAL LIFE** | | |
| **Fund: 111 - GENERAL** | | |
| INSURANCE | DISABILITY INSURANCE | 822.25 |
| INSURANCE | DISABILITY INSURANCE | 845.68 |
| | **Fund 111 - GENERAL Total:** | **1,667.93** |
| **Fund: 713 - CASH & INVESTMENT POOL** | | |
| INSURANCE | LIFE INS EE PAYABLE | 991.05 |
| INSURANCE | DIS INC INS EE PAYABLE | 530.02 |
| INSURANCE | LIFE INS ER PAYABLE | 1,507.42 |
| | **Fund 713 - CASH & INVESTMENT POOL Total:** | **3,028.49** |
| | **Vendor 08190 - MADISON NATIONAL LIFE Total:** | **4,696.42** |
| **Vendor: 10748 - MARCHINGTON KEVIN** | | |
| **Fund: 111 - GENERAL** | | |
| EVID CASH-POL | MISCELLANEOUS | 340.40 |
| | **Fund 111 - GENERAL Total:** | **340.40** |
| | **Vendor 10748 - MARCHINGTON KEVIN Total:** | **340.40** |
| **Vendor: 10582 - MARQUEE BROADCASTING WEST INC** | | |
| **Fund: 661 - STORMWATER** | | |
| Tricity SW PSA-April 2026 | CONTRACTUAL SERVICES | 900.00 |
| | **Fund 661 - STORMWATER Total:** | **900.00** |
| | **Vendor 10582 - MARQUEE BROADCASTING WEST INC Total:** | **900.00** |
| **Vendor: 07628 - MENARDS, INC** | | |
| **Fund: 111 - GENERAL** | | |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 11.26 |
| STATION SUPPLIES - 40W LIG... | DEPARTMENT SUPPLIES | 6.99 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 14.05 |
| Department Supplies-REC | DEPARTMENT SUPPLIES | 9.65 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 71.57 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 104.22 |
| Dept. Supplies-DS | DEPARTMENT SUPPLIES | 68.00 |
| Department Supplies-REC | DEPARTMENT SUPPLIES | 35.94 |
| SPARK PLUG - TOWER 1 SAW | DEPARTMENT SUPPLIES | 5.98 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 59.95 |
| Department Supplies-REC | DEPARTMENT SUPPLIES | 99.99 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | 17.98 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 23.98 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 299.16 |
| Department Supplies-REC | DEPARTMENT SUPPLIES | 25.46 |
| Department Supplies-REC | DEPARTMENT SUPPLIES | 145.37 |
| | **Fund 111 - GENERAL Total:** | **999.55** |
| **Fund: 212 - STREETS** | | |
| SUPP - FLAT BLACK SPRAY PAI... | DEPARTMENT SUPPLIES | 38.82 |
| | **Fund 212 - STREETS Total:** | **38.82** |
| **Fund: 213 - CEMETERY** | | |
| DEPT SUPP CEM | DEPARTMENT SUPPLIES | 64.95 |
| | **Fund 213 - CEMETERY Total:** | **64.95** |

| Description (Payable) | Account Name | Amount |
|---|---|---|
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | 47.94 |
| DEPT SUP | DEPARTMENT SUPPLIES | 5.02 |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | 178.74 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **231.70** |
| **Fund: 631 - WASTEWATER** | | |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | 47.94 |
| DEPT SUP | DEPARTMENT SUPPLIES | 5.01 |
| DEPT SUP | DEPARTMENT SUPPLIES | 42.78 |
| | **Fund 631 - WASTEWATER Total:** | **95.73** |
| **Fund: 641 - WATER** | | |
| DEPT SUP | DEPARTMENT SUPPLIES | 137.84 |
| | **Fund 641 - WATER Total:** | **137.84** |
| | **Vendor 07628 - MENARDS, INC Total:** | **1,568.59** |
| **Vendor: 10747 - N HARRIS COMPUTER CORPORATION** | | |
| **Fund: 111 - GENERAL** | | |
| EQUIP MAINT-POL | DEPARTMENT SUPPLIES | 3,000.00 |
| | **Fund 111 - GENERAL Total:** | **3,000.00** |
| | **Vendor 10747 - N HARRIS COMPUTER CORPORATION Total:** | **3,000.00** |
| **Vendor: 10719 - NATIONAL SIGN COMPANY LLC** | | |
| **Fund: 212 - STREETS** | | |
| SUPP - ROAD MARKERS, CHA... | DEPARTMENT SUPPLIES | 1,913.50 |
| | **Fund 212 - STREETS Total:** | **1,913.50** |
| | **Vendor 10719 - NATIONAL SIGN COMPANY LLC Total:** | **1,913.50** |
| **Vendor: 04082 - NE CHILD SUPPORT PAYMENT CENTER** | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | |
| NE CHILD SUPPORT PYBLE | CHILD SUPPORT EE PAY | 1,664.00 |
| | **Fund 713 - CASH & INVESTMENT POOL Total:** | **1,664.00** |
| | **Vendor 04082 - NE CHILD SUPPORT PAYMENT CENTER Total:** | **1,664.00** |
| **Vendor: 04460 - NEBRASKA INTERACTIVE, LLC** | | |
| **Fund: 111 - GENERAL** | | |
| DRIVERS LIC REQ | CONSULTING SERVICES | 15.00 |
| | **Fund 111 - GENERAL Total:** | **15.00** |
| | **Vendor 04460 - NEBRASKA INTERACTIVE, LLC Total:** | **15.00** |
| **Vendor: 00402 - NEBRASKA MACHINERY CO** | | |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | 149.73 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **149.73** |
| **Fund: 631 - WASTEWATER** | | |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | 149.72 |
| | **Fund 631 - WASTEWATER Total:** | **149.72** |
| | **Vendor 00402 - NEBRASKA MACHINERY CO Total:** | **299.45** |
| **Vendor: 00578 - NEBRASKA PUBLIC POWER DISTRICT** | | |
| **Fund: 111 - GENERAL** | | |
| Electric | ELECTRICITY | 491.10 |
| Electric | ELECTRICITY | 739.87 |
| Electric | ELECTRICITY | 109.80 |
| Electric | ELECTRICITY | 739.87 |
| Electric | ELECTRICITY | 264.32 |
| Electric | ELECTRICITY | 2,154.33 |
| Electric | ELECTRICITY | 560.19 |
| Electric | ELECTRICITY | 3,150.94 |
| Electric | ELECTRICITY | 92.11 |
| Electric | STREET LIGHTS | 100.40 |
| | **Fund 111 - GENERAL Total:** | **8,402.93** |

| Description (Payable) | Account Name | Amount |
|---|---|---|
| **Fund: 212 - STREETS** | | |
| Electric | ELECTRICITY | 675.17 |
| Electric | ELECTRIC POWER | 1,869.00 |
| Electric | STREET LIGHTS | 31,308.22 |
| | **Fund 212 - STREETS Total:** | **33,852.39** |
| **Fund: 213 - CEMETERY** | | |
| Electric | ELECTRICITY | 499.95 |
| | **Fund 213 - CEMETERY Total:** | **499.95** |
| **Fund: 216 - BUSINESS IMPROVEMENT** | | |
| Electric | STREET LIGHTS | 85.42 |
| | **Fund 216 - BUSINESS IMPROVEMENT Total:** | **85.42** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| Electric | ELECTRICITY | 661.36 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **661.36** |
| **Fund: 631 - WASTEWATER** | | |
| Electric | ELECTRICITY | 998.77 |
| Electric | ELECTRIC POWER | 306.04 |
| | **Fund 631 - WASTEWATER Total:** | **1,304.81** |
| **Fund: 641 - WATER** | | |
| Electric | ELECTRICITY | 273.16 |
| Electric | ELECTRIC POWER | 390.68 |
| Electric | ELECTRIC POWER | 231.36 |
| | **Fund 641 - WATER Total:** | **895.20** |
| | **Vendor 00578 - NEBRASKA PUBLIC POWER DISTRICT Total:** | **45,702.06** |
| **Vendor: 00632 - NEBRASKA RURAL RADIO ASSOCIATION** | | |
| **Fund: 661 - STORMWATER** | | |
| Tricity SW PSA-April 2026 | CONTRACTUAL SERVICES | 500.00 |
| | **Fund 661 - STORMWATER Total:** | **500.00** |
| | **Vendor 00632 - NEBRASKA RURAL RADIO ASSOCIATION Total:** | **500.00** |
| **Vendor: 04198 - NEBRASKALAND TIRE, INC** | | |
| **Fund: 111 - GENERAL** | | |
| VEH MAINT-POL | VEHICLE MAINTENANCE | 25.00 |
| | **Fund 111 - GENERAL Total:** | **25.00** |
| **Fund: 641 - WATER** | | |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | 479.57 |
| | **Fund 641 - WATER Total:** | **479.57** |
| | **Vendor 04198 - NEBRASKALAND TIRE, INC Total:** | **504.57** |
| **Vendor: 09509 - NEMNICH AUTOMOTIVE** | | |
| **Fund: 111 - GENERAL** | | |
| VEH MAINT-POL | VEHICLE MAINTENANCE | 923.48 |
| VEH MAINT-POL | VEHICLE MAINTENANCE | 182.60 |
| VEH MAINT-POL | VEHICLE MAINTENANCE | 872.84 |
| | **Fund 111 - GENERAL Total:** | **1,978.92** |
| | **Vendor 09509 - NEMNICH AUTOMOTIVE Total:** | **1,978.92** |
| **Vendor: 08317 - NIPPON SANSON MATHERSON INC** | | |
| **Fund: 111 - GENERAL** | | |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 23.00 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | 23.00 |
| | **Fund 111 - GENERAL Total:** | **46.00** |
| | **Vendor 08317 - NIPPON SANSON MATHERSON INC Total:** | **46.00** |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| **Vendor: 10300 - NMC GROUP INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 193.39 |
| | | **Fund 111 - GENERAL Total:** | **193.39** |
| | | **Vendor 10300 - NMC GROUP INC Total:** | **193.39** |
| **Vendor: 00139 - NORTHWEST PIPE FITTINGS, INC. OF SCOTTSBLUFF** | | | |
| **Fund: 111 - GENERAL** | | | |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 11.88 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | | 30.82 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 16.77 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 138.95 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 101.60 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 46.39 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 26.78 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 14.70 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 160.55 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 183.78 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 158.73 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 58.44 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 100.46 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 77.60 |
| | | **Fund 111 - GENERAL Total:** | **1,127.45** |
| | | **Vendor 00139 - NORTHWEST PIPE FITTINGS, INC. OF SCOTTSBLUFF Total:** | **1,127.45** |
| **Vendor: 08840 - ONE CALL CONCEPTS, INC** | | | |
| **Fund: 212 - STREETS** | | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 70.85 |
| | | **Fund 212 - STREETS Total:** | **70.85** |
| **Fund: 631 - WASTEWATER** | | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 70.85 |
| | | **Fund 631 - WASTEWATER Total:** | **70.85** |
| **Fund: 641 - WATER** | | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 70.85 |
| | | **Fund 641 - WATER Total:** | **70.85** |
| | | **Vendor 08840 - ONE CALL CONCEPTS, INC Total:** | **212.55** |
| **Vendor: 09172 - O'REILLY AUTO ENTERPRISES, LLC** | | | |
| **Fund: 111 - GENERAL** | | | |
| VEH MAINT PARK | VEHICLE MAINTENANCE | | 66.48 |
| VEH MAINT PARK | VEHICLE MAINTENANCE | | 27.16 |
| VEH MAINT PARK | VEHICLE MAINTENANCE | | 251.96 |
| | | **Fund 111 - GENERAL Total:** | **345.60** |
| | | **Vendor 09172 - O'REILLY AUTO ENTERPRISES, LLC Total:** | **345.60** |
| **Vendor: 03282 - ORIGINAL EQUIPMENT CORPORATION** | | | |
| **Fund: 111 - GENERAL** | | | |
| ALIGNMENT, BELT TENSIONER,.. | VEHICLE MAINTENANCE | | 2,705.20 |
| INSTALL TORQUE ARMS - TO... | VEHICLE MAINTENANCE | | 170.00 |
| | | **Fund 111 - GENERAL Total:** | **2,875.20** |
| | | **Vendor 03282 - ORIGINAL EQUIPMENT CORPORATION Total:** | **2,875.20** |
| **Vendor: 10173 - PAIGE MANNING** | | | |
| **Fund: 216 - BUSINESS IMPROVEMENT** | | | |
| Parking Lot/Garden Maint-Apri.. | CONTRACTUAL SERVICES | | 3,430.00 |
| | | **Fund 216 - BUSINESS IMPROVEMENT Total:** | **3,430.00** |
| **Fund: 641 - WATER** | | | |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | | 517.50 |
| | | **Fund 641 - WATER Total:** | **517.50** |

| Description (Payable) | Account Name | Amount |
|---|---|---|
| **Fund: 661 - STORMWATER** | | |
| Parking Lot/Garden Maint- Apr.. | CONTRACTUAL SERVICES | 3,467.50 |
| | **Fund 661 - STORMWATER Total:** | **3,467.50** |
| | **Vendor 10173 - PAIGE MANNING Total:** | **7,415.00** |
| **Vendor: 10483 - PANHANDLE AUTOMOTIVE GROUP LLC** | | |
| **Fund: 213 - CEMETERY** | | |
| EQUIP MAINT CEM | EQUIPMENT MAINTENANCE | 53.15 |
| | **Fund 213 - CEMETERY Total:** | **53.15** |
| | **Vendor 10483 - PANHANDLE AUTOMOTIVE GROUP LLC Total:** | **53.15** |
| **Vendor: 00487 - PANHANDLE ENVIRONMENTAL SERVICES INC** | | |
| **Fund: 631 - WASTEWATER** | | |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | 187.00 |
| | **Fund 631 - WASTEWATER Total:** | **187.00** |
| **Fund: 641 - WATER** | | |
| SAMPLES | SAMPLES | 120.00 |
| SAMPLES | SAMPLES | 90.00 |
| | **Fund 641 - WATER Total:** | **210.00** |
| | **Vendor 00487 - PANHANDLE ENVIRONMENTAL SERVICES INC Total:** | **397.00** |
| **Vendor: 00314 - PANHANDLE GEOTECHNICAL & ENVIRONMENTAL INC** | | |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | 2,240.00 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **2,240.00** |
| **Fund: 631 - WASTEWATER** | | |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | 2,240.00 |
| | **Fund 631 - WASTEWATER Total:** | **2,240.00** |
| | **Vendor 00314 - PANHANDLE GEOTECHNICAL & ENVIRONMENTAL INC Total:** | **4,480.00** |
| **Vendor: 10259 - PARADISE PUMPERS LLC** | | |
| **Fund: 111 - GENERAL** | | |
| CONTRACTUAL PARK | SCHOOL & CONFERENCE | 775.00 |
| | **Fund 111 - GENERAL Total:** | **775.00** |
| | **Vendor 10259 - PARADISE PUMPERS LLC Total:** | **775.00** |
| **Vendor: 04494 - PAUL REED CONSTRUCTION & SUPPLY, INC** | | |
| **Fund: 111 - GENERAL** | | |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | 166.16 |
| | **Fund 111 - GENERAL Total:** | **166.16** |
| **Fund: 213 - CEMETERY** | | |
| DEPT SUPP CEM | DEPARTMENT SUPPLIES | 651.21 |
| | **Fund 213 - CEMETERY Total:** | **651.21** |
| | **Vendor 04494 - PAUL REED CONSTRUCTION & SUPPLY, INC Total:** | **817.37** |
| **Vendor: 01276 - PLATTE VALLEY BANK** | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | |
| HEALTH SAVINGS | HSA EE PAYABLE | 11,135.43 |
| HEALTH SAVINGS | HSA ER PAYABLE | 6,885.00 |
| | **Fund 713 - CASH & INVESTMENT POOL Total:** | **18,020.43** |
| | **Vendor 01276 - PLATTE VALLEY BANK Total:** | **18,020.43** |
| **Vendor: 10597 - PODIUM AUTOMOTIVE GROUP** | | |
| **Fund: 111 - GENERAL** | | |
| VEHICLE REPAIR - BRUSH 1 TU... | VEHICLE MAINTENANCE | 8,103.83 |
| | **Fund 111 - GENERAL Total:** | **8,103.83** |
| | **Vendor 10597 - PODIUM AUTOMOTIVE GROUP Total:** | **8,103.83** |
| **Vendor: 10341 - POMPS TIRE SERVICE INC** | | |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| Vehicle Maintenance-SAN | VEHICLE MAINTENANCE | 1,175.80 |
| Department Supplies-SAN | DEPARTMENT SUPPLIES | 619.39 |

| Description (Payable) | Account Name | Amount |
|---|---|---|
| Department Supplies-SAN | DEPARTMENT SUPPLIES | 538.40 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **2,333.59** |
| | **Vendor 10341 - POMPS TIRE SERVICE INC Total:** | **2,333.59** |
| **Vendor: 09744 - PT HOSE AND BEARING** | | |
| **Fund: 212 - STREETS** | | |
| ADHESIVE, FITTING FOR TAR K... | EQUIPMENT MAINTENANCE | 5.24 |
| | **Fund 212 - STREETS Total:** | **5.24** |
| | **Vendor 09744 - PT HOSE AND BEARING Total:** | **5.24** |
| **Vendor: 10045 - QA BALANCE SERVICES INC** | | |
| **Fund: 631 - WASTEWATER** | | |
| CONTRACTUAL SVC | CONTRACTUAL SERVICES | 120.00 |
| | **Fund 631 - WASTEWATER Total:** | **120.00** |
| | **Vendor 10045 - QA BALANCE SERVICES INC Total:** | **120.00** |
| **Vendor: 07838 - QUADIENT LEASING USA INC** | | |
| **Fund: 111 - GENERAL** | | |
| Cont. Srvcs. | CONTRACTUAL SERVICES | 429.35 |
| EQUIP MAINT ADM | EQUIPMENT MAINTENANCE | 597.39 |
| | **Fund 111 - GENERAL Total:** | **1,026.74** |
| | **Vendor 07838 - QUADIENT LEASING USA INC Total:** | **1,026.74** |
| **Vendor: 00266 - QUILL CORPORATION** | | |
| **Fund: 111 - GENERAL** | | |
| DEPT SUPPL-POL | DEPARTMENT SUPPLIES | 81.17 |
| DEPT SUPPL-POL | DEPARTMENT SUPPLIES | 17.59 |
| | **Fund 111 - GENERAL Total:** | **98.76** |
| | **Vendor 00266 - QUILL CORPORATION Total:** | **98.76** |
| **Vendor: 00202 - RECREATION SUPPLY CO., INC.** | | |
| **Fund: 111 - GENERAL** | | |
| Department Supplies-REC | DEPARTMENT SUPPLIES | 1,095.75 |
| | **Fund 111 - GENERAL Total:** | **1,095.75** |
| | **Vendor 00202 - RECREATION SUPPLY CO., INC. Total:** | **1,095.75** |
| **Vendor: 04089 - REGIONAL CARE INC** | | |
| **Fund: 812 - HEALTH INSURANCE** | | |
| CLAIMS | CLAIMS EXPENSE | 7,965.72 |
| FLEX FUNDING | FLEXIBLE BENFT EXPENSES | 168.52 |
| MAY 2026 HEALTH PREMIUM | PREMIUM EXPENSE | 54,516.38 |
| | **Fund 812 - HEALTH INSURANCE Total:** | **62,650.62** |
| | **Vendor 04089 - REGIONAL CARE INC Total:** | **62,650.62** |
| **Vendor: 00364 - REGIONAL WEST MEDICAL CENTER** | | |
| **Fund: 111 - GENERAL** | | |
| CONSULTING-POL | CONSULTING SERVICES | 30.00 |
| | **Fund 111 - GENERAL Total:** | **30.00** |
| | **Vendor 00364 - REGIONAL WEST MEDICAL CENTER Total:** | **30.00** |
| **Vendor: 08425 - RICHARD PARKER** | | |
| **Fund: 223 - KENO** | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | 47.50 |
| | **Fund 223 - KENO Total:** | **47.50** |
| | **Vendor 08425 - RICHARD PARKER Total:** | **47.50** |
| **Vendor: 10152 - ROUTEWARE INC** | | |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | |
| Contractual Services-SAN | CONTRACTUAL SERVICES | 10,238.28 |
| | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **10,238.28** |
| | **Vendor 10152 - ROUTEWARE INC Total:** | **10,238.28** |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| **Vendor: 10235 - RUSSEL'S AUTOMOTIVE** | | | |
| **Fund: 111 - GENERAL** | | | |
| VEH MAINT-POL | VEHICLE MAINTENANCE | | 1,618.39 |
| | | **Fund 111 - GENERAL Total:** | **1,618.39** |
| | | **Vendor 10235 - RUSSEL'S AUTOMOTIVE Total:** | **1,618.39** |
| **Vendor: 00026 - S M E C** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| EMPLOYEE DEDUCTION | SMEC EE PAYABLE | | 75.50 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **75.50** |
| | | **Vendor 00026 - S M E C Total:** | **75.50** |
| **Vendor: 00257 - SANDBERG IMPLEMENT, INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 140.80 |
| EQUIP MAINT PARK | EQUIPMENT MAINTENANCE | | 1,981.47 |
| EQUIP MAINT PARK | EQUIPMENT MAINTENANCE | | 68.36 |
| EQUIP MAINT PARK | EQUIPMENT MAINTENANCE | | 468.71 |
| | | **Fund 111 - GENERAL Total:** | **2,659.34** |
| **Fund: 212 - STREETS** | | | |
| 2 NEW STIHL WEED TRIMERS | DEPARTMENT SUPPLIES | | 1,072.64 |
| AIR FILTERS | EQUIPMENT MAINTENANCE | | 96.80 |
| | | **Fund 212 - STREETS Total:** | **1,169.44** |
| | | **Vendor 00257 - SANDBERG IMPLEMENT, INC Total:** | **3,828.78** |
| **Vendor: 02531 - SCB FIREFIGHTERS UNION LOCAL 1454** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| FIRE EE DUES | FIRE UNION DUES EE PAY | | 280.00 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **280.00** |
| | | **Vendor 02531 - SCB FIREFIGHTERS UNION LOCAL 1454 Total:** | **280.00** |
| **Vendor: 10167 - SCB IBEW 1597 UNION DUES** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| SCB IBEW 1597 UNION DUES | IBEW UNION DUES EE PAY | | 400.35 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **400.35** |
| | | **Vendor 10167 - SCB IBEW 1597 UNION DUES Total:** | **400.35** |
| **Vendor: 00852 - SCOTTS BLUFF COUNTY COURT** | | | |
| **Fund: 111 - GENERAL** | | | |
| LEGAL FEES-POL | LEGAL FEES | | 517.00 |
| | | **Fund 111 - GENERAL Total:** | **517.00** |
| | | **Vendor 00852 - SCOTTS BLUFF COUNTY COURT Total:** | **517.00** |
| **Vendor: 00704 - SCOTTSBLUFF MOTOR CO, INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| Vehicle Maintenance-DS | VEHICLE MAINTENANCE | | 93.98 |
| | | **Fund 111 - GENERAL Total:** | **93.98** |
| | | **Vendor 00704 - SCOTTSBLUFF MOTOR CO, INC Total:** | **93.98** |
| **Vendor: 00273 - SCOTTSBLUFF POLICE OFFICERS ASSOCIATION** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| POLICE EE DUES | POL UNION DUES EE PAY | | 975.00 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **975.00** |
| | | **Vendor 00273 - SCOTTSBLUFF POLICE OFFICERS ASSOCIATION Total:** | **975.00** |
| **Vendor: 10711 - SET YOUR SITES INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| CAMP REFUND FROM CAMPS... | CAMPGROUND FEES | | 175.00 |
| | | **Fund 111 - GENERAL Total:** | **175.00** |
| | | **Vendor 10711 - SET YOUR SITES INC Total:** | **175.00** |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| **Vendor: 10434 - SHAGGY BUFFALO CARWASH LLC** | | | |
| **Fund: 111 - GENERAL** | | | |
| VEH MAINT-POL | VEHICLE MAINTENANCE | | 250.00 |
| | | **Fund 111 - GENERAL Total:** | **250.00** |
| | | **Vendor 10434 - SHAGGY BUFFALO CARWASH LLC Total:** | **250.00** |
| **Vendor: 00684 - SHERIFF'S OFFICE** | | | |
| **Fund: 111 - GENERAL** | | | |
| LEGAL FEES-POL | LEGAL FEES | | 31.14 |
| LEGAL FEES-POL | LEGAL FEES | | 23.52 |
| LEGAL FEES-POL | LEGAL FEES | | 10.38 |
| LEGAL FEES-POL | LEGAL FEES | | 35.52 |
| | | **Fund 111 - GENERAL Total:** | **100.56** |
| | | **Vendor 00684 - SHERIFF'S OFFICE Total:** | **100.56** |
| **Vendor: 00786 - SHERWIN WILLIAMS** | | | |
| **Fund: 111 - GENERAL** | | | |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 78.44 |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | | 110.59 |
| | | **Fund 111 - GENERAL Total:** | **189.03** |
| **Fund: 212 - STREETS** | | | |
| 5 GALS. WHITE THERMOPLAST… | STREET REPAIR SUPPLIES | | 450.00 |
| | | **Fund 212 - STREETS Total:** | **450.00** |
| | | **Vendor 00786 - SHERWIN WILLIAMS Total:** | **639.03** |
| **Vendor: 00021 - SIMMONS OLSEN LAW FIRM, P.C.** | | | |
| **Fund: 111 - GENERAL** | | | |
| SANITARY SEWER DISTRICT | CONTRACTUAL SERVICES | | 542.50 |
| CONTRACTUAL-POL | CONTRACTUAL SERVICES | | 5,750.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 7,270.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 120.00 |
| | | **Fund 111 - GENERAL Total:** | **13,682.50** |
| **Fund: 212 - STREETS** | | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 310.50 |
| | | **Fund 212 - STREETS Total:** | **310.50** |
| **Fund: 224 - ECONOMIC DEVELOPMENT** | | | |
| ECON DEV ASSIST | CONTRACTUAL SERVICES | | 300.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 1,026.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 1,213.02 |
| | | **Fund 224 - ECONOMIC DEVELOPMENT Total:** | **2,539.02** |
| **Fund: 321 - CRA** | | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 210.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 210.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 150.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 120.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 150.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 60.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 60.00 |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 60.00 |
| | | **Fund 321 - CRA Total:** | **1,020.00** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| CONTRACTUAL | CONTRACTUAL SERVICES | | 1,633.50 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **1,633.50** |
| | | **Vendor 00021 - SIMMONS OLSEN LAW FIRM, P.C. Total:** | **19,185.52** |
| **Vendor: 01031 - SIMON CONTRACTORS** | | | |
| **Fund: 212 - STREETS** | | | |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 1,207.51 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 2,973.00 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 1,717.51 |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 1,660.50 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 3,006.88 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 175.00 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 910.00 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 1,705.38 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 852.75 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 942.50 |
| CONCRETE FOR STREET REPAIR | STREET MAINTENANCE | | 776.26 |
| CONCRETE FOR STEET REPAIR | STREET MAINTENANCE | | 91.00 |
| | | **Fund 212 - STREETS Total:** | **16,018.29** |
| **Fund: 213 - CEMETERY** | | | |
| DEPT SUPP CEM | DEPARTMENT SUPPLIES | | 207.70 |
| | | **Fund 213 - CEMETERY Total:** | **207.70** |
| **Fund: 641 - WATER** | | | |
| DEPT SUP | DEPARTMENT SUPPLIES | | 63.26 |
| | | **Fund 641 - WATER Total:** | **63.26** |
| | | **Vendor 01031 - SIMON CONTRACTORS Total:** | **16,289.25** |
| **Vendor: 09879 - STERKEL JONATHAN W** | | | |
| **Fund: 215 - SPECIAL PROJECTS** | | | |
| TREE GRANT | GRANT EXPENSE | | 9,100.00 |
| | | **Fund 215 - SPECIAL PROJECTS Total:** | **9,100.00** |
| | | **Vendor 09879 - STERKEL JONATHAN W Total:** | **9,100.00** |
| **Vendor: 10628 - STREICHER'S INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| UNIFORMS-POL | UNIFORMS & CLOTHING | | 59.99 |
| UNIFORMS-POL | UNIFORMS & CLOTHING | | 114.98 |
| UNIFORMS-POL | UNIFORMS & CLOTHING | | 200.00 |
| | | **Fund 111 - GENERAL Total:** | **374.97** |
| | | **Vendor 10628 - STREICHER'S INC Total:** | **374.97** |
| **Vendor: 09343 - SUNSET LAW ENFORCEMENT, LTD** | | | |
| **Fund: 111 - GENERAL** | | | |
| FIREARMS SUPPL-POL | FIREARMS SUPPLIES | | 9,251.40 |
| | | **Fund 111 - GENERAL Total:** | **9,251.40** |
| | | **Vendor 09343 - SUNSET LAW ENFORCEMENT, LTD Total:** | **9,251.40** |
| **Vendor: 01325 - THE PEAVEY CORP** | | | |
| **Fund: 111 - GENERAL** | | | |
| INVEST SUPPL-POL | INVESTIGATIVE EXPENSES | | 173.00 |
| | | **Fund 111 - GENERAL Total:** | **173.00** |
| | | **Vendor 01325 - THE PEAVEY CORP Total:** | **173.00** |
| **Vendor: 05431 - THE WESTERN SUGAR COOPERATIVE** | | | |
| **Fund: 111 - GENERAL** | | | |
| DEPT SUPP PARK | DEPARTMENT SUPPLIES | | 328.05 |
| | | **Fund 111 - GENERAL Total:** | **328.05** |
| | | **Vendor 05431 - THE WESTERN SUGAR COOPERATIVE Total:** | **328.05** |
| **Vendor: 10139 - TITAN MACHINERY, INC. E00618566** | | | |
| **Fund: 111 - GENERAL** | | | |
| EQUIP MAINT PARK | EQUIPMENT MAINTENANCE | | 728.54 |
| | | **Fund 111 - GENERAL Total:** | **728.54** |
| | | **Vendor 10139 - TITAN MACHINERY, INC. E00618566 Total:** | **728.54** |
| **Vendor: 09865 - UNION BANK & TRUST** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| RETIREMENT | REGULAR RETIRE EE PAY | | 11,356.89 |
| RETIREMENT | REGULAR RETIRE EE PAY | | 10,609.59 |
| RETIREMENT | DEFERRED COMP EE PAY | | 950.00 |
| RETIREMENT | DEFERRED COMP EE PAY | | 1,959.76 |

| Description (Payable) | Account Name | | Amount |
|---|---|---|---|
| RETIREMENT | DEFERRED COMP EE PAY | | 485.71 |
| RETIREMENT | RETIRE FIRE EE PAYABLE | | 7,064.89 |
| RETIREMENT | RETIRE FIRE EE PAYABLE | | 5,646.51 |
| RETIREMENT | RETIRE POLICE EE PAY | | 10,448.24 |
| RETIREMENT | RETIRE POLICE EE PAY | | 9,855.36 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **58,376.95** |
| | | **Vendor 09865 - UNION BANK & TRUST Total:** | **58,376.95** |
| **Vendor: 09840 - UNITED STATES WELDING** | | | |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | |
| Contractual Services-SAN | CONTRACTUAL SERVICES | | 144.17 |
| Contractual Services-SAN | CONTRACTUAL SERVICES | | 33.19 |
| | | **Fund 621 - ENVIRONMENTAL SERVICES Total:** | **177.36** |
| | | **Vendor 09840 - UNITED STATES WELDING Total:** | **177.36** |
| **Vendor: 10504 - VERIZON COMMUNICATIONS INC** | | | |
| **Fund: 212 - STREETS** | | | |
| GPS SERVICE | DEPARTMENT SUPPLIES | | 127.60 |
| | | **Fund 212 - STREETS Total:** | **127.60** |
| | | **Vendor 10504 - VERIZON COMMUNICATIONS INC Total:** | **127.60** |
| **Vendor: 10104 - WEBER TYLER** | | | |
| **Fund: 111 - GENERAL** | | | |
| INVEST SUPPL-POL | INVESTIGATIVE EXPENSES | | 10.69 |
| | | **Fund 111 - GENERAL Total:** | **10.69** |
| | | **Vendor 10104 - WEBER TYLER Total:** | **10.69** |
| **Vendor: 00268 - WESTERN COOPERATIVE COMPANY** | | | |
| **Fund: 111 - GENERAL** | | | |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 450.00 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 271.80 |
| GROUND MAINT PARK | GROUNDS MAINTENANCE | | 3,693.40 |
| | | **Fund 111 - GENERAL Total:** | **4,415.20** |
| | | **Vendor 00268 - WESTERN COOPERATIVE COMPANY Total:** | **4,415.20** |
| **Vendor: 06089 - WESTERN COOPERATIVE COMPANY** | | | |
| **Fund: 631 - WASTEWATER** | | | |
| EQUIP MAINT | EQUIPMENT MAINTENANCE | | 88.25 |
| DEPT SUP | DEPARTMENT SUPPLIES | | 272.60 |
| | | **Fund 631 - WASTEWATER Total:** | **360.85** |
| | | **Vendor 06089 - WESTERN COOPERATIVE COMPANY Total:** | **360.85** |
| **Vendor: 00344 - WESTERN PATHOLOGY CONSULTANTS, INC** | | | |
| **Fund: 111 - GENERAL** | | | |
| DRUG TESTING/DOT | CONTRACTUAL SERVICES | | 126.00 |
| | | **Fund 111 - GENERAL Total:** | **126.00** |
| | | **Vendor 00344 - WESTERN PATHOLOGY CONSULTANTS, INC Total:** | **126.00** |
| **Vendor: 03709 - WYOMING CHILD SUPPORT ENFORCEMENT** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| CHILD SUPPORT | CHILD SUPPORT EE PAY | | 738.08 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **738.08** |
| | | **Vendor 03709 - WYOMING CHILD SUPPORT ENFORCEMENT Total:** | **738.08** |
| **Vendor: 02057 - YOUNG MEN'S CHRISTIAN ASSOCIATION OF SCOTTSBLUFF, NE** | | | |
| **Fund: 713 - CASH & INVESTMENT POOL** | | | |
| YMCA | YMCA PAY EE | | 1,264.00 |
| | | **Fund 713 - CASH & INVESTMENT POOL Total:** | **1,264.00** |
| | | **Vendor 02057 - YOUNG MEN'S CHRISTIAN ASSOCIATION OF SCOTTSBLUFF, NE Total:** | **1,264.00** |
| | | **Grand Total:** | **597,222.31** |

# Report Summary

## Fund Summary

| Fund | Expense Amount | Payment Amount |
|---|---|---|
| 111 - GENERAL | 120,369.79 | 1,667.93 |
| 212 - STREETS | 91,699.73 | 0.00 |
| 213 - CEMETERY | 2,600.85 | 0.00 |
| 215 - SPECIAL PROJECTS | 29,277.66 | 0.00 |
| 216 - BUSINESS IMPROVEMENT | 3,515.42 | 0.00 |
| 223 - KENO | 85.48 | 0.00 |
| 224 - ECONOMIC DEVELOPMENT | 2,580.34 | 0.00 |
| 225 - MUTUAL FIRE | 14,309.85 | 0.00 |
| 321 - CRA | 1,020.00 | 0.00 |
| 511 - CAPITAL PROJECTS FUND | 3,728.00 | 0.00 |
| 621 - ENVIRONMENTAL SERVICES | 73,374.58 | 0.00 |
| 631 - WASTEWATER | 9,561.52 | 0.00 |
| 641 - WATER | 13,769.92 | 0.00 |
| 661 - STORMWATER | 4,867.50 | 0.00 |
| 713 - CASH & INVESTMENT POOL | 163,615.05 | 163,615.05 |
| 721 - GIS SERVICES | 196.00 | 0.00 |
| 812 - HEALTH INSURANCE | 62,650.62 | 62,650.62 |
| **Grand Total:** | **597,222.31** | **227,933.60** |

## Account Summary

| Account Number | Account Name | Expense Amount | Payment Amount |
|---|---|---|---|
| 111-42201-171 | CAMPGROUND FEES | 175.00 | 0.00 |
| 111-51281-141 | DISABILITY INSURANCE | 822.25 | 822.25 |
| 111-51281-142 | DISABILITY INSURANCE | 845.68 | 845.68 |
| 111-52111-111 | DEPARTMENT SUPPLIES | 583.91 | 0.00 |
| 111-52111-116 | DEPARTMENT SUPPLIES | 3,000.00 | 0.00 |
| 111-52111-121 | DEPARTMENT SUPPLIES | 68.00 | 0.00 |
| 111-52111-141 | DEPARTMENT SUPPLIES | 227.09 | 0.00 |
| 111-52111-142 | DEPARTMENT SUPPLIES | 318.15 | 0.00 |
| 111-52111-151 | DEPARTMENT SUPPLIES | 160.15 | 0.00 |
| 111-52111-171 | DEPARTMENT SUPPLIES | 2,672.49 | 0.00 |
| 111-52111-172 | DEPARTMENT SUPPLIES | 9,176.08 | 0.00 |
| 111-52121-141 | JANITORIAL SUPPLIES | 137.61 | 0.00 |
| 111-52121-142 | JANITORIAL SUPPLIES | 157.73 | 0.00 |
| 111-52121-151 | JANITORIAL SUPPLIES | 594.28 | 0.00 |
| 111-52121-171 | JANITORIAL SUPPLIES | 326.53 | 0.00 |
| 111-52162-142 | FIREARMS SUPPLIES | 9,251.40 | 0.00 |
| 111-52163-142 | INVESTIGATIVE EXPENSES | 262.05 | 0.00 |
| 111-52181-141 | UNIFORMS & CLOTHING | 960.00 | 0.00 |
| 111-52181-142 | UNIFORMS & CLOTHING | 803.71 | 0.00 |
| 111-52222-151 | COLLECTIONS | 3,390.27 | 0.00 |
| 111-52511-121 | GASOLINE | 102.84 | 0.00 |
| 111-52511-141 | GASOLINE | 617.75 | 0.00 |
| 111-52511-142 | GASOLINE | 6,391.87 | 0.00 |
| 111-52511-171 | GASOLINE | 2,284.17 | 0.00 |
| 111-52521-141 | OTHER FUEL | 1,251.41 | 0.00 |
| 111-52521-171 | OTHER FUEL | 987.58 | 0.00 |
| 111-52999-142 | MISCELLANEOUS | 340.40 | 0.00 |
| 111-53111-111 | CONTRACTUAL SERVICES | 3,606.37 | 0.00 |
| 111-53111-112 | CONTRACTUAL SERVICES | 126.00 | 0.00 |
| 111-53111-114 | CONTRACTUAL SERVICES | 7,390.00 | 0.00 |
| 111-53111-121 | CONTRACTUAL SERVICES | 4,008.50 | 0.00 |
| 111-53111-141 | CONTRACTUAL SERVICES | 700.00 | 0.00 |
| 111-53111-142 | CONTRACTUAL SERVICES | 8,450.55 | 0.00 |
| 111-53111-151 | CONTRACTUAL SERVICES | 1,529.35 | 0.00 |
| 111-53111-171 | CONTRACTUAL SERVICES | 450.00 | 0.00 |
| 111-53121-112 | CONSULTING SERVICES | 80.75 | 0.00 |

## Account Summary

| Account Number | Account Name | Expense Amount | Payment Amount |
|---|---|---|---|
| 111-53121-142 | CONSULTING SERVICES | 347.18 | 0.00 |
| 111-53161-112 | LEGAL PUBLICATIONS | 40.91 | 0.00 |
| 111-53161-115 | LEGAL PUBLICATIONS | 2,447.64 | 0.00 |
| 111-53161-121 | LEGAL PUBLICATIONS | 69.12 | 0.00 |
| 111-53161-151 | LEGAL PUBLICATIONS | 14.18 | 0.00 |
| 111-53211-142 | LEGAL FEES | 617.56 | 0.00 |
| 111-53421-171 | BUILDING MAINTENANCE | 775.00 | 0.00 |
| 111-53441-111 | EQUIPMENT MAINTENA… | 597.39 | 0.00 |
| 111-53441-171 | EQUIPMENT MAINTENA… | 3,436.84 | 0.00 |
| 111-53451-121 | VEHICLE MAINTENANCE | 93.98 | 0.00 |
| 111-53451-141 | VEHICLE MAINTENANCE | 14,879.15 | 0.00 |
| 111-53451-142 | VEHICLE MAINTENANCE | 3,872.31 | 0.00 |
| 111-53451-171 | VEHICLE MAINTENANCE | 2,081.14 | 0.00 |
| 111-53471-171 | GROUNDS MAINTENAN… | 6,134.60 | 0.00 |
| 111-53511-111 | ELECTRICITY | 491.10 | 0.00 |
| 111-53511-141 | ELECTRICITY | 739.87 | 0.00 |
| 111-53511-142 | ELECTRICITY | 849.67 | 0.00 |
| 111-53511-143 | ELECTRICITY | 264.32 | 0.00 |
| 111-53511-151 | ELECTRICITY | 2,154.33 | 0.00 |
| 111-53511-171 | ELECTRICITY | 3,711.13 | 0.00 |
| 111-53511-172 | ELECTRICITY | 92.11 | 0.00 |
| 111-53551-171 | STREET LIGHTS | 100.40 | 0.00 |
| 111-53561-111 | PHONE & INTERNET | 599.49 | 0.00 |
| 111-53561-112 | PHONE & INTERNET | 64.93 | 0.00 |
| 111-53561-114 | PHONE & INTERNET | 34.93 | 0.00 |
| 111-53561-116 | PHONE & INTERNET | 187.00 | 0.00 |
| 111-53561-121 | PHONE & INTERNET | 103.13 | 0.00 |
| 111-53561-141 | PHONE & INTERNET | 410.01 | 0.00 |
| 111-53561-142 | PHONE & INTERNET | 1,144.41 | 0.00 |
| 111-53561-151 | PHONE & INTERNET | 384.83 | 0.00 |
| 111-53561-171 | PHONE & INTERNET | 217.73 | 0.00 |
| 111-53561-172 | PHONE & INTERNET | 30.78 | 0.00 |
| 111-53711-142 | SCHOOL & CONFERENCE | 357.70 | 0.00 |
| 111-53711-171 | SCHOOL & CONFERENCE | 775.00 | 0.00 |
| 212-52111-212 | DEPARTMENT SUPPLIES | 4,455.48 | 0.00 |
| 212-52171-212 | STREET REPAIR SUPPLIES | 30,400.00 | 0.00 |
| 212-52511-212 | GASOLINE | 1,527.12 | 0.00 |
| 212-52521-212 | OTHER FUEL | 3,442.23 | 0.00 |
| 212-53111-212 | CONTRACTUAL SERVICES | 427.70 | 0.00 |
| 212-53441-212 | EQUIPMENT MAINTENA… | 102.04 | 0.00 |
| 212-53451-212 | VEHICLE MAINTENANCE | 79.20 | 0.00 |
| 212-53491-212 | STREET MAINTENANCE | 16,018.29 | 0.00 |
| 212-53511-212 | ELECTRICITY | 675.17 | 0.00 |
| 212-53531-212 | ELECTRIC POWER | 1,869.00 | 0.00 |
| 212-53551-212 | STREET LIGHTS | 31,308.22 | 0.00 |
| 212-53561-212 | PHONE & INTERNET | 1,395.28 | 0.00 |
| 213-52111-213 | DEPARTMENT SUPPLIES | 967.46 | 0.00 |
| 213-52511-213 | GASOLINE | 1,001.91 | 0.00 |
| 213-53441-213 | EQUIPMENT MAINTENA… | 53.15 | 0.00 |
| 213-53511-213 | ELECTRICITY | 499.95 | 0.00 |
| 213-53561-213 | PHONE & INTERNET | 78.38 | 0.00 |
| 215-54991-113 | GRANT EXPENSE | 20,177.66 | 0.00 |
| 215-54991-213 | GRANT EXPENSE | 9,100.00 | 0.00 |
| 216-53111-171 | CONTRACTUAL SERVICES | 3,430.00 | 0.00 |
| 216-53551-000 | STREET LIGHTS | 85.42 | 0.00 |
| 223-53111-113 | CONTRACTUAL SERVICES | 85.48 | 0.00 |
| 224-52211-114 | PUBLICATIONS | 10.91 | 0.00 |
| 224-53111-113 | CONTRACTUAL SERVICES | 1,026.00 | 0.00 |

## Account Summary

| Account Number | Account Name | Expense Amount | Payment Amount |
|---|---|---|---|
| 224-53111-114 | CONTRACTUAL SERVICES | 1,513.02 | 0.00 |
| 224-53561-113 | PHONE & INTERNET | 30.41 | 0.00 |
| 225-52111-141 | DEPARTMENT SUPPLIES | 14,309.85 | 0.00 |
| 321-53111-111 | CONTRACTUAL SERVICES | 1,020.00 | 0.00 |
| 511-54311-213 | STRUCTURES | 3,728.00 | 0.00 |
| 621-52111-621 | DEPARTMENT SUPPLIES | 2,286.58 | 0.00 |
| 621-52181-621 | UNIFORMS & CLOTHING | 112.00 | 0.00 |
| 621-52511-621 | GASOLINE | 306.26 | 0.00 |
| 621-52521-621 | OTHER FUEL | 10,613.46 | 0.00 |
| 621-53111-621 | CONTRACTUAL SERVICES | 14,857.27 | 0.00 |
| 621-53193-621 | DISPOSAL FEES | 42,907.75 | 0.00 |
| 621-53441-621 | EQUIPMENT MAINTENA… | 235.58 | 0.00 |
| 621-53451-621 | VEHICLE MAINTENANCE | 1,175.80 | 0.00 |
| 621-53511-621 | ELECTRICITY | 661.36 | 0.00 |
| 621-53561-621 | PHONE & INTERNET | 218.52 | 0.00 |
| 631-52111-631 | DEPARTMENT SUPPLIES | 320.39 | 0.00 |
| 631-52511-631 | GASOLINE | 776.98 | 0.00 |
| 631-52521-631 | OTHER FUEL | 2,649.82 | 0.00 |
| 631-53111-631 | CONTRACTUAL SERVICES | 2,838.16 | 0.00 |
| 631-53441-631 | EQUIPMENT MAINTENA… | 349.80 | 0.00 |
| 631-53451-631 | VEHICLE MAINTENANCE | 579.45 | 0.00 |
| 631-53511-631 | ELECTRICITY | 998.77 | 0.00 |
| 631-53521-631 | HEATING FUEL | 234.01 | 0.00 |
| 631-53531-631 | ELECTRIC POWER | 306.04 | 0.00 |
| 631-53561-631 | PHONE & INTERNET | 468.18 | 0.00 |
| 631-53571-631 | CELLULAR PHONE | 39.92 | 0.00 |
| 641-52111-641 | DEPARTMENT SUPPLIES | 1,223.94 | 0.00 |
| 641-52117-641 | SAMPLES | 210.00 | 0.00 |
| 641-52411-641 | POSTAGE | 58.58 | 0.00 |
| 641-52511-641 | GASOLINE | 1,310.70 | 0.00 |
| 641-52521-641 | OTHER FUEL | 463.00 | 0.00 |
| 641-52611-641 | CHEMICALS | 7,371.98 | 0.00 |
| 641-53111-641 | CONTRACTUAL SERVICES | 1,084.59 | 0.00 |
| 641-53441-641 | EQUIPMENT MAINTENA… | 479.57 | 0.00 |
| 641-53511-641 | ELECTRICITY | 273.16 | 0.00 |
| 641-53521-641 | HEATING FUEL | 234.02 | 0.00 |
| 641-53531-641 | ELECTRIC POWER | 622.04 | 0.00 |
| 641-53561-641 | PHONE & INTERNET | 338.42 | 0.00 |
| 641-53571-641 | CELLULAR PHONE | 39.92 | 0.00 |
| 641-59211-641 | LICENSE/PERMITS | 60.00 | 0.00 |
| 661-53111-661 | CONTRACTUAL SERVICES | 4,867.50 | 0.00 |
| 713-21512 | MEDICARE W/H EE PAY… | 10,422.32 | 10,422.32 |
| 713-21513 | FICA W/H EE PAYABLE | 38,637.02 | 38,637.02 |
| 713-21514 | FED W/H EE PAYABLE | 29,549.26 | 29,549.26 |
| 713-21517 | POL UNION DUES EE PAY | 975.00 | 975.00 |
| 713-21518 | FIRE UNION DUES EE PAY | 280.00 | 280.00 |
| 713-21519 | IBEW UNION DUES EE P… | 400.35 | 400.35 |
| 713-21523 | LIFE INS EE PAYABLE | 991.05 | 991.05 |
| 713-21524 | SMEC EE PAYABLE | 75.50 | 75.50 |
| 713-21527 | WAGE ATTACHMENT EE … | 183.65 | 183.65 |
| 713-21528 | REGULAR RETIRE EE PAY | 21,966.48 | 21,966.48 |
| 713-21529 | DEFERRED COMP EE PAY | 3,395.47 | 3,395.47 |
| 713-21531 | RETIRE FIRE EE PAYABLE | 12,711.40 | 12,711.40 |
| 713-21533 | RETIRE POLICE EE PAY | 20,303.60 | 20,303.60 |
| 713-21534 | DIS INC INS EE PAYABLE | 530.02 | 530.02 |
| 713-21539 | CHILD SUPPORT EE PAY | 2,402.08 | 2,402.08 |
| 713-21540 | YMCA PAY EE | 1,264.00 | 1,264.00 |
| 713-21541 | HSA EE PAYABLE | 11,135.43 | 11,135.43 |

## Account Summary

| Account Number | Account Name | Expense Amount | Payment Amount |
|---|---|---|---|
| 713-21723 | LIFE INS ER PAYABLE | 1,507.42 | 1,507.42 |
| 713-21741 | HSA ER PAYABLE | 6,885.00 | 6,885.00 |
| 721-53561-721 | PHONE & INTERNET | 196.00 | 0.00 |
| 812-53861-112 | PREMIUM EXPENSE | 54,516.38 | 54,516.38 |
| 812-53862-112 | CLAIMS EXPENSE | 7,965.72 | 7,965.72 |
| 812-53863-112 | FLEXIBLE BENFT EXPENS... | 168.52 | 168.52 |
| | **Grand Total:** | **597,222.31** | **227,933.60** |

## Project Account Summary

| Project Account Key | Expense Amount | Payment Amount |
|---|---|---|
| **None** | 576,704.25 | 227,933.60 |
| 1420152999142 | 340.40 | 0.00 |
| 5001054991 | 20,177.66 | 0.00 |
| **Grand Total:** | **597,222.31** | **227,933.60** |

# Pay Code Report

## Pay Code Summary

4/20/2026 - 5/18/2026

Payroll Set: 01-City of Scottsbluff

| Pay Code | Description | # of Payments | Units | Pay Amount |
|---|---|---|---|---|
| 100 - REGULAR HOURLY | REGULAR HOURLY | 193 | 14,119.75 | 417,891.83 |
| 101 - FIRE HOURLY | FIRE HOURLY | 28 | 3,136.00 | 75,980.80 |
| 110 - REGULAR SALARIED | REGULAR SALARIED | 48 | 0.00 | 171,004.24 |
| 120 - REGULAR ELECTED | REGULAR ELECTED | 10 | 0.00 | 1,507.68 |
| 130 - PART-TIME HOURLY | PART-TIME HOURLY | 31 | 1,101.50 | 18,209.07 |
| 200 - OVERTIME (1.5) | OVERTIME (1.5) | 63 | 521.05 | 26,848.78 |
| 205 - OVERTIME (1.5) FIRE | OVERTIME (1.5) FIRE | 11 | 177.00 | 5,822.07 |
| 210 - OVERTIME (1.0) | OVERTIME (1.0) | 7 | 13.50 | 369.09 |
| 215 - OVERTIME (1.0) FIRE | OVERTIME (1.0) FIRE | 1 | 0.50 | 13.54 |
| 225 - OVERTIME (2.0) FIRE | OVERTIME (2.0) FIRE | 6 | 15.50 | 654.19 |
| 240 - FIRE SHIFT PAY | FIRE SHIFT PAY | 27 | 81.00 | 1,953.96 |
| 245 - ON-CALL INVESTIGA1 | ON-CALL INVESTIGATOR | 4 | 16.00 | 653.60 |
| 246 - ON-CALL IBEW | ON-CALL IBEW | 11 | 41.00 | 1,142.63 |
| 247 - K-9 CARE | K-9 CARE | 2 | 16.00 | 622.40 |
| 303 - VACATION LEAVE US | VACATION LEAVE USED | 88 | 874.36 | 19,418.30 |
| 308 - VACATION LEAVE US | VACATION LEAVE USED-FIRE | 5 | 160.00 | 0.00 |
| 309 - SICK LEAVE USED-FIR | SICK LEAVE USED-FIRE | 1 | 24.00 | 0.00 |
| 313 - SICK LEAVE USED | SICK LEAVE USED | 56 | 423.04 | 9,742.38 |
| 318 - SICK LEAVE USED - P( | SICK LEAVE USED - POLICE | 15 | 117.50 | 4,246.41 |
| 333 - PERSONAL LEAVE US | PERSONAL LEAVE USED | 24 | 160.25 | 4,415.54 |
| 334 - PERSONAL LEAVE US | PERSONAL LEAVE USED FIRE | 1 | 24.00 | 0.00 |
| 342 - COMP TIME EARNED | COMP TIME EARNED POLICE (1.5) | 10 | 86.64 | 0.00 |
| 343 - COMP TIME EARNED | COMP TIME EARNED POLICE (2.0) | 1 | 4.00 | 0.00 |
| 344 - COMP TIME USED-P( | COMP TIME USED-POLICE | 3 | 53.50 | 2,405.44 |
| 347 - COMP TIME EARNED | COMP TIME EARNED FIRE (1.5) | 2 | 3.75 | 0.00 |
| 348 - COMP TIME EARNED | COMP TIME EARNED FIRE (2.0) | 1 | 3.00 | 0.00 |
| 368 - TRAINING-FIRE | TRAINING-FIRE | 2 | 96.00 | 0.00 |
| 370 - TRAINING | TRAINING | 2 | 40.00 | 219.44 |
| 372 - JOB INJURY LEAVE | JOB INJURY LEAVE | 1 | 3.00 | 116.70 |
| 373 - NATIONAL GUARD | NATIONAL GUARD | 2 | 16.00 | 343.84 |
| 374 - WORK COMP - ADJU | WORK COMP - ADJUSTMENT | 1 | -1.00 | -779.75 |
| 375 - FUNERAL-OTHER | FUNERAL-OTHER | 2 | 4.00 | 98.30 |
| 380 - EXCUSED ABSENCE V | EXCUSED ABSENCE WITH PAY | 1 | 15.46 | 286.94 |
| 385 - JURY DUTY | JURY DUTY | 1 | 6.00 | 0.00 |
| 390 - NO PAY | NO PAY | 1 | 61.14 | 0.00 |
| 410 - POLICE LONGEVITY P | POLICE LONGEVITY PAY - 10 YEARS | 1 | 0.00 | 500.00 |
| 430 - OUT OF CLASS PAY (5 | OUT OF CLASS PAY (5%) | 2 | 160.00 | 258.48 |
| 431 - OUT OF CLASS PAY (F | OUT OF CLASS PAY (FLAT AMOUNT) | 6 | 166.50 | 343.03 |
| 510 - CAR ALLOWANCE | CAR ALLOWANCE | 2 | 0.00 | 323.08 |

| Pay Code | Description | # of Payments | Units | Pay Amount |
|---|---|---|---|---|
| 520 - CELL PHONE REIMBU | CELL PHONE REIMBURSEMENT | 14 | 0.00 | 420.00 |
| 521 - REIMBURSEMENT - T | REIMBURSEMENT - TAXABLE | 1 | 0.00 | 67.70 |
| 599 - FITNESS POLICE - ER | FITNESS POLICE - ER PAID | 1 | 0.00 | 45.00 |
| 600 - YMCA - ER PAID | YMCA - ER PAID | 6 | 0.00 | 264.00 |
| 601 - YMCA - FIRE | YMCA - FIRE | 8 | 0.00 | 360.00 |
| 603 - SICK LEAVE TO VACA | SICK LEAVE TO VACATION USED | 1 | 8.00 | 0.00 |
| 900 - RETRO PAY | RETRO PAY | 3 | 103.25 | 130.28 |
| 901 - RETRO OVERTIME | RETRO OVERTIME | 1 | 25.50 | 59.67 |
| | | **Report Total:** | **21,876.69** | **765,958.66** |

# City of Scottsbluff, Nebraska
**Monday, May 18, 2026**
**Regular Meeting**

**Item 8.a**

**Council to consider and take action on the claim to Intralinks in the amount of $10,097.10.**

**Staff Contact:** Lane Kizzire

City of Scottsbluff, NE

# Expense Approval Report

By Vendor Name

Post Dates 5/7/2026 - 5/18/2026

| Description (Payable) | Account Name | Amount |
|---|---|---|
| **Vendor: 08525 - INTRALINKS, INC** | | |
| **Fund: 111 - GENERAL** | | |
| DEPT SUPPLIES | DEPARTMENT SUPPLIES | 1.10 |
| PROF SERV - MAY 2026 | CONTRACTUAL SERVICES | 9,858.00 |
| DATTO ALTO - LIBR MAY 2026 | CONTRACTUAL SERVICES | 238.00 |
| | **Fund 111 - GENERAL Total:** | **10,097.10** |
| | **Vendor 08525 - INTRALINKS, INC Total:** | **10,097.10** |
| | **Grand Total:** | **10,097.10** |

# Report Summary

## Fund Summary

| Fund | Expense Amount | Payment Amount |
|---|---|---|
| 111 - GENERAL | 10,097.10 | 0.00 |
| **Grand Total:** | **10,097.10** | **0.00** |

## Account Summary

| Account Number | Account Name | Expense Amount | Payment Amount |
|---|---|---|---|
| 111-52111-116 | DEPARTMENT SUPPLIES | 1.10 | 0.00 |
| 111-53111-116 | CONTRACTUAL SERVICES | 10,096.00 | 0.00 |
| | **Grand Total:** | **10,097.10** | **0.00** |

## Project Account Summary

| Project Account Key | Expense Amount | Payment Amount |
|---|---|---|
| **None** | 10,097.10 | 0.00 |
| **Grand Total:** | **10,097.10** | **0.00** |

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 9.a**

## Council to receive the April 2026 Financial Report.

**Staff Contact:** Lane Kizzire

# City of Scottsbluff

**FUND EQUITY IN CASH - YEAR TO DATE**

**FOR THE MONTH ENDED April 2025 and 2026**

| Fund | Fund # | OCTOBER 1, 2024 April 30, 2025 NET CHANGE IN CASH | OCTOBER 1, 2025 April 30, 2026 NET CHANGE IN CASH | |
|---|---|---|---|---|
| General | 111 | 751,695.40 | $ (596,870.25) | Transfer to Cemetery |
| Regional Library | 211 | 534.86 | $ 204.33 | |
| Transportation | 212 | 2,836,882.64 | $ 703,630.09 | |
| Cemetery | 213 | 15,866.57 | $ 237,095.28 | |
| Cemetery Perp Care | 214 | (121,484.04) | $ 32,322.15 | |
| Special Projects | 215 | (1,587,602.12) | $ (708,826.48) | ARPA/Grants Expense |
| Business Improvement | 216 | 19,272.42 | $ 14,270.65 | |
| Public Safety | 218 | 41,998.82 | $ (245,168.05) | CEP/CIP |
| Scb Industrial Sites | 219 | 1,660.66 | $ 1,055.69 | |
| Keno | 223 | 39,102.69 | $ (19,055.93) | |
| Economic Development | 224 | 950,045.61 | $ 513,573.15 | |
| Mutual Fire Organization | 225 | 30,168.52 | $ 59,466.39 | |
| Debt Service | 311 | (2,835,337.32) | $ (702,188.86) | Bond Payments |
| TIF | 321 | (224,553.91) | $ (152,748.58) | |
| CDBG | 411 | 71,169.92 | $ 9,157.80 | |
| Leasing Corporation | 412 | (100.17) | $ - | |
| Capital Projects | 511 | 238,894.39 | $ (287,449.03) | |
| Environmental Services | 621 | 728,385.71 | $ 69,416.29 | |
| Wastewater | 631 | 312,728.75 | $ (314,557.46) | Capital Equipment Purchases - Compost Facility |
| Water | 641 | (199,481.61) | $ 246,953.80 | |
| Electric | 651 | 75,971.06 | $ 331,429.40 | |
| Stormwater | 661 | 50,101.94 | $ 31,387.82 | |
| GIS | 721 | (12,891.67) | $ 67,541.31 | |
| Central Garage | 725 | (0.24) | $ - | |
| Unemployment Comp | 811 | 3,474.07 | $ 2,078.65 | |
| Health Insurance | 812 | 1,835,254.70 | $ 3,194,703.23 | |
| **TOTAL** | | $ 3,021,757.65 | $ 2,487,421.39 | |

# City of Scottsbluff

**Fund Equity in Cash**

**April 30, 2026**

| Fund | Fund # | 2 YRS PRIOR April 30, 2024 | PRIOR YEAR April 30, 2025 | PRIOR MONTH March 31, 2026 | CURRENT MONTH April 30, 2026 | MONTHLY CHANGE IN CASH | |
|---|---|---|---|---|---|---|---|
| General | 111 | $ 9,172,973.58 | $ 10,432,029.51 | $ 9,952,288.56 | $ 10,062,965.22 | $ 110,676.66 | |
| Regional Library | 211 | 14,671.68 | 15,143.53 | 15,347.86 | 15,347.86 | $ - | |
| Transportation | 212 | 4,994,530.91 | 4,985,192.65 | 5,603,793.90 | 5,556,949.97 | $ (46,843.93) | |
| Cemetery | 213 | 161,279.39 | 225,186.25 | 550,565.00 | 537,918.10 | $ (12,646.90) | |
| Cemetery Perp Care | 214 | 275,160.20 | 26,916.78 | 105,901.30 | 110,349.63 | $ 4,448.33 | |
| Special Projects | 215 | 4,101,430.88 | 2,501,689.40 | 1,118,282.97 | 1,080,678.67 | $ (37,604.30) | |
| Business Improvement | 216 | 322,616.74 | 371,541.44 | 417,088.96 | 416,934.52 | $ (154.44) | |
| Public Safety | 218 | 174,386.19 | 290,791.68 | (73,853.65) | (50,168.66) | $ 23,684.99 | |
| Scb Industrial Sites | 219 | 35,137.55 | 37,094.36 | 38,480.14 | 38,583.75 | $ 103.61 | |
| Keno | 223 | 285,152.13 | 364,152.95 | 360,010.18 | 371,396.07 | $ 11,385.89 | |
| Economic Development | 224 | 2,416,924.73 | 3,788,120.68 | 5,097,547.48 | 5,003,185.18 | $ (94,362.30) | |
| Mutual Fire Organization | 225 | 323,947.23 | 389,400.84 | 434,325.04 | 486,770.24 | $ 52,445.20 | |
| Debt Service | 311 | 4,169,029.50 | 1,619,664.00 | 996,551.47 | 946,942.45 | $ (49,609.02) | |
| TIF | 321 | 212,164.33 | 217,546.12 | 236,868.22 | 229,109.33 | $ (7,758.89) | |
| CDBG | 411 | (46,352.63) | 24,817.29 | 30,297.52 | 30,379.10 | $ 81.58 | |
| Leasing Corporation | 412 | 99.87 | (0.41) | - | - | $ - | |
| Capital Projects | 511 | 1,320,473.70 | 2,267,899.37 | 2,767,999.84 | 2,441,616.64 | $ (326,383.20) | Lacy Park Light Project |
| Environmental Services | 621 | 3,559,666.33 | 4,753,509.05 | 4,994,700.15 | 5,103,687.75 | $ 108,987.60 | |
| Wastewater | 631 | 3,162,022.33 | 3,812,451.18 | 3,599,338.22 | 3,700,353.16 | $ 101,014.94 | |
| Water | 641 | 5,584,973.16 | 6,064,199.40 | 6,927,160.54 | 6,916,637.54 | $ (10,523.00) | |
| Electric | 651 | 1,513,662.70 | 1,611,297.80 | 1,956,298.60 | 1,961,566.30 | $ 5,267.70 | |
| Stormwater | 661 | 555,848.74 | 706,395.40 | 908,509.51 | 806,785.71 | $ (101,723.80) | 28th & Ave K Project |
| GIS | 721 | 25,928.57 | 31,232.86 | 104,352.86 | 97,631.46 | $ (6,721.40) | |
| Central Garage | 725 | 0.34 | - | - | - | $ - | |
| Unemployment Comp | 811 | 69,089.81 | 73,136.88 | 75,866.36 | 76,070.64 | $ 204.28 | |
| Health Insurance | 812 | 4,693,970.88 | 5,631,856.02 | 4,612,817.49 | 7,111,837.04 | $ 2,499,019.55 | |
| **TOTAL** | | $ 47,098,788.84 | $ 50,241,265.03 | $ 50,830,538.52 | $ 53,053,527.67 | $ 2,222,989.15 | |

# Budget to Actual Comparisons April 2026

***EXPENDITURES***

| FUND | General | | Reg. Lib. | | Streets | | Cemetery | | CPCF | | Spe. Pro. | | BID | | Pub. Saf. | | Scb Ind. | | Keno | | Econ Dev. | | MFO | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FUND #** | **111** | | **211** | | **212** | | **213** | | **214** | | **215** | | **216** | | **218** | | **219** | | **223** | | **224** | | **225** | |
| EXPENDITURES | 7,373,331 | | | | 1,676,197 | | 151,947 | | - | | 992,744 | | 5,664 | | 391,032 | | - | | 76,359 | | 532,393 | | 4,272 | |
| BUDGETED EXP. | 15,118,549 | | - | | 5,128,890 | | 414,580 | | - | | 3,424,110 | | 32,317 | | 859,000 | | 32,317 | | 100,000 | | 4,351,255 | | 147,000 | |
| **REMAINING** | **7,745,218** | **49%** | **-** | | **3,452,693** | **33%** | **262,633** | **37%** | **-** | | **2,431,366** | **29%** | **26,653** | **18%** | **467,968** | **46%** | **32,317** | **0%** | **23,641** | **76%** | **3,818,862** | **12%** | **142,728** | **3%** |

| FUND | Debt Ser. | | TIF | | CDGB | | Cap. Pro. | | Env. Servs. | | Wastewater | | Water | | Electric | | Stormwater | | GIS | | Unem. | | Health Ins | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FUND #** | **311** | | **321** | | **411** | | **511** | | **621** | | **631** | | **641** | | **651** | | **661** | | **721** | | **811** | | **812** | |
| EXPENDITURES | 915,939 | | 71,140 | | - | | 660,876 | | 2,237,743 | | 1,796,589 | | 1,286,451 | | 1,615,556 | | 154,582 | | 53,750 | | - | | 1,184,396 | |
| BUDGETED EXP. | 2,129,489 | | 840,000 | | 300,000 | | 942,000 | | 8,066,649 | | 4,121,487 | | 3,566,960 | | 4,265,839 | | 688,130 | | 116,377 | | 60,000 | | 3,825,850 | |
| **REMAINING** | **1,213,550** | **43%** | **768,860** | **8%** | **300,000** | | **281,124** | **70%** | **5,828,906** | **28%** | **2,324,898** | **44%** | **2,280,509** | **36%** | **2,650,283** | **38%** | **533,548** | **22%** | **62,627** | **46%** | **60,000** | **0%** | **2,641,454** | **31%** |

***REVENUES***

| FUND | General | | Reg. Lib. | | Streets | | Cemetery | | CPCF | | Spe. Pro. | | BID | | Pub. Saf. | | Scb Ind. | | Keno | | Econ Dev. | | MFO | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FUND #** | **111** | | **211** | | **212** | | **213** | | **214** | | **215** | | **216** | | **218** | | **219** | | **223** | | **224** | | **225** | |
| BUDGETED REV. | 11,997,719 | | - | | 3,806,225 | | 444,000 | | 81,100 | | 1,571,110 | | 59,870 | | 514,400 | | 1,000 | | 67,000 | | 1,843,126 | | 110,000 | |
| REVENUE | 6,842,613 | | - | | 2,424,487 | | 407,076 | | 30,451 | | 714,669 | | 18,321 | | 169,623 | | 657 | | 53,763 | | 1,049,476 | | 60,413 | |
| **REMAINING** | **(5,155,106)** | **57%** | **-** | **0%** | **(1,381,738)** | **64%** | **(36,924)** | **92%** | **(50,649)** | **38%** | **(856,441)** | **45%** | **(41,549)** | **31%** | **(344,777)** | **33%** | **(343)** | **66%** | **(13,237)** | **80%** | **(793,650)** | **57%** | **(49,587)** | **55%** |

| FUND | Debt Ser. | | TIF | | CDGB | | Cap. Pro. | | Env. Servs. | | Wastewater | | Water | | Electric | | Stormwater | | GIS | | Unem. | | Health Ins | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FUND #** | **311** | | **321** | | **411** | | **511** | | **621** | | **631** | | **641** | | **651** | | **661** | | **721** | | **811** | | **812** | |
| BUDGETED REV. | 111,305 | | 808,500 | | 301,500 | | 1,022,434 | | 3,703,564 | | 3,027,497 | | 2,515,035 | | 3,600,839 | | 260,916 | | 120,200 | | 200 | | 3,120,000 | |
| REVENUE | 155,802 | | 75,302 | | 421 | | 370,892 | | 2,288,252 | | 1,903,790 | | 1,512,269 | | 1,929,719 | | 183,303 | | 120,931 | | 1,295 | | 2,083,055 | |
| **REMAINING** | **44,497** | **140%** | **(733,198)** | **9%** | **(301,079)** | | **(651,542)** | **36%** | **(1,415,312)** | **62%** | **(1,123,707)** | **63%** | **(1,002,766)** | **60%** | **(1,671,120)** | **54%** | **(77,613)** | **70%** | **731** | **101%** | **1,095** | **648%** | **(1,036,945)** | **67%** |

*58% of the fiscal year*

**Numbers above reflect non-audited numbers*

# Revenues vs. Expenditures April 2026

| FUND | General | Reg. Lib. | Streets | Cemetery | CPCF | Spe. Pro. | BID | Pub. Saf. | Scb Ind. | Keno | Econ Dev. | MFO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FUND #** | **111** | **211** | **212** | **213** | **214** | **215** | **216** | **218** | **219** | **223** | **224** | **225** |
| EXPENDITURES | 7,373,331 | - | 1,676,197 | 151,947 | - | 992,744 | 5,664 | 391,032 | - | 76,359 | 532,393 | 4,272 |
| REVENUE | 6,842,613 | - | 2,424,487 | 407,076 | 30,451 | 714,669 | 18,321 | 169,623 | 657 | 53,763 | 1,049,476 | 60,413 |
| **FUND TOTAL** | **(530,718)** | **-** | **748,290** | **255,129** | **30,451** | **(278,075)** | **12,657** | **(221,409)** | **657** | **(22,596)** | **517,083** | **56,141** |

| FUND | Debt Ser. | TIF | CDGB | Cap. Pro. | Env. Servs. | Wastewater | Water | Electric | Stormwater | GIS | Unem. | Health Ins |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FUND #** | **311** | **321** | **411** | **511** | **621** | **631** | **641** | **651** | **661** | **721** | **811** | **812** |
| EXPENDITURES | 915,939 | 71,140 | - | 660,876 | 2,237,743 | 1,796,589 | 1,286,451 | 1,615,556 | 154,582 | 53,750 | - | 1,184,396 |
| REVENUE | 155,802 | 75,302 | 421 | 370,892 | 2,288,252 | 1,903,790 | 1,512,269 | 1,929,719 | 183,303 | 120,931 | 1,295 | 2,083,055 |
| **FUND TOTAL** | **(760,137)** | **4,162** | **421** | **(289,984)** | **50,510** | **107,202** | **225,818** | **314,164** | **28,721** | **67,181** | **1,295** | **898,659** |

*58% of the fiscal year*

**Numbers above reflect non-audited numbers*

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Fund: 111 - GENERAL** | | | | | | | |
| **Department: 000 - NULL** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 111-41111-000 | PROPERTY TAX-GENERAL | 325,000.00 | 325,000.00 | 12,525.11 | 81,224.61 | -243,775.39 | 75.01 % |
| 111-41112-000 | CITY SALES TAX | 6,208,874.00 | 6,208,874.00 | 465,563.27 | 3,621,343.82 | -2,587,530.18 | 41.67 % |
| 111-41115-000 | FRANCHISE TAX | 425,000.00 | 425,000.00 | 8,120.74 | 257,511.06 | -167,488.94 | 39.41 % |
| 111-41116-000 | OTHER OCCUPATION TAX | 27,000.00 | 27,000.00 | 7,175.00 | 18,525.00 | -8,475.00 | 31.39 % |
| 111-41117-000 | HOTEL OCCUPATION TAX | 350,000.00 | 350,000.00 | 23,123.11 | 196,548.95 | -153,451.05 | 43.84 % |
| 111-41118-000 | HOMESTEAD EXEMPTION | 45,000.00 | 45,000.00 | 18,560.23 | 37,120.46 | -7,879.54 | 17.51 % |
| 111-41119-000 | PRORATE MTR VEH TAX | 4,200.00 | 4,200.00 | 3,881.89 | 6,205.37 | 2,005.37 | 147.75 % |
| 111-41130-000 | STATE PROP. TAX CREDIT | 12,000.00 | 12,000.00 | 0.00 | 11,544.62 | -455.38 | 3.79 % |
| 111-41131-000 | IN LIEU OF TAXES | 65,000.00 | 65,000.00 | 120,953.38 | 121,902.30 | 56,902.30 | 187.54 % |
| 111-41141-000 | MOTOR VEHICLE TAX | 22,000.00 | 22,000.00 | 3,954.87 | 27,059.97 | 5,059.97 | 123.00 % |
| | **Category: 400 - Taxes Total:** | **7,484,074.00** | **7,484,074.00** | **663,857.60** | **4,378,986.16** | **-3,105,087.84** | **41.49 %** |
| **Category: 412 - Intergovernmental** | | | | | | | |
| 111-41120-000 | MUNI EQUALIZATION PMT | 198,056.00 | 198,056.00 | 0.00 | 67,401.96 | -130,654.04 | 65.97 % |
| | **Category: 412 - Intergovernmental Total:** | **198,056.00** | **198,056.00** | **0.00** | **67,401.96** | **-130,654.04** | **65.97 %** |
| **Category: 420 - Charges for Services** | | | | | | | |
| 111-42301-000 | FILING FEES | 0.00 | 0.00 | 0.00 | 72.00 | 72.00 | 0.00 % |
| | **Category: 420 - Charges for Services Total:** | **0.00** | **0.00** | **0.00** | **72.00** | **72.00** | **0.00 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 111-47111-000 | INTEREST EARNINGS | 50,000.00 | 50,000.00 | 26,888.91 | 172,447.25 | 122,447.25 | 344.89 % |
| | **Category: 460 - Investment Income Total:** | **50,000.00** | **50,000.00** | **26,888.91** | **172,447.25** | **122,447.25** | **244.89 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 111-49111-000 | MISCELLANEOUS | 0.00 | 0.00 | 50.45 | 4.15 | 4.15 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **50.45** | **4.15** | **4.15** | **0.00 %** |
| **Category: 480 - Other Financing Uses** | | | | | | | |
| 111-45909-000 | TRANSFER FROM ELECTRIC | 3,590,839.00 | 3,590,839.00 | 260,028.90 | 1,615,555.58 | -1,975,283.42 | 55.01 % |
| | **Category: 480 - Other Financing Uses Total:** | **3,590,839.00** | **3,590,839.00** | **260,028.90** | **1,615,555.58** | **-1,975,283.42** | **55.01 %** |
| | **Department: 000 - NULL Total:** | **11,322,969.00** | **11,322,969.00** | **950,825.86** | **6,234,467.10** | **-5,088,501.90** | **44.94 %** |
| **Department: 111 - FINANCE** | | | | | | | |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 111-49111-111 | MISCELLANEOUS | 120,000.00 | 120,000.00 | 279.30 | 42,699.04 | -77,300.96 | 64.42 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **120,000.00** | **120,000.00** | **279.30** | **42,699.04** | **-77,300.96** | **64.42 %** |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-111 | REGULAR SALARIES | 66,190.00 | 66,190.00 | 5,075.97 | 37,989.28 | 28,200.72 | 42.61 % |
| 111-51121-111 | OVERTIME SALARIES | 200.00 | 200.00 | 0.00 | 0.00 | 200.00 | 100.00 % |
| 111-51211-111 | SOCIAL SECURITY | 5,063.00 | 5,063.00 | 357.16 | 2,683.00 | 2,380.00 | 47.01 % |
| 111-51221-111 | RETIREMENT | 2,741.00 | 2,741.00 | 273.62 | 2,047.08 | 693.92 | 25.32 % |
| 111-51231-111 | HEALTH INSURANCE | 19,154.00 | 19,154.00 | 2,028.02 | 14,178.98 | 4,975.02 | 25.97 % |
| 111-51241-111 | LIFE INSURANCE | 94.00 | 94.00 | 9.14 | 59.24 | 34.76 | 36.98 % |
| 111-51261-111 | WORKERS COMPENSATION | 300.00 | 300.00 | 0.00 | 1,116.99 | -816.99 | -272.33 % |
| | **Category: 500 - Personnel Total:** | **93,742.00** | **93,742.00** | **7,743.91** | **58,074.57** | **35,667.43** | **38.05 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-111 | DEPARTMENT SUPPLIES | 16,000.00 | 16,000.00 | 643.31 | 5,134.71 | 10,865.29 | 67.91 % |
| 111-52311-111 | MEMBERSHIPS | 1,500.00 | 1,500.00 | 0.00 | 0.00 | 1,500.00 | 100.00 % |
| 111-52411-111 | POSTAGE | 5,000.00 | 5,000.00 | 0.00 | 2,000.00 | 3,000.00 | 60.00 % |
| 111-52511-111 | GASOLINE | 150.00 | 150.00 | 11.90 | 44.05 | 105.95 | 70.63 % |
| | **Category: 503 - Supplies Total:** | **22,650.00** | **22,650.00** | **655.21** | **7,178.76** | **15,471.24** | **68.31 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-111 | CONTRACTUAL SERVICES | 32,000.00 | 32,000.00 | 980.00 | 10,960.00 | 21,040.00 | 65.75 % |
| 111-53161-111 | LEGAL PUBLICATIONS | 250.00 | 250.00 | 0.00 | 36.00 | 214.00 | 85.60 % |
| 111-53311-111 | AUDIT | 20,000.00 | 20,000.00 | 10,143.60 | 17,643.60 | 2,356.40 | 11.78 % |
| 111-53421-111 | BUILDING MAINTENANCE | 10,000.00 | 10,000.00 | 1,960.00 | 2,825.91 | 7,174.09 | 71.74 % |
| 111-53441-111 | EQUIPMENT MAINTENANCE | 3,000.00 | 3,000.00 | 0.00 | 3,257.04 | -257.04 | -8.57 % |
| 111-53451-111 | VEHICLE MAINTENANCE | 1,000.00 | 1,000.00 | 43.82 | 119.43 | 880.57 | 88.06 % |
| 111-53471-111 | GROUNDS MAINTENANCE | 10,000.00 | 10,000.00 | 0.00 | 0.00 | 10,000.00 | 100.00 % |
| 111-53511-111 | ELECTRICITY | 6,300.00 | 6,300.00 | 430.13 | 3,027.27 | 3,272.73 | 51.95 % |
| 111-53521-111 | HEATING FUEL | 3,600.00 | 3,600.00 | 458.82 | 2,765.47 | 834.53 | 23.18 % |
| 111-53561-111 | PHONE & INTERNET | 6,000.00 | 6,000.00 | 602.86 | 3,617.40 | 2,382.60 | 39.71 % |
| 111-53631-111 | RENT-MACHINES | 300.00 | 300.00 | 50.00 | 300.00 | 0.00 | 0.00 % |
| 111-53711-111 | SCHOOL & CONFERENCE | 6,000.00 | 6,000.00 | 305.14 | 4,467.06 | 1,532.94 | 25.55 % |
| 111-53811-111 | BONDING | 2,800.00 | 2,800.00 | 0.00 | 1,750.00 | 1,050.00 | 37.50 % |
| 111-53821-111 | PROP & EQUIP INSURANCE | 12,696.00 | 12,696.00 | 0.00 | 11,831.27 | 864.73 | 6.81 % |
| 111-53831-111 | LIABILITY INSURANCE | 23,730.00 | 23,730.00 | 0.00 | 22,349.81 | 1,380.19 | 5.82 % |
| 111-53841-111 | VEHICLE INSURANCE | 750.00 | 750.00 | 0.00 | 1,304.66 | -554.66 | -73.95 % |
| 111-59611-111 | BAD DEBT EXPENSE | 1,000.00 | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **139,426.00** | **139,426.00** | **14,974.37** | **86,254.92** | **53,171.08** | **38.14 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 111-54311-111 | STRUCTURES | 400,000.00 | 400,000.00 | 0.00 | 16,349.34 | 383,650.66 | 95.91 % |
| | **Category: 550 - Capital Outlay Total:** | **400,000.00** | **400,000.00** | **0.00** | **16,349.34** | **383,650.66** | **95.91 %** |
| | **Department: 111 - FINANCE Surplus (Deficit):** | **-535,818.00** | **-535,818.00** | **-23,094.19** | **-125,158.55** | **410,659.45** | **76.64 %** |
| **Department: 112 - PERSONNEL** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-112 | REGULAR SALARIES | 16,293.00 | 16,293.00 | 1,238.88 | 9,354.60 | 6,938.40 | 42.59 % |
| 111-51211-112 | SOCIAL SECURITY | 1,246.00 | 1,246.00 | 91.60 | 692.84 | 553.16 | 44.39 % |
| 111-51221-112 | RETIREMENT | 931.00 | 931.00 | 74.32 | 561.18 | 369.82 | 39.72 % |
| 111-51231-112 | HEALTH INSURANCE | 3,380.00 | 3,380.00 | 299.70 | 2,105.40 | 1,274.60 | 37.71 % |
| 111-51241-112 | LIFE INSURANCE | 17.00 | 17.00 | 1.37 | 8.89 | 8.11 | 47.71 % |
| | **Category: 500 - Personnel Total:** | **21,867.00** | **21,867.00** | **1,705.87** | **12,722.91** | **9,144.09** | **41.82 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-112 | DEPARTMENT SUPPLIES | 2,000.00 | 2,000.00 | 67.75 | 733.30 | 1,266.70 | 63.34 % |
| 111-52211-112 | PUBLICATIONS | 1,000.00 | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 100.00 % |
| 111-52225-112 | SUBSCRIPTIONS | 1,000.00 | 1,000.00 | 42.99 | 227.14 | 772.86 | 77.29 % |
| 111-52311-112 | MEMBERSHIPS | 1,000.00 | 1,000.00 | 0.00 | 349.00 | 651.00 | 65.10 % |
| 111-52411-112 | POSTAGE | 100.00 | 100.00 | 0.00 | 0.00 | 100.00 | 100.00 % |
| 111-52999-112 | MISCELLANEOUS | 7,500.00 | 7,500.00 | 0.00 | 0.00 | 7,500.00 | 100.00 % |
| | **Category: 503 - Supplies Total:** | **12,600.00** | **12,600.00** | **110.74** | **1,309.44** | **11,290.56** | **89.61 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-112 | CONTRACTUAL SERVICES | 50,000.00 | 50,000.00 | 1,180.00 | 16,365.98 | 33,634.02 | 67.27 % |
| 111-53121-112 | CONSULTING SERVICES | 2,000.00 | 2,000.00 | 80.75 | 969.50 | 1,030.50 | 51.53 % |
| 111-53161-112 | LEGAL PUBLICATIONS | 650.00 | 650.00 | 0.00 | 165.81 | 484.19 | 74.49 % |
| 111-53561-112 | PHONE & INTERNET | 1,200.00 | 1,200.00 | 66.40 | 396.64 | 803.36 | 66.95 % |
| 111-53711-112 | SCHOOL & CONFERENCE | 6,500.00 | 6,500.00 | 1,068.39 | 4,903.29 | 1,596.71 | 24.56 % |
| 111-53741-112 | TUITION SUPPORT | 4,000.00 | 4,000.00 | 0.00 | 350.00 | 3,650.00 | 91.25 % |
| 111-53913-112 | RECRUITMENT | 15,000.00 | 15,000.00 | 0.00 | 118.03 | 14,881.97 | 99.21 % |
| | **Category: 504 - Contract Services Total:** | **79,350.00** | **79,350.00** | **2,395.54** | **23,269.25** | **56,080.75** | **70.68 %** |
| | **Department: 112 - PERSONNEL Total:** | **113,817.00** | **113,817.00** | **4,212.15** | **37,301.60** | **76,515.40** | **67.23 %** |
| **Department: 113 - COUNCIL** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51131-113 | PART-TIME SALARIES | 19,600.00 | 19,600.00 | 1,507.68 | 11,307.60 | 8,292.40 | 42.31 % |
| 111-51211-113 | SOCIAL SECURITY | 1,500.00 | 1,500.00 | 115.32 | 864.90 | 635.10 | 42.34 % |
| | **Category: 500 - Personnel Total:** | **21,100.00** | **21,100.00** | **1,623.00** | **12,172.50** | **8,927.50** | **42.31 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-113 | DEPARTMENT SUPPLIES | 1,000.00 | 1,000.00 | 13.50 | 13.50 | 986.50 | 98.65 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 111-52311-113 | MEMBERSHIPS | 2,500.00 | 2,500.00 | 0.00 | 1,955.00 | 545.00 | 21.80 % |
| | **Category: 503 - Supplies Total:** | **3,500.00** | **3,500.00** | **13.50** | **1,968.50** | **1,531.50** | **43.76 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53711-113 | SCHOOL & CONFERENCE | 3,500.00 | 3,500.00 | 245.50 | 2,114.50 | 1,385.50 | 39.59 % |
| 111-53811-113 | BONDING | 1,500.00 | 1,500.00 | 0.00 | 100.00 | 1,400.00 | 93.33 % |
| | **Category: 504 - Contract Services Total:** | **5,000.00** | **5,000.00** | **245.50** | **2,214.50** | **2,785.50** | **55.71 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 111-58111-113 | CONTINGENCY | 350,000.00 | 350,000.00 | 0.00 | 40,050.00 | 309,950.00 | 88.56 % |
| | **Category: 570 - Other Financing Uses Total:** | **350,000.00** | **350,000.00** | **0.00** | **40,050.00** | **309,950.00** | **88.56 %** |
| | **Department: 113 - COUNCIL Total:** | **379,600.00** | **379,600.00** | **1,882.00** | **56,405.50** | **323,194.50** | **85.14 %** |
| **Department: 114 - CITY MANAGER** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-114 | REGULAR SALARIES | 18,594.00 | 18,594.00 | 1,384.74 | 10,135.95 | 8,458.05 | 45.49 % |
| 111-51211-114 | SOCIAL SECURITY | 1,422.00 | 1,422.00 | 101.62 | 744.23 | 677.77 | 47.66 % |
| 111-51221-114 | RETIREMENT | 2,417.00 | 2,417.00 | 138.48 | 1,013.67 | 1,403.33 | 58.06 % |
| 111-51231-114 | HEALTH INSURANCE | 2,253.00 | 2,253.00 | 209.80 | 1,478.63 | 774.37 | 34.37 % |
| 111-51241-114 | LIFE INSURANCE | 11.00 | 11.00 | 0.91 | 5.92 | 5.08 | 46.18 % |
| | **Category: 500 - Personnel Total:** | **24,697.00** | **24,697.00** | **1,835.55** | **13,378.40** | **11,318.60** | **45.83 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-114 | DEPARTMENT SUPPLIES | 1,000.00 | 1,000.00 | 0.00 | 40.97 | 959.03 | 95.90 % |
| 111-52311-114 | MEMBERSHIPS | 135,000.00 | 135,000.00 | 6,852.00 | 25,454.28 | 109,545.72 | 81.14 % |
| | **Category: 503 - Supplies Total:** | **136,000.00** | **136,000.00** | **6,852.00** | **25,495.25** | **110,504.75** | **81.25 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-114 | CONTRACTUAL SERVICES | 110,000.00 | 110,000.00 | 7,462.50 | 44,687.50 | 65,312.50 | 59.38 % |
| 111-53211-114 | LEGAL FEES | 0.00 | 0.00 | 0.00 | 57.00 | -57.00 | 0.00 % |
| 111-53561-114 | PHONE & INTERNET | 750.00 | 750.00 | 35.45 | 212.82 | 537.18 | 71.62 % |
| 111-53711-114 | SCHOOL & CONFERENCE | 5,000.00 | 5,000.00 | 253.45 | 3,621.33 | 1,378.67 | 27.57 % |
| 111-53752-114 | COMMUNITY PROGRAMMING | 100,000.00 | 100,000.00 | 14,000.00 | 14,000.00 | 86,000.00 | 86.00 % |
| 111-53811-114 | BONDING | 900.00 | 900.00 | 0.00 | 0.00 | 900.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **216,650.00** | **216,650.00** | **21,751.40** | **62,578.65** | **154,071.35** | **71.12 %** |
| | **Department: 114 - CITY MANAGER Total:** | **377,347.00** | **377,347.00** | **30,438.95** | **101,452.30** | **275,894.70** | **73.11 %** |
| **Department: 115 - CITY CLERK** | | | | | | | |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 111-49121-115 | REFUND MISCELLANEOUS | 0.00 | 0.00 | 65.00 | 294.98 | 294.98 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **65.00** | **294.98** | **294.98** | **0.00 %** |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-115 | REGULAR SALARIES | 14,609.00 | 14,609.00 | 1,070.18 | 8,056.36 | 6,552.64 | 44.85 % |
| 111-51211-115 | SOCIAL SECURITY | 1,068.00 | 1,068.00 | 76.60 | 577.94 | 490.06 | 45.89 % |
| 111-51221-115 | RETIREMENT | 880.00 | 880.00 | 64.20 | 483.32 | 396.68 | 45.08 % |
| 111-51231-115 | HEALTH INSURANCE | 3,380.00 | 3,380.00 | 299.70 | 2,105.40 | 1,274.60 | 37.71 % |
| 111-51241-115 | LIFE INSURANCE | 17.00 | 17.00 | 1.37 | 8.89 | 8.11 | 47.71 % |
| | **Category: 500 - Personnel Total:** | **19,954.00** | **19,954.00** | **1,512.05** | **11,231.91** | **8,722.09** | **43.71 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-115 | DEPARTMENT SUPPLIES | 2,000.00 | 2,000.00 | 0.00 | 519.18 | 1,480.82 | 74.04 % |
| 111-52311-115 | MEMBERSHIPS | 850.00 | 850.00 | 0.00 | 200.00 | 650.00 | 76.47 % |
| | **Category: 503 - Supplies Total:** | **2,850.00** | **2,850.00** | **0.00** | **719.18** | **2,130.82** | **74.77 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-115 | CONTRACTUAL SERVICES | 14,000.00 | 14,000.00 | 114.98 | 2,521.90 | 11,478.10 | 81.99 % |
| 111-53161-115 | LEGAL PUBLICATIONS | 7,500.00 | 7,500.00 | 515.40 | 3,017.67 | 4,482.33 | 59.76 % |
| 111-53561-115 | PHONE & INTERNET | 750.00 | 750.00 | 0.47 | 2.82 | 747.18 | 99.62 % |
| 111-53711-115 | SCHOOL & CONFERENCE | 3,000.00 | 3,000.00 | 585.91 | 878.91 | 2,121.09 | 70.70 % |
| 111-53811-115 | BONDING | 1,500.00 | 1,500.00 | 875.00 | 875.00 | 625.00 | 41.67 % |
| | **Category: 504 - Contract Services Total:** | **26,750.00** | **26,750.00** | **2,091.76** | **7,296.30** | **19,453.70** | **72.72 %** |
| | **Department: 115 - CITY CLERK Surplus (Deficit):** | **-49,554.00** | **-49,554.00** | **-3,538.81** | **-18,952.41** | **30,601.59** | **61.75 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Department: 116 - IT** | | | | | | | |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-116 | DEPARTMENT SUPPLIES | 62,000.00 | 62,000.00 | 2,546.35 | 4,897.39 | 57,102.61 | 92.10 % |
| | **Category: 503 - Supplies Total:** | **62,000.00** | **62,000.00** | **2,546.35** | **4,897.39** | **57,102.61** | **92.10 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-116 | CONTRACTUAL SERVICES | 145,000.00 | 145,000.00 | 10,140.99 | 100,697.23 | 44,302.77 | 30.55 % |
| 111-53561-116 | PHONE & INTERNET | 2,000.00 | 2,000.00 | 187.00 | 1,050.00 | 950.00 | 47.50 % |
| | **Category: 504 - Contract Services Total:** | **147,000.00** | **147,000.00** | **10,327.99** | **101,747.23** | **45,252.77** | **30.78 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 111-54411-116 | EQUIPMENT | 22,000.00 | 22,000.00 | 0.00 | 0.00 | 22,000.00 | 100.00 % |
| | **Category: 550 - Capital Outlay Total:** | **22,000.00** | **22,000.00** | **0.00** | **0.00** | **22,000.00** | **100.00 %** |
| | **Department: 116 - IT Total:** | **231,000.00** | **231,000.00** | **12,874.34** | **106,644.62** | **124,355.38** | **53.83 %** |
| **Department: 121 - DEVELOPMENT SERVICES** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 111-42301-121 | FILING FEES | 2,500.00 | 2,500.00 | 0.00 | 500.00 | -2,000.00 | 80.00 % |
| 111-42302-121 | PERMITS | 95,000.00 | 95,000.00 | 3,395.00 | 73,846.55 | -21,153.45 | 22.27 % |
| | **Category: 420 - Charges for Services Total:** | **97,500.00** | **97,500.00** | **3,395.00** | **74,346.55** | **-23,153.45** | **23.75 %** |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-121 | REGULAR SALARIES | 265,367.00 | 265,367.00 | 19,086.48 | 143,172.57 | 122,194.43 | 46.05 % |
| 111-51211-121 | SOCIAL SECURITY | 20,301.00 | 20,301.00 | 1,331.82 | 10,072.36 | 10,228.64 | 50.38 % |
| 111-51221-121 | RETIREMENT | 12,332.00 | 12,332.00 | 1,027.48 | 7,898.42 | 4,433.58 | 35.95 % |
| 111-51231-121 | HEALTH INSURANCE | 80,850.00 | 80,850.00 | 7,147.90 | 50,181.40 | 30,668.60 | 37.93 % |
| 111-51241-121 | LIFE INSURANCE | 446.00 | 446.00 | 26.90 | 176.65 | 269.35 | 60.39 % |
| 111-51261-121 | WORKERS COMPENSATION | 2,500.00 | 2,500.00 | 0.00 | 2,845.34 | -345.34 | -13.81 % |
| | **Category: 500 - Personnel Total:** | **381,796.00** | **381,796.00** | **28,620.58** | **214,346.74** | **167,449.26** | **43.86 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-121 | DEPARTMENT SUPPLIES | 7,500.00 | 7,500.00 | 104.74 | 1,146.32 | 6,353.68 | 84.72 % |
| 111-52222-121 | BOOKS | 1,000.00 | 1,000.00 | 0.00 | 69.99 | 930.01 | 93.00 % |
| 111-52311-121 | MEMBERSHIPS | 1,800.00 | 1,800.00 | 0.00 | 0.00 | 1,800.00 | 100.00 % |
| 111-52511-121 | GASOLINE | 1,500.00 | 1,500.00 | 152.51 | 427.73 | 1,072.27 | 71.48 % |
| | **Category: 503 - Supplies Total:** | **11,800.00** | **11,800.00** | **257.25** | **1,644.04** | **10,155.96** | **86.07 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-121 | CONTRACTUAL SERVICES | 60,000.00 | 60,000.00 | 3,025.08 | 32,781.33 | 27,218.67 | 45.36 % |
| 111-53161-121 | LEGAL PUBLICATIONS | 1,700.00 | 1,700.00 | 429.57 | 875.73 | 824.27 | 48.49 % |
| 111-53211-121 | LEGAL FEES | 700.00 | 700.00 | 104.00 | 345.84 | 354.16 | 50.59 % |
| 111-53441-121 | EQUIPMENT MAINTENANCE | 1,000.00 | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 100.00 % |
| 111-53451-121 | VEHICLE MAINTENANCE | 1,000.00 | 1,000.00 | 0.00 | 716.79 | 283.21 | 28.32 % |
| 111-53561-121 | PHONE & INTERNET | 2,500.00 | 2,500.00 | 105.55 | 669.19 | 1,830.81 | 73.23 % |
| 111-53711-121 | SCHOOL & CONFERENCE | 5,000.00 | 5,000.00 | 141.00 | 2,149.08 | 2,850.92 | 57.02 % |
| 111-53831-121 | LIABILITY INSURANCE | 30,382.00 | 30,382.00 | 0.00 | 22,595.50 | 7,786.50 | 25.63 % |
| 111-53841-121 | VEHICLE INSURANCE | 1,869.00 | 1,869.00 | 0.00 | 2,071.23 | -202.23 | -10.82 % |
| 111-54991-121 | GRANT EXPENSE | 60,000.00 | 60,000.00 | 0.00 | 0.00 | 60,000.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **164,151.00** | **164,151.00** | **3,805.20** | **62,204.69** | **101,946.31** | **62.11 %** |
| | **Department: 121 - DEVELOPMENT SERVICES Surplus (Deficit):** | **-460,247.00** | **-460,247.00** | **-29,288.03** | **-203,848.92** | **256,398.08** | **55.71 %** |
| **Department: 141 - FIRE** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 111-42501-141 | FIRE INSPECTIONS | 1,500.00 | 1,500.00 | 240.00 | 845.00 | -655.00 | 43.67 % |
| | **Category: 420 - Charges for Services Total:** | **1,500.00** | **1,500.00** | **240.00** | **845.00** | **-655.00** | **43.67 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 111-46131-141 | SALE OF ASSETS | 0.00 | 0.00 | 0.00 | 10,046.40 | 10,046.40 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **0.00** | **10,046.40** | **10,046.40** | **0.00 %** |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-141 | REGULAR SALARIES | 1,431,391.00 | 1,431,391.00 | 96,983.52 | 728,042.18 | 703,348.82 | 49.14 % |
| 111-51121-141 | OVERTIME SALARIES | 100,000.00 | 100,000.00 | 2,700.16 | 41,402.69 | 58,597.31 | 58.60 % |
| 111-51211-141 | SOCIAL SECURITY | 24,913.00 | 24,913.00 | 1,679.02 | 12,902.83 | 12,010.17 | 48.21 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 111-51221-141 | RETIREMENT | 194,253.00 | 194,253.00 | 13,541.26 | 103,873.50 | 90,379.50 | 46.53 % |
| 111-51231-141 | HEALTH INSURANCE | 383,087.00 | 383,087.00 | 33,866.00 | 227,502.00 | 155,585.00 | 40.61 % |
| 111-51241-141 | LIFE INSURANCE | 1,870.00 | 1,870.00 | 154.70 | 964.60 | 905.40 | 48.42 % |
| 111-51261-141 | WORKERS COMPENSATION | 46,981.00 | 46,981.00 | 0.00 | 35,215.07 | 11,765.93 | 25.04 % |
| 111-51281-141 | DISABILITY INSURANCE | 15,000.00 | 15,000.00 | 557.56 | 3,521.66 | 11,478.34 | 76.52 % |
| | **Category: 500 - Personnel Total:** | **2,197,495.00** | **2,197,495.00** | **149,482.22** | **1,153,424.53** | **1,044,070.47** | **47.51 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-141 | DEPARTMENT SUPPLIES | 32,000.00 | 32,000.00 | 1,401.07 | 11,960.30 | 20,039.70 | 62.62 % |
| 111-52121-141 | JANITORIAL SUPPLIES | 1,100.00 | 1,100.00 | 125.58 | 420.37 | 679.63 | 61.78 % |
| 111-52181-141 | UNIFORMS & CLOTHING | 9,000.00 | 9,000.00 | 624.90 | 3,267.59 | 5,732.41 | 63.69 % |
| 111-52211-141 | PUBLICATIONS | 250.00 | 250.00 | 0.00 | 0.00 | 250.00 | 100.00 % |
| 111-52311-141 | MEMBERSHIPS | 2,000.00 | 2,000.00 | 173.00 | 348.00 | 1,652.00 | 82.60 % |
| 111-52411-141 | POSTAGE | 200.00 | 200.00 | 0.00 | 0.00 | 200.00 | 100.00 % |
| 111-52511-141 | GASOLINE | 4,000.00 | 4,000.00 | 376.50 | 1,741.58 | 2,258.42 | 56.46 % |
| 111-52521-141 | OTHER FUEL | 18,000.00 | 18,000.00 | 1,394.73 | 6,178.94 | 11,821.06 | 65.67 % |
| | **Category: 503 - Supplies Total:** | **66,550.00** | **66,550.00** | **4,095.78** | **23,916.78** | **42,633.22** | **64.06 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-141 | CONTRACTUAL SERVICES | 80,000.00 | 80,000.00 | 700.00 | 16,917.48 | 63,082.52 | 78.85 % |
| 111-53161-141 | LEGAL PUBLICATIONS | 100.00 | 100.00 | 0.00 | 0.00 | 100.00 | 100.00 % |
| 111-53211-141 | LEGAL FEES | 100.00 | 100.00 | 0.00 | 0.00 | 100.00 | 100.00 % |
| 111-53421-141 | BUILDING MAINTENANCE | 7,500.00 | 7,500.00 | 1,651.50 | 4,698.56 | 2,801.44 | 37.35 % |
| 111-53441-141 | EQUIPMENT MAINTENANCE | 10,000.00 | 10,000.00 | 0.00 | 4,249.94 | 5,750.06 | 57.50 % |
| 111-53451-141 | VEHICLE MAINTENANCE | 55,000.00 | 55,000.00 | 11,168.05 | 52,248.06 | 2,751.94 | 5.00 % |
| 111-53511-141 | ELECTRICITY | 10,000.00 | 10,000.00 | 702.84 | 5,286.59 | 4,713.41 | 47.13 % |
| 111-53521-141 | HEATING FUEL | 2,000.00 | 2,000.00 | 256.72 | 1,624.36 | 375.64 | 18.78 % |
| 111-53561-141 | PHONE & INTERNET | 4,100.00 | 4,100.00 | 414.18 | 2,425.86 | 1,674.14 | 40.83 % |
| 111-53571-141 | CELLULAR PHONE | 3,600.00 | 3,600.00 | 160.18 | 961.44 | 2,638.56 | 73.29 % |
| 111-53711-141 | SCHOOL & CONFERENCE | 25,000.00 | 25,000.00 | 3,657.58 | 8,381.99 | 16,618.01 | 66.47 % |
| 111-53821-141 | PROP & EQUIP INSURANCE | 7,730.00 | 7,730.00 | 0.00 | 8,725.19 | -995.19 | -12.87 % |
| 111-53831-141 | LIABILITY INSURANCE | 28,750.00 | 28,750.00 | 0.00 | 15,416.21 | 13,333.79 | 46.38 % |
| 111-53841-141 | VEHICLE INSURANCE | 29,045.00 | 29,045.00 | 0.00 | 23,981.51 | 5,063.49 | 17.43 % |
| | **Category: 504 - Contract Services Total:** | **262,925.00** | **262,925.00** | **18,711.05** | **144,917.19** | **118,007.81** | **44.88 %** |
| | **Department: 141 - FIRE Surplus (Deficit):** | **-2,525,470.00** | **-2,525,470.00** | **-172,049.05** | **-1,311,367.10** | **1,214,102.90** | **48.07 %** |
| **Department: 142 - POLICE** | | | | | | | |
| **Category: 412 - Intergovernmental** | | | | | | | |
| 111-43148-142 | WING | 0.00 | 0.00 | 694.45 | 694.45 | 694.45 | 0.00 % |
| | **Category: 412 - Intergovernmental Total:** | **0.00** | **0.00** | **694.45** | **694.45** | **694.45** | **0.00 %** |
| **Category: 420 - Charges for Services** | | | | | | | |
| 111-42111-142 | PHOTOCOPIES | 3,000.00 | 3,000.00 | 205.00 | 1,476.00 | -1,524.00 | 50.80 % |
| 111-42147-142 | SECURITY | 1,000.00 | 1,000.00 | 0.00 | 0.00 | -1,000.00 | 100.00 % |
| 111-42401-142 | VEHICLE IMPOUNDING FEES | 20,000.00 | 20,000.00 | 310.00 | 10,222.00 | -9,778.00 | 48.89 % |
| 111-42403-142 | FINGER PRINTS | 500.00 | 500.00 | 30.00 | 160.00 | -340.00 | 68.00 % |
| 111-42404-142 | HANDGUN PERMITS | 1,000.00 | 1,000.00 | 125.00 | 550.00 | -450.00 | 45.00 % |
| 111-42405-142 | ALCOHOL TESTS | 4,000.00 | 4,000.00 | 1,409.00 | 3,984.00 | -16.00 | 0.40 % |
| 111-42406-142 | ALARMS | 1,000.00 | 1,000.00 | 0.00 | 650.00 | -350.00 | 35.00 % |
| 111-42407-142 | WITNESS FEES | 250.00 | 250.00 | 0.00 | 20.00 | -230.00 | 92.00 % |
| 111-42410-142 | POLICE SERV-TERRYTOWN | 137,500.00 | 137,500.00 | 11,461.67 | 80,231.69 | -57,268.31 | 41.65 % |
| 111-42412-142 | ATV PERMITS | 200.00 | 200.00 | 100.00 | 300.00 | 100.00 | 150.00 % |
| 111-43153-142 | SCHOOL SRO MATCH | 120,000.00 | 120,000.00 | 29,091.55 | 77,378.94 | -42,621.06 | 35.52 % |
| | **Category: 420 - Charges for Services Total:** | **288,450.00** | **288,450.00** | **42,732.22** | **174,972.63** | **-113,477.37** | **39.34 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 111-46131-142 | SALE OF ASSETS | 0.00 | 0.00 | 3,923.72 | 36,164.37 | 36,164.37 | 0.00 % |
| 111-49111-142 | MISCELLANEOUS | 0.00 | 0.00 | 42,878.73 | 55,924.60 | 55,924.60 | 0.00 % |
| 111-49224-142 | REIMBURSEMENT-SCHOOL | 0.00 | 0.00 | 4,689.00 | 12,247.50 | 12,247.50 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **51,491.45** | **104,336.47** | **104,336.47** | **0.00 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-142 | REGULAR SALARIES | 3,374,088.00 | 3,374,088.00 | 211,049.80 | 1,560,862.11 | 1,813,225.89 | 53.74 % |
| 111-51121-142 | OVERTIME SALARIES | 300,000.00 | 300,000.00 | 27,633.23 | 192,595.66 | 107,404.34 | 35.80 % |
| 111-51131-142 | PART-TIME SALARIES | 45,000.00 | 45,000.00 | 3,078.00 | 25,218.00 | 19,782.00 | 43.96 % |
| 111-51211-142 | SOCIAL SECURITY | 256,971.00 | 256,971.00 | 17,210.24 | 127,759.93 | 129,211.07 | 50.28 % |
| 111-51221-142 | RETIREMENT | 293,113.00 | 293,113.00 | 20,230.33 | 148,852.20 | 144,260.80 | 49.22 % |
| 111-51231-142 | HEALTH INSURANCE | 833,778.00 | 833,778.00 | 72,358.00 | 489,980.00 | 343,798.00 | 41.23 % |
| 111-51241-142 | LIFE INSURANCE | 4,070.00 | 4,070.00 | 327.60 | 2,046.59 | 2,023.41 | 49.72 % |
| 111-51261-142 | WORKERS COMPENSATION | 155,000.00 | 155,000.00 | 0.00 | 116,063.00 | 38,937.00 | 25.12 % |
| 111-51281-142 | DISABILITY INSURANCE | 6,750.00 | 6,750.00 | 430.46 | 3,886.74 | 2,863.26 | 42.42 % |
| | **Category: 500 - Personnel Total:** | **5,268,770.00** | **5,268,770.00** | **352,317.66** | **2,667,264.23** | **2,601,505.77** | **49.38 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-142 | DEPARTMENT SUPPLIES | 18,000.00 | 18,000.00 | 2,207.79 | 8,798.70 | 9,201.30 | 51.12 % |
| 111-52121-142 | JANITORIAL SUPPLIES | 1,200.00 | 1,200.00 | 125.57 | 420.31 | 779.69 | 64.97 % |
| 111-52161-142 | FIREARMS RANGE SUPPLIES | 2,500.00 | 2,500.00 | 0.00 | 0.00 | 2,500.00 | 100.00 % |
| 111-52162-142 | FIREARMS SUPPLIES | 10,000.00 | 10,000.00 | 718.00 | 718.00 | 9,282.00 | 92.82 % |
| 111-52163-142 | INVESTIGATIVE EXPENSES | 10,000.00 | 10,000.00 | 1,053.52 | 3,694.36 | 6,305.64 | 63.06 % |
| 111-52181-142 | UNIFORMS & CLOTHING | 17,500.00 | 17,500.00 | 59.98 | 8,080.42 | 9,419.58 | 53.83 % |
| 111-52211-142 | PUBLICATIONS | 650.00 | 650.00 | 0.00 | 596.38 | 53.62 | 8.25 % |
| 111-52311-142 | MEMBERSHIPS | 1,500.00 | 1,500.00 | 0.00 | 798.00 | 702.00 | 46.80 % |
| 111-52411-142 | POSTAGE | 6,000.00 | 6,000.00 | 296.87 | 3,337.39 | 2,662.61 | 44.38 % |
| 111-52511-142 | GASOLINE | 70,000.00 | 70,000.00 | 7,419.17 | 28,770.05 | 41,229.95 | 58.90 % |
| 111-52999-142 | MISCELLANEOUS | 10,000.00 | 10,000.00 | 2,223.00 | 5,520.71 | 4,479.29 | 44.79 % |
| | **Category: 503 - Supplies Total:** | **147,350.00** | **147,350.00** | **14,103.90** | **60,734.32** | **86,615.68** | **58.78 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-142 | CONTRACTUAL SERVICES | 197,604.00 | 197,604.00 | 16,714.69 | 115,402.53 | 82,201.47 | 41.60 % |
| 111-53121-142 | CONSULTING SERVICES | 2,250.00 | 2,250.00 | 645.07 | 2,544.54 | -294.54 | -13.09 % |
| 111-53161-142 | LEGAL PUBLICATIONS | 1,000.00 | 1,000.00 | 82.49 | 365.26 | 634.74 | 63.47 % |
| 111-53211-142 | LEGAL FEES | 7,500.00 | 7,500.00 | 1,167.04 | 4,973.11 | 2,526.89 | 33.69 % |
| 111-53421-142 | BUILDING MAINTENANCE | 8,000.00 | 8,000.00 | 1,883.51 | 6,395.47 | 1,604.53 | 20.06 % |
| 111-53441-142 | EQUIPMENT MAINTENANCE | 16,000.00 | 16,000.00 | 378.76 | 3,715.93 | 12,284.07 | 76.78 % |
| 111-53451-142 | VEHICLE MAINTENANCE | 85,000.00 | 85,000.00 | 267.48 | 23,200.69 | 61,799.31 | 72.71 % |
| 111-53511-142 | ELECTRICITY | 12,000.00 | 12,000.00 | 775.70 | 5,746.96 | 6,253.04 | 52.11 % |
| 111-53521-142 | HEATING FUEL | 5,000.00 | 5,000.00 | 359.47 | 2,199.88 | 2,800.12 | 56.00 % |
| 111-53561-142 | PHONE & INTERNET | 35,000.00 | 35,000.00 | 2,574.44 | 15,493.80 | 19,506.20 | 55.73 % |
| 111-53631-142 | RENT-MACHINES | 1,100.00 | 1,100.00 | 15.00 | 624.06 | 475.94 | 43.27 % |
| 111-53711-142 | SCHOOL & CONFERENCE | 35,000.00 | 35,000.00 | 1,202.90 | 25,657.35 | 9,342.65 | 26.69 % |
| 111-53811-142 | BONDING | 850.00 | 850.00 | 72.50 | 72.50 | 777.50 | 91.47 % |
| 111-53821-142 | PROP & EQUIP INSURANCE | 13,885.00 | 13,885.00 | 0.00 | 15,136.03 | -1,251.03 | -9.01 % |
| 111-53831-142 | LIABILITY INSURANCE | 72,404.00 | 72,404.00 | 0.00 | 71,332.80 | 1,071.20 | 1.48 % |
| 111-53841-142 | VEHICLE INSURANCE | 18,462.00 | 18,462.00 | 0.00 | 21,596.62 | -3,134.62 | -16.98 % |
| 111-59611-142 | BAD DEBT EXPENSE | 250.00 | 250.00 | 0.00 | 0.00 | 250.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **511,305.00** | **511,305.00** | **26,139.05** | **314,457.53** | **196,847.47** | **38.50 %** |
| | **Department: 142 - POLICE Surplus (Deficit):** | **-5,638,975.00** | **-5,638,975.00** | **-297,642.49** | **-2,762,452.53** | **2,876,522.47** | **51.01 %** |
| **Department: 143 - EMERGENCY MANAGEMENT** | | | | | | | |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-143 | DEPARTMENT SUPPLIES | 5,000.00 | 5,000.00 | 0.00 | 0.00 | 5,000.00 | 100.00 % |
| | **Category: 503 - Supplies Total:** | **5,000.00** | **5,000.00** | **0.00** | **0.00** | **5,000.00** | **100.00 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-143 | CONTRACTUAL SERVICES | 73,603.00 | 73,603.00 | 0.00 | 21,369.91 | 52,233.09 | 70.97 % |
| 111-53511-143 | ELECTRICITY | 3,000.00 | 3,000.00 | 264.45 | 1,701.70 | 1,298.30 | 43.28 % |
| 111-53821-143 | PROP & EQUIP INSURANCE | 100.00 | 100.00 | 0.00 | 0.00 | 100.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **76,703.00** | **76,703.00** | **264.45** | **23,071.61** | **53,631.39** | **69.92 %** |
| | **Department: 143 - EMERGENCY MANAGEMENT Total:** | **81,703.00** | **81,703.00** | **264.45** | **23,071.61** | **58,631.39** | **71.76 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Department: 151 - LIBRARY** | | | | | | | |
| **Category: 412 - Intergovernmental** | | | | | | | |
| 111-43105-151 | GRANT | 0.00 | 0.00 | 0.00 | 10,000.00 | 10,000.00 | 0.00 % |
| | **Category: 412 - Intergovernmental Total:** | **0.00** | **0.00** | **0.00** | **10,000.00** | **10,000.00** | **0.00 %** |
| **Category: 420 - Charges for Services** | | | | | | | |
| 111-42111-151 | PHOTOCOPIES | 7,000.00 | 7,000.00 | 1,115.63 | 5,280.70 | -1,719.30 | 24.56 % |
| 111-42112-151 | LOST BOOKS & FINES | 2,300.00 | 2,300.00 | 112.89 | 831.60 | -1,468.40 | 63.84 % |
| | **Category: 420 - Charges for Services Total:** | **9,300.00** | **9,300.00** | **1,228.52** | **6,112.30** | **-3,187.70** | **34.28 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 111-49111-151 | MISCELLANEOUS | 0.00 | 0.00 | 13.31 | 344.48 | 344.48 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **13.31** | **344.48** | **344.48** | **0.00 %** |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-151 | REGULAR SALARIES | 455,498.00 | 455,498.00 | 26,525.94 | 212,014.88 | 243,483.12 | 53.45 % |
| 111-51131-151 | PART-TIME SALARIES | 96,000.00 | 96,000.00 | 9,053.92 | 59,291.65 | 36,708.35 | 38.24 % |
| 111-51211-151 | SOCIAL SECURITY | 34,846.00 | 34,846.00 | 2,632.40 | 20,119.10 | 14,726.90 | 42.26 % |
| 111-51221-151 | RETIREMENT | 22,987.00 | 22,987.00 | 984.19 | 7,754.92 | 15,232.08 | 66.26 % |
| 111-51231-151 | HEALTH INSURANCE | 162,249.00 | 162,249.00 | 13,326.00 | 93,262.00 | 68,987.00 | 42.52 % |
| 111-51241-151 | LIFE INSURANCE | 770.00 | 770.00 | 63.70 | 414.05 | 355.95 | 46.23 % |
| 111-51261-151 | WORKERS COMPENSATION | 630.00 | 630.00 | 0.00 | 499.30 | 130.70 | 20.75 % |
| | **Category: 500 - Personnel Total:** | **772,980.00** | **772,980.00** | **52,586.15** | **393,355.90** | **379,624.10** | **49.11 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-151 | DEPARTMENT SUPPLIES | 16,000.00 | 16,000.00 | 964.94 | 4,321.52 | 11,678.48 | 72.99 % |
| 111-52121-151 | JANITORIAL SUPPLIES | 8,000.00 | 8,000.00 | 536.26 | 3,404.78 | 4,595.22 | 57.44 % |
| 111-52221-151 | AUDIOVISUAL SUPPLIES | 1,500.00 | 1,500.00 | 0.00 | 152.94 | 1,347.06 | 89.80 % |
| 111-52222-151 | COLLECTIONS | 44,000.00 | 44,000.00 | 1,808.52 | 17,263.31 | 26,736.69 | 60.77 % |
| 111-52223-151 | PROGRAMMING | 13,000.00 | 13,000.00 | 96.49 | 3,264.39 | 9,735.61 | 74.89 % |
| 111-52225-151 | SUBSCRIPTIONS | 18,000.00 | 18,000.00 | 0.00 | 2,450.19 | 15,549.81 | 86.39 % |
| 111-52311-151 | MEMBERSHIPS | 500.00 | 500.00 | 0.00 | 0.00 | 500.00 | 100.00 % |
| 111-52411-151 | POSTAGE | 5,000.00 | 5,000.00 | 0.00 | 2,000.00 | 3,000.00 | 60.00 % |
| | **Category: 503 - Supplies Total:** | **106,000.00** | **106,000.00** | **3,406.21** | **32,857.13** | **73,142.87** | **69.00 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-151 | CONTRACTUAL SERVICES | 81,600.00 | 81,600.00 | 2,197.89 | 24,942.17 | 56,657.83 | 69.43 % |
| 111-53161-151 | LEGAL PUBLICATIONS | 300.00 | 300.00 | 15.82 | 78.55 | 221.45 | 73.82 % |
| 111-53421-151 | BUILDING MAINTENANCE | 30,000.00 | 30,000.00 | 602.82 | 8,858.12 | 21,141.88 | 70.47 % |
| 111-53441-151 | EQUIPMENT MAINTENANCE | 20,000.00 | 20,000.00 | 155.00 | 207.00 | 19,793.00 | 98.97 % |
| 111-53511-151 | ELECTRICITY | 34,000.00 | 34,000.00 | 2,346.92 | 15,678.62 | 18,321.38 | 53.89 % |
| 111-53521-151 | HEATING FUEL | 5,500.00 | 5,500.00 | 443.74 | 2,720.25 | 2,779.75 | 50.54 % |
| 111-53561-151 | PHONE & INTERNET | 6,000.00 | 6,000.00 | 383.93 | 2,277.94 | 3,722.06 | 62.03 % |
| 111-53711-151 | SCHOOL & CONFERENCE | 5,000.00 | 5,000.00 | 0.00 | 367.85 | 4,632.15 | 92.64 % |
| 111-53721-151 | BUSINESS TRAVEL | 3,500.00 | 3,500.00 | 0.00 | 1,217.49 | 2,282.51 | 65.21 % |
| 111-53821-151 | PROP & EQUIP INSURANCE | 41,394.00 | 41,394.00 | 0.00 | 40,291.35 | 1,102.65 | 2.66 % |
| 111-53831-151 | LIABILITY INSURANCE | 9,370.00 | 9,370.00 | 0.00 | 8,866.95 | 503.05 | 5.37 % |
| | **Category: 504 - Contract Services Total:** | **236,664.00** | **236,664.00** | **6,146.12** | **105,506.29** | **131,157.71** | **55.42 %** |
| | **Department: 151 - LIBRARY Surplus (Deficit):** | **-1,106,344.00** | **-1,106,344.00** | **-60,896.65** | **-515,262.54** | **591,081.46** | **53.43 %** |
| **Department: 171 - PARKS** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 111-42201-171 | CAMPGROUND FEES | 60,000.00 | 60,000.00 | 2,749.50 | 6,626.50 | -53,373.50 | 88.96 % |
| 111-42206-171 | PARK RENTAL FEES | 3,000.00 | 3,000.00 | 0.00 | 0.00 | -3,000.00 | 100.00 % |
| 111-49231-171 | BALLFIELD LEASE REVENUE | 23,000.00 | 23,000.00 | 0.00 | 0.00 | -23,000.00 | 100.00 % |
| | **Category: 420 - Charges for Services Total:** | **86,000.00** | **86,000.00** | **2,749.50** | **6,626.50** | **-79,373.50** | **92.29 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 111-46112-171 | LEASE PAYMENTS | 12,000.00 | 12,000.00 | 1,054.67 | 8,781.90 | -3,218.10 | 26.82 % |
| 111-49111-171 | MISCELLANEOUS | 0.00 | 0.00 | 0.00 | 4,878.43 | 4,878.43 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **12,000.00** | **12,000.00** | **1,054.67** | **13,660.33** | **1,660.33** | **13.84 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-171 | REGULAR SALARIES | 802,919.00 | 802,919.00 | 57,132.01 | 429,509.89 | 373,409.11 | 46.51 % |
| 111-51121-171 | OVERTIME SALARIES | 2,000.00 | 2,000.00 | 236.21 | 735.76 | 1,264.24 | 63.21 % |
| 111-51131-171 | PART-TIME SALARIES | 105,300.00 | 105,300.00 | 2,598.75 | 15,658.50 | 89,641.50 | 85.13 % |
| 111-51211-171 | SOCIAL SECURITY | 61,303.00 | 61,303.00 | 4,305.88 | 32,119.55 | 29,183.45 | 47.61 % |
| 111-51221-171 | RETIREMENT | 31,120.00 | 31,120.00 | 2,862.31 | 21,288.26 | 9,831.74 | 31.59 % |
| 111-51231-171 | HEALTH INSURANCE | 259,147.00 | 259,147.00 | 24,795.04 | 171,867.45 | 87,279.55 | 33.68 % |
| 111-51241-171 | LIFE INSURANCE | 1,265.00 | 1,265.00 | 113.76 | 723.11 | 541.89 | 42.84 % |
| 111-51261-171 | WORKERS COMPENSATION | 17,725.00 | 17,725.00 | 0.00 | 13,236.56 | 4,488.44 | 25.32 % |
| | **Category: 500 - Personnel Total:** | **1,280,779.00** | **1,280,779.00** | **92,043.96** | **685,139.08** | **595,639.92** | **46.51 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-171 | DEPARTMENT SUPPLIES | 67,000.00 | 67,000.00 | 2,977.14 | 16,379.57 | 50,620.43 | 75.55 % |
| 111-52121-171 | JANITORIAL SUPPLIES | 6,000.00 | 6,000.00 | 596.92 | 1,332.65 | 4,667.35 | 77.79 % |
| 111-52181-171 | UNIFORMS & CLOTHING | 5,000.00 | 5,000.00 | 0.00 | 4,741.96 | 258.04 | 5.16 % |
| 111-52311-171 | MEMBERSHIPS | 300.00 | 300.00 | 0.00 | 97.00 | 203.00 | 67.67 % |
| 111-52411-171 | POSTAGE | 200.00 | 200.00 | 0.00 | 0.00 | 200.00 | 100.00 % |
| 111-52511-171 | GASOLINE | 25,000.00 | 25,000.00 | 1,565.97 | 8,858.75 | 16,141.25 | 64.57 % |
| 111-52521-171 | OTHER FUEL | 30,000.00 | 30,000.00 | 37.19 | 2,886.47 | 27,113.53 | 90.38 % |
| 111-52999-171 | MISCELLANEOUS | 350.00 | 350.00 | 0.00 | 0.00 | 350.00 | 100.00 % |
| | **Category: 503 - Supplies Total:** | **133,850.00** | **133,850.00** | **5,177.22** | **34,296.40** | **99,553.60** | **74.38 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-171 | CONTRACTUAL SERVICES | 37,000.00 | 37,000.00 | 775.00 | 24,018.53 | 12,981.47 | 35.09 % |
| 111-53161-171 | LEGAL PUBLICATIONS | 1,500.00 | 1,500.00 | 65.94 | 163.25 | 1,336.75 | 89.12 % |
| 111-53211-171 | LEGAL FEES | 2,500.00 | 2,500.00 | 0.00 | 0.00 | 2,500.00 | 100.00 % |
| 111-53421-171 | BUILDING MAINTENANCE | 28,000.00 | 28,000.00 | 1,876.95 | 7,614.41 | 20,385.59 | 72.81 % |
| 111-53431-171 | ELECTRICAL MAINTENANCE | 36,000.00 | 36,000.00 | 1,995.47 | 6,439.47 | 29,560.53 | 82.11 % |
| 111-53441-171 | EQUIPMENT MAINTENANCE | 67,000.00 | 67,000.00 | 223.29 | 29,656.31 | 37,343.69 | 55.74 % |
| 111-53451-171 | VEHICLE MAINTENANCE | 30,000.00 | 30,000.00 | 959.63 | 8,339.30 | 21,660.70 | 72.20 % |
| 111-53471-171 | GROUNDS MAINTENANCE | 115,000.00 | 115,000.00 | 8,843.17 | 48,088.96 | 66,911.04 | 58.18 % |
| 111-53511-171 | ELECTRICITY | 55,000.00 | 55,000.00 | 3,441.32 | 23,863.57 | 31,136.43 | 56.61 % |
| 111-53521-171 | HEATING FUEL | 5,000.00 | 5,000.00 | 688.82 | 4,264.22 | 735.78 | 14.72 % |
| 111-53551-171 | STREET LIGHTS | 2,000.00 | 2,000.00 | 100.40 | 702.80 | 1,297.20 | 64.86 % |
| 111-53561-171 | PHONE & INTERNET | 4,000.00 | 4,000.00 | 171.19 | 1,067.68 | 2,932.32 | 73.31 % |
| 111-53571-171 | CELLULAR PHONE | 600.00 | 600.00 | 39.94 | 199.70 | 400.30 | 66.72 % |
| 111-53631-171 | RENT-MACHINES | 0.00 | 0.00 | 50.00 | 300.00 | -300.00 | 0.00 % |
| 111-53711-171 | SCHOOL & CONFERENCE | 2,000.00 | 2,000.00 | 0.00 | 285.00 | 1,715.00 | 85.75 % |
| 111-53821-171 | PROP & EQUIP INSURANCE | 79,072.00 | 79,072.00 | 0.00 | 79,294.48 | -222.48 | -0.28 % |
| 111-53831-171 | LIABILITY INSURANCE | 11,276.00 | 11,276.00 | 0.00 | 10,841.60 | 434.40 | 3.85 % |
| 111-53841-171 | VEHICLE INSURANCE | 9,672.00 | 9,672.00 | 0.00 | 10,284.56 | -612.56 | -6.33 % |
| | **Category: 504 - Contract Services Total:** | **485,620.00** | **485,620.00** | **19,231.12** | **255,423.84** | **230,196.16** | **47.40 %** |
| | **Department: 171 - PARKS Surplus (Deficit):** | **-1,802,249.00** | **-1,802,249.00** | **-112,648.13** | **-954,572.49** | **847,676.51** | **47.03 %** |
| **Department: 172 - RECREATION** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 111-42202-172 | RECREATION FEES | 2,500.00 | 2,500.00 | 0.00 | 1,080.00 | -1,420.00 | 56.80 % |
| 111-42203-172 | POOL REVENUES | 45,000.00 | 45,000.00 | 0.00 | 0.00 | -45,000.00 | 100.00 % |
| 111-42205-172 | POOL PASSES | 3,500.00 | 3,500.00 | 0.00 | 125.00 | -3,375.00 | 96.43 % |
| 111-42207-172 | CONCESSION STAND SALES | 9,000.00 | 9,000.00 | 0.00 | 492.80 | -8,507.20 | 94.52 % |
| | **Category: 420 - Charges for Services Total:** | **60,000.00** | **60,000.00** | **0.00** | **1,697.80** | **-58,302.20** | **97.17 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 111-46131-172 | SALE OF ASSETS | 0.00 | 0.00 | 0.00 | 154,894.18 | 154,894.18 | 0.00 % |
| 111-49111-172 | MISCELLANEOUS | 0.00 | 0.00 | 2,885.00 | 6,575.00 | 6,575.00 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **2,885.00** | **161,469.18** | **161,469.18** | **0.00 %** |
| **Category: 500 - Personnel** | | | | | | | |
| 111-51111-172 | REGULAR SALARIES | 67,571.00 | 67,571.00 | 5,323.92 | 38,980.96 | 28,590.04 | 42.31 % |
| 111-51131-172 | PART-TIME SALARIES | 115,000.00 | 115,000.00 | 0.00 | 0.00 | 115,000.00 | 100.00 % |
| 111-51211-172 | SOCIAL SECURITY | 14,282.00 | 14,282.00 | 407.28 | 2,982.01 | 11,299.99 | 79.12 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 111-51221-172 | RETIREMENT | 1,930.00 | 1,930.00 | 159.72 | 1,169.48 | 760.52 | 39.41 % |
| 111-51231-172 | HEALTH INSURANCE | 22,535.00 | 22,535.00 | 1,878.00 | 13,146.00 | 9,389.00 | 41.66 % |
| 111-51241-172 | LIFE INSURANCE | 110.00 | 110.00 | 9.10 | 59.15 | 50.85 | 46.23 % |
| 111-51261-172 | WORKERS COMPENSATION | 3,747.00 | 3,747.00 | 0.00 | 2,772.27 | 974.73 | 26.01 % |
| | **Category: 500 - Personnel Total:** | **225,175.00** | **225,175.00** | **7,778.02** | **59,109.87** | **166,065.13** | **73.75 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 111-52111-172 | DEPARTMENT SUPPLIES | 30,000.00 | 30,000.00 | 2,645.06 | 4,419.49 | 25,580.51 | 85.27 % |
| 111-52114-172 | CONCESSION SUPPLIES | 10,000.00 | 10,000.00 | 0.00 | -92.50 | 10,092.50 | 100.93 % |
| 111-52134-172 | SPECIAL EVENTS | 6,500.00 | 6,500.00 | 771.92 | 12,011.55 | -5,511.55 | -84.79 % |
| 111-52181-172 | UNIFORMS & CLOTHING | 4,000.00 | 4,000.00 | 0.00 | 0.00 | 4,000.00 | 100.00 % |
| 111-52311-172 | MEMBERSHIPS | 300.00 | 300.00 | 0.00 | 0.00 | 300.00 | 100.00 % |
| | **Category: 503 - Supplies Total:** | **50,800.00** | **50,800.00** | **3,416.98** | **16,338.54** | **34,461.46** | **67.84 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 111-53111-172 | CONTRACTUAL SERVICES | 450,000.00 | 450,000.00 | 89,786.01 | 271,671.45 | 178,328.55 | 39.63 % |
| 111-53411-172 | JANITORIAL SERVICE | 12,000.00 | 12,000.00 | 0.00 | 0.00 | 12,000.00 | 100.00 % |
| 111-53421-172 | BUILDING MAINTENANCE | 50,000.00 | 50,000.00 | 36.38 | 36.38 | 49,963.62 | 99.93 % |
| 111-53441-172 | EQUIPMENT MAINTENANCE | 15,000.00 | 15,000.00 | 0.00 | 0.00 | 15,000.00 | 100.00 % |
| 111-53511-172 | ELECTRICITY | 15,000.00 | 15,000.00 | 85.73 | 1,374.11 | 13,625.89 | 90.84 % |
| 111-53521-172 | HEATING FUEL | 16,000.00 | 16,000.00 | 182.45 | 1,075.26 | 14,924.74 | 93.28 % |
| 111-53561-172 | PHONE & INTERNET | 2,500.00 | 2,500.00 | 33.18 | 293.11 | 2,206.89 | 88.28 % |
| 111-53711-172 | SCHOOL & CONFERENCE | 1,500.00 | 1,500.00 | 0.00 | 20.00 | 1,480.00 | 98.67 % |
| 111-53821-172 | PROP & EQUIP INSURANCE | 8,000.00 | 8,000.00 | 0.00 | 7,500.00 | 500.00 | 6.25 % |
| 111-53831-172 | LIABILITY INSURANCE | 4,700.00 | 4,700.00 | 0.00 | 4,350.67 | 349.33 | 7.43 % |
| 111-59211-172 | LICENSE/PERMITS | 1,000.00 | 1,000.00 | 80.00 | 80.00 | 920.00 | 92.00 % |
| | **Category: 504 - Contract Services Total:** | **575,700.00** | **575,700.00** | **90,203.75** | **286,400.98** | **289,299.02** | **50.25 %** |
| | **Department: 172 - RECREATION Surplus (Deficit):** | **-791,675.00** | **-791,675.00** | **-98,513.75** | **-198,682.41** | **592,992.59** | **74.90 %** |
| **Department: 213 - CEMETERY** | | | | | | | |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 111-55201-213 | TRANSFER TO CEMETERY | 350,000.00 | 350,000.00 | 0.00 | 350,000.00 | 0.00 | 0.00 % |
| | **Category: 570 - Other Financing Uses Total:** | **350,000.00** | **350,000.00** | **0.00** | **350,000.00** | **0.00** | **0.00 %** |
| | **Department: 213 - CEMETERY Total:** | **350,000.00** | **350,000.00** | **0.00** | **350,000.00** | **0.00** | **0.00 %** |
| | **Fund: 111 - GENERAL Surplus (Deficit):** | **-3,120,830.00** | **-3,120,830.00** | **103,482.87** | **-530,705.48** | **2,590,124.52** | **82.99 %** |
| | **Report Surplus (Deficit):** | **-3,120,830.00** | **-3,120,830.00** | **103,482.87** | **-530,705.48** | **2,590,124.52** | **82.99 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Fund: 212 - STREETS** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 212-41111-000 | PROPERTY TAX-GENERAL | 560,000.00 | 560,000.00 | 23,644.40 | 145,673.53 | -414,326.47 | 73.99 % |
| 212-41112-000 | CITY SALES TAX | 520,000.00 | 520,000.00 | 42,591.04 | 297,555.14 | -222,444.86 | 42.78 % |
| 212-41130-000 | STATE PROP. TAX CREDIT | 20,000.00 | 20,000.00 | 0.00 | 19,892.27 | -107.73 | 0.54 % |
| 212-41141-000 | MOTOR VEHICLE TAX | 65,000.00 | 65,000.00 | 6,814.54 | 46,626.42 | -18,373.58 | 28.27 % |
| 212-41142-212 | MOTOR VEHICLE FEES | 135,000.00 | 135,000.00 | 0.00 | 0.00 | -135,000.00 | 100.00 % |
| | **Category: 400 - Taxes Total:** | **1,300,000.00** | **1,300,000.00** | **73,049.98** | **509,747.36** | **-790,252.64** | **60.79 %** |
| **Category: 412 - Intergovernmental** | | | | | | | |
| 212-41122-212 | HIGHWAY USER TAX | 2,104,266.00 | 2,104,266.00 | 198,988.31 | 1,321,950.39 | -782,315.61 | 37.18 % |
| 212-43105-000 | GRANT | 348,667.00 | 348,667.00 | 0.00 | 486,166.70 | 137,499.70 | 139.44 % |
| | **Category: 412 - Intergovernmental Total:** | **2,452,933.00** | **2,452,933.00** | **198,988.31** | **1,808,117.09** | **-644,815.91** | **26.29 %** |
| **Category: 420 - Charges for Services** | | | | | | | |
| 212-43149-212 | REIMBURSEMENT-STATE | 36,792.00 | 36,792.00 | 0.00 | 0.00 | -36,792.00 | 100.00 % |
| 212-46111-000 | SALES & SERVICE | 1,500.00 | 1,500.00 | 0.00 | 4,050.95 | 2,550.95 | 270.06 % |
| | **Category: 420 - Charges for Services Total:** | **38,292.00** | **38,292.00** | **0.00** | **4,050.95** | **-34,241.05** | **89.42 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 212-47111-000 | INTEREST EARNINGS | 15,000.00 | 15,000.00 | 14,964.17 | 102,202.64 | 87,202.64 | 681.35 % |
| | **Category: 460 - Investment Income Total:** | **15,000.00** | **15,000.00** | **14,964.17** | **102,202.64** | **87,202.64** | **581.35 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 212-49111-212 | MISCELLANEOUS | 0.00 | 0.00 | 71.00 | 368.80 | 368.80 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **71.00** | **368.80** | **368.80** | **0.00 %** |
| | **Revenue Total:** | **3,806,225.00** | **3,806,225.00** | **287,073.46** | **2,424,486.84** | **-1,381,738.16** | **36.30 %** |
| **Expense** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 212-51111-111 | REGULAR SALARIES | 22,400.00 | 22,400.00 | 1,712.17 | 12,796.91 | 9,603.09 | 42.87 % |
| 212-51111-112 | REGULAR SALARIES | 10,880.00 | 10,880.00 | 825.92 | 6,236.40 | 4,643.60 | 42.68 % |
| 212-51111-114 | REGULAR SALARIES | 18,610.00 | 18,610.00 | 1,384.74 | 10,135.95 | 8,474.05 | 45.53 % |
| 212-51111-115 | REGULAR SALARIES | 9,296.00 | 9,296.00 | 713.46 | 5,370.95 | 3,925.05 | 42.22 % |
| 212-51111-121 | REGULAR SALARIES | 13,708.00 | 13,708.00 | 1,070.18 | 7,797.03 | 5,910.97 | 43.12 % |
| 212-51111-212 | REGULAR SALARIES | 896,416.00 | 896,416.00 | 61,101.15 | 449,255.53 | 447,160.47 | 49.88 % |
| 212-51121-212 | OVERTIME SALARIES | 18,155.00 | 18,155.00 | 43.97 | 2,617.41 | 15,537.59 | 85.58 % |
| 212-51211-111 | SOCIAL SECURITY | 1,914.00 | 1,914.00 | 118.78 | 894.64 | 1,019.36 | 53.26 % |
| 212-51211-112 | SOCIAL SECURITY | 1,035.00 | 1,035.00 | 61.08 | 461.99 | 573.01 | 55.36 % |
| 212-51211-114 | SOCIAL SECURITY | 1,422.00 | 1,422.00 | 101.62 | 744.23 | 677.77 | 47.66 % |
| 212-51211-115 | SOCIAL SECURITY | 711.00 | 711.00 | 51.06 | 385.29 | 325.71 | 45.81 % |
| 212-51211-121 | SOCIAL SECURITY | 1,049.00 | 1,049.00 | 65.52 | 483.23 | 565.77 | 53.93 % |
| 212-51211-212 | SOCIAL SECURITY | 68,430.00 | 68,430.00 | 4,212.32 | 31,502.23 | 36,927.77 | 53.96 % |
| 212-51221-111 | RETIREMENT | 1,171.00 | 1,171.00 | 102.84 | 768.16 | 402.84 | 34.40 % |
| 212-51221-112 | RETIREMENT | 621.00 | 621.00 | 49.56 | 374.22 | 246.78 | 39.74 % |
| 212-51221-114 | RETIREMENT | 2,417.00 | 2,417.00 | 138.48 | 1,013.67 | 1,403.33 | 58.06 % |
| 212-51221-115 | RETIREMENT | 587.00 | 587.00 | 42.80 | 322.20 | 264.80 | 45.11 % |
| 212-51221-121 | RETIREMENT | 822.00 | 822.00 | 32.10 | 279.78 | 542.22 | 65.96 % |
| 212-51221-212 | RETIREMENT | 44,996.00 | 44,996.00 | 3,016.68 | 22,229.91 | 22,766.09 | 50.60 % |
| 212-51231-111 | HEALTH INSURANCE | 4,507.00 | 4,507.00 | 619.42 | 4,335.96 | 171.04 | 3.79 % |
| 212-51231-112 | HEALTH INSURANCE | 2,253.00 | 2,253.00 | 199.80 | 1,403.60 | 849.40 | 37.70 % |
| 212-51231-114 | HEALTH INSURANCE | 2,253.00 | 2,253.00 | 209.80 | 1,478.63 | 774.37 | 34.37 % |
| 212-51231-115 | HEALTH INSURANCE | 2,253.00 | 2,253.00 | 199.80 | 1,403.62 | 849.38 | 37.70 % |
| 212-51231-121 | HEALTH INSURANCE | 3,380.00 | 3,380.00 | 314.70 | 2,217.53 | 1,162.47 | 34.39 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 212-51231-212 | HEALTH INSURANCE | 313,230.00 | 313,230.00 | 26,538.50 | 178,891.56 | 134,338.44 | 42.89 % |
| 212-51241-111 | LIFE INSURANCE | 22.00 | 22.00 | 2.74 | 17.74 | 4.26 | 19.36 % |
| 212-51241-112 | LIFE INSURANCE | 11.00 | 11.00 | 0.91 | 5.92 | 5.08 | 46.18 % |
| 212-51241-114 | LIFE INSURANCE | 11.00 | 11.00 | 0.91 | 5.92 | 5.08 | 46.18 % |
| 212-51241-115 | LIFE INSURANCE | 11.00 | 11.00 | 0.91 | 5.92 | 5.08 | 46.18 % |
| 212-51241-121 | LIFE INSURANCE | 17.00 | 17.00 | 1.37 | 8.89 | 8.11 | 47.71 % |
| 212-51241-212 | LIFE INSURANCE | 1,529.00 | 1,529.00 | 120.58 | 759.19 | 769.81 | 50.35 % |
| 212-51261-212 | WORKERS COMPENSATION | 30,000.00 | 30,000.00 | 0.00 | 19,293.02 | 10,706.98 | 35.69 % |
| | **Category: 500 - Personnel Total:** | **1,474,117.00** | **1,474,117.00** | **103,053.87** | **763,497.23** | **710,619.77** | **48.21 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 212-52111-212 | DEPARTMENT SUPPLIES | 120,000.00 | 120,000.00 | 10,796.98 | 27,718.53 | 92,281.47 | 76.90 % |
| 212-52171-212 | STREET REPAIR SUPPLIES | 190,000.00 | 190,000.00 | 28,306.36 | 65,427.91 | 124,572.09 | 65.56 % |
| 212-52181-212 | UNIFORMS & CLOTHING | 6,000.00 | 6,000.00 | 0.00 | 4,511.92 | 1,488.08 | 24.80 % |
| 212-52211-212 | PUBLICATIONS | 300.00 | 300.00 | 0.00 | 0.00 | 300.00 | 100.00 % |
| 212-52311-212 | MEMBERSHIPS | 400.00 | 400.00 | 0.00 | 0.00 | 400.00 | 100.00 % |
| 212-52411-212 | POSTAGE | 100.00 | 100.00 | 0.00 | 0.00 | 100.00 | 100.00 % |
| 212-52511-212 | GASOLINE | 18,000.00 | 18,000.00 | 920.95 | 6,054.62 | 11,945.38 | 66.36 % |
| 212-52521-212 | OTHER FUEL | 60,000.00 | 60,000.00 | 3,317.15 | 14,351.08 | 45,648.92 | 76.08 % |
| 212-52531-212 | OIL & ANTIFREEZE | 6,000.00 | 6,000.00 | 1,156.10 | 1,222.04 | 4,777.96 | 79.63 % |
| 212-52999-212 | MISCELLANEOUS | 300.00 | 300.00 | 0.00 | 62.00 | 238.00 | 79.33 % |
| | **Category: 503 - Supplies Total:** | **401,100.00** | **401,100.00** | **44,497.54** | **119,348.10** | **281,751.90** | **70.24 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 212-53111-212 | CONTRACTUAL SERVICES | 45,000.00 | 45,000.00 | 573.67 | 27,905.09 | 17,094.91 | 37.99 % |
| 212-53121-212 | CONSULTING SERVICES | 2,000.00 | 2,000.00 | 0.00 | 0.00 | 2,000.00 | 100.00 % |
| 212-53152-212 | BOND ISSUANCE COSTS | 38,000.00 | 38,000.00 | 0.00 | 0.00 | 38,000.00 | 100.00 % |
| 212-53161-212 | LEGAL PUBLICATIONS | 500.00 | 500.00 | 0.00 | 126.04 | 373.96 | 74.79 % |
| 212-53195-212 | ADMIN COSTS & FEES | 1,000.00 | 1,000.00 | 0.00 | 500.00 | 500.00 | 50.00 % |
| 212-53311-212 | AUDIT | 20,000.00 | 20,000.00 | 11,496.08 | 19,996.08 | 3.92 | 0.02 % |
| 212-53421-212 | BUILDING MAINTENANCE | 15,000.00 | 15,000.00 | 0.00 | 3,431.24 | 11,568.76 | 77.13 % |
| 212-53431-212 | ELECTRICAL MAINTENANCE | 80,000.00 | 80,000.00 | 1,040.18 | 29,169.78 | 50,830.22 | 63.54 % |
| 212-53441-212 | EQUIPMENT MAINTENANCE | 60,000.00 | 60,000.00 | 898.61 | 15,728.49 | 44,271.51 | 73.79 % |
| 212-53451-212 | VEHICLE MAINTENANCE | 45,000.00 | 45,000.00 | 144.08 | 1,356.62 | 43,643.38 | 96.99 % |
| 212-53491-212 | STREET MAINTENANCE | 200,000.00 | 200,000.00 | 14,790.40 | 30,257.54 | 169,742.46 | 84.87 % |
| 212-53511-212 | ELECTRICITY | 10,000.00 | 10,000.00 | 830.85 | 5,429.56 | 4,570.44 | 45.70 % |
| 212-53521-212 | HEATING FUEL | 17,000.00 | 17,000.00 | 1,364.29 | 7,965.75 | 9,034.25 | 53.14 % |
| 212-53531-212 | ELECTRIC POWER | 28,000.00 | 28,000.00 | 1,870.16 | 12,447.30 | 15,552.70 | 55.55 % |
| 212-53551-212 | STREET LIGHTS | 355,000.00 | 355,000.00 | 31,290.76 | 207,165.77 | 147,834.23 | 41.64 % |
| 212-53561-212 | PHONE & INTERNET | 15,000.00 | 15,000.00 | 1,392.26 | 8,858.56 | 6,141.44 | 40.94 % |
| 212-53611-212 | RENT-LAND | 400.00 | 400.00 | 0.00 | 0.00 | 400.00 | 100.00 % |
| 212-53711-212 | SCHOOL & CONFERENCE | 4,000.00 | 4,000.00 | 0.00 | 2,235.58 | 1,764.42 | 44.11 % |
| 212-53721-212 | BUSINESS TRAVEL | 480.00 | 480.00 | 0.00 | 0.00 | 480.00 | 100.00 % |
| 212-53821-212 | PROP & EQUIP INSURANCE | 37,400.00 | 37,400.00 | 0.00 | 47,513.52 | -10,113.52 | -27.04 % |
| 212-53831-212 | LIABILITY INSURANCE | 19,253.00 | 19,253.00 | 0.00 | 19,383.86 | -130.86 | -0.68 % |
| 212-53841-212 | VEHICLE INSURANCE | 31,640.00 | 31,640.00 | 0.00 | 24,444.09 | 7,195.91 | 22.74 % |
| 212-59611-212 | BAD DEBT EXPENSE | 4,000.00 | 4,000.00 | 0.00 | 0.00 | 4,000.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **1,028,673.00** | **1,028,673.00** | **65,691.34** | **463,914.87** | **564,758.13** | **54.90 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 212-54212-212 | ENGINEERING/DESIGN | 90,000.00 | 90,000.00 | 0.00 | 25,546.50 | 64,453.50 | 71.62 % |
| 212-54333-212 | CHIP SEAL | 950,000.00 | 950,000.00 | 0.00 | 0.00 | 950,000.00 | 100.00 % |
| 212-54411-212 | EQUIPMENT | 555,000.00 | 555,000.00 | 120,674.64 | 273,890.64 | 281,109.36 | 50.65 % |
| | **Category: 550 - Capital Outlay Total:** | **1,595,000.00** | **1,595,000.00** | **120,674.64** | **299,437.14** | **1,295,562.86** | **81.23 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 212-55600-212 | TRANSFER TO GIS | 30,000.00 | 30,000.00 | 0.00 | 30,000.00 | 0.00 | 0.00 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 212-58111-212 | CONTINGENCY | 600,000.00 | 600,000.00 | 0.00 | 0.00 | 600,000.00 | 100.00 % |
| | **Category: 570 - Other Financing Uses Total:** | **630,000.00** | **630,000.00** | **0.00** | **30,000.00** | **600,000.00** | **95.24 %** |
| | **Expense Total:** | **5,128,890.00** | **5,128,890.00** | **333,917.39** | **1,676,197.34** | **3,452,692.66** | **67.32 %** |
| | **Fund: 212 - STREETS Surplus (Deficit):** | **-1,322,665.00** | **-1,322,665.00** | **-46,843.93** | **748,289.50** | **2,070,954.50** | **156.57 %** |
| **Fund: 213 - CEMETERY** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 213-42302-213 | PERMITS | 4,000.00 | 4,000.00 | 0.00 | 1,700.00 | -2,300.00 | 57.50 % |
| 213-42601-213 | RECORDINGS | 2,000.00 | 2,000.00 | 100.00 | 1,300.00 | -700.00 | 35.00 % |
| 213-42602-213 | OPENINGS | 40,000.00 | 40,000.00 | 3,750.00 | 20,800.00 | -19,200.00 | 48.00 % |
| | **Category: 420 - Charges for Services Total:** | **46,000.00** | **46,000.00** | **3,850.00** | **23,800.00** | **-22,200.00** | **48.26 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 213-47111-000 | INTEREST EARNINGS | 2,500.00 | 2,500.00 | 1,444.56 | 6,475.86 | 3,975.86 | 259.03 % |
| | **Category: 460 - Investment Income Total:** | **2,500.00** | **2,500.00** | **1,444.56** | **6,475.86** | **3,975.86** | **159.03 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 213-42603-213 | FOUNDATION FEE | 5,500.00 | 5,500.00 | 600.00 | 2,700.00 | -2,800.00 | 50.91 % |
| 213-46131-213 | SALE OF PLOTS | 40,000.00 | 40,000.00 | 2,200.00 | 24,100.00 | -15,900.00 | 39.75 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **45,500.00** | **45,500.00** | **2,800.00** | **26,800.00** | **-18,700.00** | **41.10 %** |
| **Category: 480 - Other Financing Uses** | | | | | | | |
| 213-45904-213 | TRANSFER IN | 350,000.00 | 350,000.00 | 0.00 | 350,000.00 | 0.00 | 0.00 % |
| | **Category: 480 - Other Financing Uses Total:** | **350,000.00** | **350,000.00** | **0.00** | **350,000.00** | **0.00** | **0.00 %** |
| | **Revenue Total:** | **444,000.00** | **444,000.00** | **8,094.56** | **407,075.86** | **-36,924.14** | **8.32 %** |
| **Expense** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 213-51111-213 | REGULAR SALARIES | 166,567.00 | 166,567.00 | 8,681.60 | 66,202.71 | 100,364.29 | 60.25 % |
| 213-51121-213 | OVERTIME SALARIES | 1,500.00 | 1,500.00 | 74.25 | 302.78 | 1,197.22 | 79.81 % |
| 213-51131-213 | PART-TIME SALARIES | 25,000.00 | 25,000.00 | 2,640.00 | 9,064.50 | 15,935.50 | 63.74 % |
| 213-51211-213 | SOCIAL SECURITY | 14,775.00 | 14,775.00 | 847.60 | 5,611.83 | 9,163.17 | 62.02 % |
| 213-51221-213 | RETIREMENT | 7,642.00 | 7,642.00 | 520.92 | 3,986.04 | 3,655.96 | 47.84 % |
| 213-51231-213 | HEALTH INSURANCE | 67,604.00 | 67,604.00 | 3,776.00 | 26,432.00 | 41,172.00 | 60.90 % |
| 213-51241-213 | LIFE INSURANCE | 330.00 | 330.00 | 18.20 | 118.30 | 211.70 | 64.15 % |
| 213-51261-213 | WORKERS COMPENSATION | 7,600.00 | 7,600.00 | 0.00 | 5,422.61 | 2,177.39 | 28.65 % |
| | **Category: 500 - Personnel Total:** | **291,018.00** | **291,018.00** | **16,558.57** | **117,140.77** | **173,877.23** | **59.75 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 213-52111-213 | DEPARTMENT SUPPLIES | 35,000.00 | 35,000.00 | 3,227.65 | 10,909.70 | 24,090.30 | 68.83 % |
| 213-52121-213 | JANITORIAL SUPPLIES | 300.00 | 300.00 | 0.00 | 0.00 | 300.00 | 100.00 % |
| 213-52181-213 | UNIFORMS & CLOTHING | 900.00 | 900.00 | 0.00 | 0.00 | 900.00 | 100.00 % |
| 213-52225-213 | SUBSCRIPTIONS | 400.00 | 400.00 | 0.00 | 0.00 | 400.00 | 100.00 % |
| 213-52311-213 | MEMBERSHIPS | 200.00 | 200.00 | 0.00 | 0.00 | 200.00 | 100.00 % |
| 213-52411-213 | POSTAGE | 50.00 | 50.00 | 0.00 | 0.00 | 50.00 | 100.00 % |
| 213-52511-213 | GASOLINE | 2,500.00 | 2,500.00 | 0.00 | 310.80 | 2,189.20 | 87.57 % |
| 213-52521-213 | OTHER FUEL | 7,500.00 | 7,500.00 | 0.00 | 436.25 | 7,063.75 | 94.18 % |
| 213-52999-213 | MISCELLANEOUS | 2,000.00 | 2,000.00 | 0.00 | 0.00 | 2,000.00 | 100.00 % |
| | **Category: 503 - Supplies Total:** | **48,850.00** | **48,850.00** | **3,227.65** | **11,656.75** | **37,193.25** | **76.14 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 213-53111-213 | CONTRACTUAL SERVICES | 4,000.00 | 4,000.00 | 50.00 | 3,375.99 | 624.01 | 15.60 % |
| 213-53161-213 | LEGAL PUBLICATIONS | 100.00 | 100.00 | 0.00 | 0.00 | 100.00 | 100.00 % |
| 213-53211-213 | LEGAL FEES | 600.00 | 600.00 | 50.00 | 210.00 | 390.00 | 65.00 % |
| 213-53421-213 | BUILDING MAINTENANCE | 5,000.00 | 5,000.00 | 0.00 | 0.00 | 5,000.00 | 100.00 % |
| 213-53431-213 | ELECTRICAL MAINTENANCE | 2,000.00 | 2,000.00 | 0.00 | 0.00 | 2,000.00 | 100.00 % |
| 213-53441-213 | EQUIPMENT MAINTENANCE | 6,500.00 | 6,500.00 | 221.61 | 1,273.17 | 5,226.83 | 80.41 % |
| 213-53451-213 | VEHICLE MAINTENANCE | 1,000.00 | 1,000.00 | 0.00 | 816.36 | 183.64 | 18.36 % |
| 213-53511-213 | ELECTRICITY | 9,000.00 | 9,000.00 | 515.21 | 3,831.42 | 5,168.58 | 57.43 % |
| 213-53561-213 | PHONE & INTERNET | 2,500.00 | 2,500.00 | 118.42 | 937.62 | 1,562.38 | 62.50 % |
| 213-53711-213 | SCHOOL & CONFERENCE | 600.00 | 600.00 | 0.00 | 0.00 | 600.00 | 100.00 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 213-53821-213 | PROP & EQUIP INSURANCE | 8,000.00 | 8,000.00 | 0.00 | 7,873.14 | 126.86 | 1.59 % |
| 213-53831-213 | LIABILITY INSURANCE | 2,820.00 | 2,820.00 | 0.00 | 2,563.51 | 256.49 | 9.10 % |
| 213-53841-213 | VEHICLE INSURANCE | 2,592.00 | 2,592.00 | 0.00 | 2,268.11 | 323.89 | 12.50 % |
| | **Category: 504 - Contract Services Total:** | **44,712.00** | **44,712.00** | **955.24** | **23,149.32** | **21,562.68** | **48.23 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 213-54411-213 | EQUIPMENT | 30,000.00 | 30,000.00 | 0.00 | 0.00 | 30,000.00 | 100.00 % |
| | **Category: 550 - Capital Outlay Total:** | **30,000.00** | **30,000.00** | **0.00** | **0.00** | **30,000.00** | **100.00 %** |
| | **Expense Total:** | **414,580.00** | **414,580.00** | **20,741.46** | **151,946.84** | **262,633.16** | **63.35 %** |
| | **Fund: 213 - CEMETERY Surplus (Deficit):** | **29,420.00** | **29,420.00** | **-12,646.90** | **255,129.02** | **225,709.02** | **-767.20 %** |
| **Fund: 214 - CEMETERY PERPETUAL CARE** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 214-41111-000 | PROPERTY TAX-GENERAL | 50,000.00 | 50,000.00 | 2,143.55 | 13,053.69 | -36,946.31 | 73.89 % |
| 214-41130-000 | STATE PROP. TAX CREDIT | 4,000.00 | 4,000.00 | 0.00 | 1,776.10 | -2,223.90 | 55.60 % |
| 214-41141-000 | MOTOR VEHICLE TAX | 5,600.00 | 5,600.00 | 608.44 | 4,163.08 | -1,436.92 | 25.66 % |
| | **Category: 400 - Taxes Total:** | **59,600.00** | **59,600.00** | **2,751.99** | **18,992.87** | **-40,607.13** | **68.13 %** |
| **Category: 420 - Charges for Services** | | | | | | | |
| 214-42604-213 | PERPETUAL CARE CHARGES | 20,000.00 | 20,000.00 | 1,400.00 | 9,800.00 | -10,200.00 | 51.00 % |
| | **Category: 420 - Charges for Services Total:** | **20,000.00** | **20,000.00** | **1,400.00** | **9,800.00** | **-10,200.00** | **51.00 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 214-47111-000 | INTEREST EARNINGS | 1,500.00 | 1,500.00 | 296.34 | 1,657.80 | 157.80 | 110.52 % |
| | **Category: 460 - Investment Income Total:** | **1,500.00** | **1,500.00** | **296.34** | **1,657.80** | **157.80** | **10.52 %** |
| | **Revenue Total:** | **81,100.00** | **81,100.00** | **4,448.33** | **30,450.67** | **-50,649.33** | **62.45 %** |
| | **Fund: 214 - CEMETERY PERPETUAL CARE Total:** | **81,100.00** | **81,100.00** | **4,448.33** | **30,450.67** | **-50,649.33** | **62.45 %** |
| **Fund: 215 - SPECIAL PROJECTS** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 215-41500-000 | RETAIL BUSINESS OCC TAX | 550,000.00 | 550,000.00 | 63,225.94 | 390,963.54 | -159,036.46 | 28.92 % |
| | **Category: 400 - Taxes Total:** | **550,000.00** | **550,000.00** | **63,225.94** | **390,963.54** | **-159,036.46** | **28.92 %** |
| **Category: 412 - Intergovernmental** | | | | | | | |
| 215-43105-113 | GRANT | 240,000.00 | 240,000.00 | 0.00 | 106,400.00 | -133,600.00 | 55.67 % |
| 215-43105-142 | GRANT | 35,000.00 | 35,000.00 | 3,761.81 | 73,322.08 | 38,322.08 | 209.49 % |
| 215-43105-171 | GRANT | 0.00 | 0.00 | 0.00 | 1,355.00 | 1,355.00 | 0.00 % |
| 215-43105-213 | GRANT | 225,110.00 | 225,110.00 | 0.00 | 55,134.97 | -169,975.03 | 75.51 % |
| | **Category: 412 - Intergovernmental Total:** | **500,110.00** | **500,110.00** | **3,761.81** | **236,212.05** | **-263,897.95** | **52.77 %** |
| **Category: 450 - Contributions & Donations** | | | | | | | |
| 215-44413-141 | DONATIONS/GIFTS | 1,000.00 | 1,000.00 | 0.00 | 25,000.00 | 24,000.00 | 2,500.00 % |
| 215-44413-142 | DONATIONS/GIFTS | 5,000.00 | 5,000.00 | 0.00 | 5,493.00 | 493.00 | 109.86 % |
| | **Category: 450 - Contributions & Donations Total:** | **6,000.00** | **6,000.00** | **0.00** | **30,493.00** | **24,493.00** | **408.22 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 215-47111-000 | INTEREST EARNINGS | 15,000.00 | 15,000.00 | 2,902.12 | 23,455.30 | 8,455.30 | 156.37 % |
| | **Category: 460 - Investment Income Total:** | **15,000.00** | **15,000.00** | **2,902.12** | **23,455.30** | **8,455.30** | **56.37 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 215-49111-000 | MISCELLANEOUS | 500,000.00 | 500,000.00 | 1,798.39 | 1,798.39 | -498,201.61 | 99.64 % |
| 215-49119-111 | INSURANCE CLAIMS | 0.00 | 0.00 | 1,493.48 | 31,746.81 | 31,746.81 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **500,000.00** | **500,000.00** | **3,291.87** | **33,545.20** | **-466,454.80** | **93.29 %** |
| | **Revenue Total:** | **1,571,110.00** | **1,571,110.00** | **73,181.74** | **714,669.09** | **-856,440.91** | **54.51 %** |
| **Expense** | | | | | | | |
| **Category: 503 - Supplies** | | | | | | | |
| 215-52111-142 | DEPARTMENT SUPPLIES | 4,000.00 | 4,000.00 | 214.41 | 1,663.81 | 2,336.19 | 58.40 % |
| 215-52931-111 | INSURED REPAIRS/REPLACE | 600,000.00 | 600,000.00 | 1,493.48 | 60,619.33 | 539,380.67 | 89.90 % |
| 215-52999-000 | MISCELLANEOUS | 500,000.00 | 500,000.00 | 0.00 | 0.00 | 500,000.00 | 100.00 % |
| | **Category: 503 - Supplies Total:** | **1,104,000.00** | **1,104,000.00** | **1,707.89** | **62,283.14** | **1,041,716.86** | **94.36 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Category: 504 - Contract Services** | | | | | | | |
| 215-53111-111 | CONTRACTUAL SERVICES | 550,000.00 | 550,000.00 | 93,030.66 | 311,350.72 | 238,649.28 | 43.39 % |
| 215-53111-171 | CONTRACTUAL SERVICES | 0.00 | 0.00 | -45,718.00 | 0.00 | 0.00 | 0.00 % |
| 215-53711-142 | SCHOOL & CONFERENCE | 0.00 | 0.00 | 0.00 | 108.47 | -108.47 | 0.00 % |
| 215-54991-111 | GRANT EXPENSE | 300,000.00 | 300,000.00 | 0.00 | 99,000.00 | 201,000.00 | 67.00 % |
| 215-54991-113 | GRANT EXPENSE | 1,245,000.00 | 1,245,000.00 | 61,765.49 | 464,866.80 | 780,133.20 | 62.66 % |
| 215-54991-213 | GRANT EXPENSE | 225,110.00 | 225,110.00 | 0.00 | 55,134.97 | 169,975.03 | 75.51 % |
| | **Category: 504 - Contract Services Total:** | **2,320,110.00** | **2,320,110.00** | **109,078.15** | **930,460.96** | **1,389,649.04** | **59.90 %** |
| | **Expense Total:** | **3,424,110.00** | **3,424,110.00** | **110,786.04** | **992,744.10** | **2,431,365.90** | **71.01 %** |
| | **Fund: 215 - SPECIAL PROJECTS Surplus (Deficit):** | **-1,853,000.00** | **-1,853,000.00** | **-37,604.30** | **-278,075.01** | **1,574,924.99** | **84.99 %** |
| **Fund: 216 - BUSINESS IMPROVEMENT** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 216-41111-000 | PROPERTY TAX-GENERAL | 54,100.00 | 54,100.00 | 1,274.49 | 9,878.99 | -44,221.01 | 81.74 % |
| 216-41119-000 | PRORATE MTR VEH TAX | 70.00 | 70.00 | 5.09 | 51.45 | -18.55 | 26.50 % |
| 216-41130-000 | STATE PROP. TAX CREDIT | 1,700.00 | 1,700.00 | 94.24 | 1,295.16 | -404.84 | 23.81 % |
| | **Category: 400 - Taxes Total:** | **55,870.00** | **55,870.00** | **1,373.82** | **11,225.60** | **-44,644.40** | **79.91 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 216-47111-000 | INTEREST EARNINGS | 4,000.00 | 4,000.00 | 1,119.66 | 7,095.09 | 3,095.09 | 177.38 % |
| | **Category: 460 - Investment Income Total:** | **4,000.00** | **4,000.00** | **1,119.66** | **7,095.09** | **3,095.09** | **77.38 %** |
| | **Revenue Total:** | **59,870.00** | **59,870.00** | **2,493.48** | **18,320.69** | **-41,549.31** | **69.40 %** |
| **Expense** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 216-51111-171 | REGULAR SALARIES | 8,000.00 | 8,000.00 | 0.00 | 0.00 | 8,000.00 | 100.00 % |
| 216-51111-212 | REGULAR SALARIES | 5,000.00 | 5,000.00 | 0.00 | 318.35 | 4,681.65 | 93.63 % |
| | **Category: 500 - Personnel Total:** | **13,000.00** | **13,000.00** | **0.00** | **318.35** | **12,681.65** | **97.55 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 216-52111-121 | DEPARTMENT SUPPLIES | 0.00 | 0.00 | 0.00 | 47.45 | -47.45 | 0.00 % |
| 216-52111-171 | DEPARTMENT SUPPLIES | 10,000.00 | 10,000.00 | 0.00 | 0.00 | 10,000.00 | 100.00 % |
| | **Category: 503 - Supplies Total:** | **10,000.00** | **10,000.00** | **0.00** | **47.45** | **9,952.55** | **99.53 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 216-53111-171 | CONTRACTUAL SERVICES | 54,000.00 | 54,000.00 | 2,562.50 | 3,927.50 | 50,072.50 | 92.73 % |
| 216-53111-212 | CONTRACTUAL SERVICES | 9,000.00 | 9,000.00 | 0.00 | 772.33 | 8,227.67 | 91.42 % |
| 216-53551-000 | STREET LIGHTS | 1,500.00 | 1,500.00 | 85.42 | 597.94 | 902.06 | 60.14 % |
| | **Category: 504 - Contract Services Total:** | **64,500.00** | **64,500.00** | **2,647.92** | **5,297.77** | **59,202.23** | **91.79 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 216-54311-121 | STRUCTURES | 150,000.00 | 150,000.00 | 0.00 | 0.00 | 150,000.00 | 100.00 % |
| | **Category: 550 - Capital Outlay Total:** | **150,000.00** | **150,000.00** | **0.00** | **0.00** | **150,000.00** | **100.00 %** |
| | **Expense Total:** | **237,500.00** | **237,500.00** | **2,647.92** | **5,663.57** | **231,836.43** | **97.62 %** |
| | **Fund: 216 - BUSINESS IMPROVEMENT Surplus (Deficit):** | **-177,630.00** | **-177,630.00** | **-154.44** | **12,657.12** | **190,287.12** | **107.13 %** |
| **Fund: 218 - PUBLIC SAFETY** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 218-41111-000 | PROPERTY TAX-GENERAL | 450,000.00 | 450,000.00 | 18,582.02 | 116,013.48 | -333,986.52 | 74.22 % |
| 218-41130-000 | STATE PROP. TAX CREDIT | 14,000.00 | 14,000.00 | 0.00 | 15,984.86 | 1,984.86 | 114.18 % |
| 218-41141-000 | MOTOR VEHICLE TAX | 45,400.00 | 45,400.00 | 5,475.97 | 37,467.65 | -7,932.35 | 17.47 % |
| | **Category: 400 - Taxes Total:** | **509,400.00** | **509,400.00** | **24,057.99** | **169,465.99** | **-339,934.01** | **66.73 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 218-47111-000 | INTEREST EARNINGS | 5,000.00 | 5,000.00 | 0.00 | 157.20 | -4,842.80 | 96.86 % |
| | **Category: 460 - Investment Income Total:** | **5,000.00** | **5,000.00** | **0.00** | **157.20** | **-4,842.80** | **96.86 %** |
| | **Revenue Total:** | **514,400.00** | **514,400.00** | **24,057.99** | **169,623.19** | **-344,776.81** | **67.03 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Expense** | | | | | | | |
| **Category: 503 - Supplies** | | | | | | | |
| 218-52111-141 | DEPARTMENT SUPPLIES | 20,000.00 | 20,000.00 | 0.00 | 0.00 | 20,000.00 | 100.00 % |
| 218-52111-142 | DEPARTMENT SUPPLIES | 278,000.00 | 278,000.00 | 0.00 | 102,899.11 | 175,100.89 | 62.99 % |
| | **Category: 503 - Supplies Total:** | **298,000.00** | **298,000.00** | **0.00** | **102,899.11** | **195,100.89** | **65.47 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 218-53111-141 | CONTRACTUAL SERVICES | 85,000.00 | 85,000.00 | 0.00 | 42,027.21 | 42,972.79 | 50.56 % |
| 218-53111-142 | CONTRACTUAL SERVICES | 90,000.00 | 90,000.00 | 0.00 | 63,668.65 | 26,331.35 | 29.26 % |
| | **Category: 504 - Contract Services Total:** | **175,000.00** | **175,000.00** | **0.00** | **105,695.86** | **69,304.14** | **39.60 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 218-54411-141 | EQUIPMENT | 64,000.00 | 64,000.00 | 0.00 | 54,052.74 | 9,947.26 | 15.54 % |
| 218-54411-142 | EQUIPMENT | 148,000.00 | 148,000.00 | 373.00 | 128,384.53 | 19,615.47 | 13.25 % |
| 218-54411-143 | EQUIPMENT | 24,000.00 | 24,000.00 | 0.00 | 0.00 | 24,000.00 | 100.00 % |
| | **Category: 550 - Capital Outlay Total:** | **236,000.00** | **236,000.00** | **373.00** | **182,437.27** | **53,562.73** | **22.70 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 218-58111-142 | CONTINGENCY | 150,000.00 | 150,000.00 | 0.00 | 0.00 | 150,000.00 | 100.00 % |
| | **Category: 570 - Other Financing Uses Total:** | **150,000.00** | **150,000.00** | **0.00** | **0.00** | **150,000.00** | **100.00 %** |
| | **Expense Total:** | **859,000.00** | **859,000.00** | **373.00** | **391,032.24** | **467,967.76** | **54.48 %** |
| | **Fund: 218 - PUBLIC SAFETY Surplus (Deficit):** | **-344,600.00** | **-344,600.00** | **23,684.99** | **-221,409.05** | **123,190.95** | **35.75 %** |
| **Fund: 219 - INDUSTRIAL SITES** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 460 - Investment Income** | | | | | | | |
| 219-47111-000 | INTEREST EARNINGS | 1,000.00 | 1,000.00 | 103.61 | 656.98 | -343.02 | 34.30 % |
| | **Category: 460 - Investment Income Total:** | **1,000.00** | **1,000.00** | **103.61** | **656.98** | **-343.02** | **34.30 %** |
| | **Revenue Total:** | **1,000.00** | **1,000.00** | **103.61** | **656.98** | **-343.02** | **34.30 %** |
| **Expense** | | | | | | | |
| **Category: 504 - Contract Services** | | | | | | | |
| 219-53111-111 | CONTRACTUAL SERVICES | 500.00 | 500.00 | 0.00 | 0.00 | 500.00 | 100.00 % |
| 219-53111-116 | CONTRACTUAL SERVICES | 500.00 | 500.00 | 0.00 | 0.00 | 500.00 | 100.00 % |
| 219-59112-116 | DEVELOPMENT | 31,317.00 | 31,317.00 | 0.00 | 0.00 | 31,317.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **32,317.00** | **32,317.00** | **0.00** | **0.00** | **32,317.00** | **100.00 %** |
| | **Expense Total:** | **32,317.00** | **32,317.00** | **0.00** | **0.00** | **32,317.00** | **100.00 %** |
| | **Fund: 219 - INDUSTRIAL SITES Surplus (Deficit):** | **-31,317.00** | **-31,317.00** | **103.61** | **656.98** | **31,973.98** | **102.10 %** |
| **Fund: 223 - KENO** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 460 - Investment Income** | | | | | | | |
| 223-47111-000 | INTEREST EARNINGS | 2,000.00 | 2,000.00 | 997.37 | 6,379.17 | 4,379.17 | 318.96 % |
| | **Category: 460 - Investment Income Total:** | **2,000.00** | **2,000.00** | **997.37** | **6,379.17** | **4,379.17** | **218.96 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 223-49115-000 | KENO PROCEEDS | 65,000.00 | 65,000.00 | 13,688.52 | 47,383.87 | -17,616.13 | 27.10 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **65,000.00** | **65,000.00** | **13,688.52** | **47,383.87** | **-17,616.13** | **27.10 %** |
| | **Revenue Total:** | **67,000.00** | **67,000.00** | **14,685.89** | **53,763.04** | **-13,236.96** | **19.76 %** |
| **Expense** | | | | | | | |
| **Category: 504 - Contract Services** | | | | | | | |
| 223-53752-113 | COMMUNITY BETTERMENT | 100,000.00 | 100,000.00 | 3,300.00 | 76,358.89 | 23,641.11 | 23.64 % |
| | **Category: 504 - Contract Services Total:** | **100,000.00** | **100,000.00** | **3,300.00** | **76,358.89** | **23,641.11** | **23.64 %** |
| | **Expense Total:** | **100,000.00** | **100,000.00** | **3,300.00** | **76,358.89** | **23,641.11** | **23.64 %** |
| | **Fund: 223 - KENO Surplus (Deficit):** | **-33,000.00** | **-33,000.00** | **11,385.89** | **-22,595.85** | **10,404.15** | **31.53 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Fund: 224 - ECONOMIC DEVELOPMENT** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 224-41112-000 | CITY SALES TAX | 1,315,126.00 | 1,315,126.00 | 101,582.08 | 783,403.58 | -531,722.42 | 40.43 % |
| | **Category: 400 - Taxes Total:** | **1,315,126.00** | **1,315,126.00** | **101,582.08** | **783,403.58** | **-531,722.42** | **40.43 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 224-47111-000 | INTEREST EARNINGS | 28,000.00 | 28,000.00 | 13,435.84 | 84,766.50 | 56,766.50 | 302.74 % |
| | **Category: 460 - Investment Income Total:** | **28,000.00** | **28,000.00** | **13,435.84** | **84,766.50** | **56,766.50** | **202.74 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 224-48217-000 | LOAN REPAYMENT-LB840 | 500,000.00 | 500,000.00 | 26,376.66 | 181,306.16 | -318,693.84 | 63.74 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **500,000.00** | **500,000.00** | **26,376.66** | **181,306.16** | **-318,693.84** | **63.74 %** |
| | **Revenue Total:** | **1,843,126.00** | **1,843,126.00** | **141,394.58** | **1,049,476.24** | **-793,649.76** | **43.06 %** |
| **Expense** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 224-51111-113 | REGULAR SALARIES | 116,300.00 | 116,300.00 | 8,788.04 | 57,718.31 | 58,581.69 | 50.37 % |
| 224-51211-113 | SOCIAL SECURITY | 8,890.00 | 8,890.00 | 595.45 | 3,874.27 | 5,015.73 | 56.42 % |
| 224-51221-113 | RETIREMENT | 4,932.00 | 4,932.00 | 554.98 | 3,665.83 | 1,266.17 | 25.67 % |
| 224-51231-113 | HEALTH INSURANCE | 27,041.00 | 27,041.00 | 2,517.59 | 16,679.16 | 10,361.84 | 38.32 % |
| 224-51241-113 | LIFE INSURANCE | 132.00 | 132.00 | 10.92 | 62.80 | 69.20 | 52.42 % |
| 224-51261-113 | WORKERS COMPENSATION | 210.00 | 210.00 | 0.00 | 126.79 | 83.21 | 39.62 % |
| | **Category: 500 - Personnel Total:** | **157,505.00** | **157,505.00** | **12,466.98** | **82,127.16** | **75,377.84** | **47.86 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 224-52111-113 | DEPARTMENT SUPPLIES | 5,000.00 | 5,000.00 | 229.98 | 310.72 | 4,689.28 | 93.79 % |
| 224-52211-114 | PUBLICATIONS | 500.00 | 500.00 | 283.06 | 337.05 | 162.95 | 32.59 % |
| 224-52311-114 | MEMBERSHIPS | 1,000.00 | 1,000.00 | 0.00 | 35.00 | 965.00 | 96.50 % |
| 224-52511-113 | GASOLINE | 250.00 | 250.00 | 0.00 | 0.00 | 250.00 | 100.00 % |
| | **Category: 503 - Supplies Total:** | **6,750.00** | **6,750.00** | **513.04** | **682.77** | **6,067.23** | **89.88 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 224-53111-113 | CONTRACTUAL SERVICES | 5,000.00 | 5,000.00 | 0.00 | 1,260.00 | 3,740.00 | 74.80 % |
| 224-53111-114 | CONTRACTUAL SERVICES | 150,000.00 | 150,000.00 | 1,950.00 | 8,292.20 | 141,707.80 | 94.47 % |
| 224-53311-111 | AUDIT | 20,000.00 | 20,000.00 | 11,496.08 | 19,996.08 | 3.92 | 0.02 % |
| 224-53561-113 | PHONE & INTERNET | 2,000.00 | 2,000.00 | 32.86 | 35.21 | 1,964.79 | 98.24 % |
| 224-53711-113 | SCHOOL & CONFERENCE | 10,000.00 | 10,000.00 | 0.00 | 0.00 | 10,000.00 | 100.00 % |
| 224-59111-114 | ECONOMIC DEVELOPMENT | 4,000,000.00 | 4,000,000.00 | 200,000.00 | 420,000.00 | 3,580,000.00 | 89.50 % |
| | **Category: 504 - Contract Services Total:** | **4,187,000.00** | **4,187,000.00** | **213,478.94** | **449,583.49** | **3,737,416.51** | **89.26 %** |
| | **Expense Total:** | **4,351,255.00** | **4,351,255.00** | **226,458.96** | **532,393.42** | **3,818,861.58** | **87.76 %** |
| | **Fund: 224 - ECONOMIC DEVELOPMENT Surplus (Deficit):** | **-2,508,129.00** | **-2,508,129.00** | **-85,064.38** | **517,082.82** | **3,025,211.82** | **120.62 %** |
| **Fund: 225 - MUTUAL FIRE** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 460 - Investment Income** | | | | | | | |
| 225-47111-000 | INTEREST EARNINGS | 5,000.00 | 5,000.00 | 1,307.20 | 7,564.98 | 2,564.98 | 151.30 % |
| | **Category: 460 - Investment Income Total:** | **5,000.00** | **5,000.00** | **1,307.20** | **7,564.98** | **2,564.98** | **51.30 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 225-49111-141 | MISCELLANEOUS | 105,000.00 | 105,000.00 | 52,848.00 | 52,848.00 | -52,152.00 | 49.67 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **105,000.00** | **105,000.00** | **52,848.00** | **52,848.00** | **-52,152.00** | **49.67 %** |
| | **Revenue Total:** | **110,000.00** | **110,000.00** | **54,155.20** | **60,412.98** | **-49,587.02** | **45.08 %** |
| **Expense** | | | | | | | |
| **Category: 503 - Supplies** | | | | | | | |
| 225-52111-141 | DEPARTMENT SUPPLIES | 36,000.00 | 36,000.00 | 1,710.00 | 4,271.86 | 31,728.14 | 88.13 % |
| | **Category: 503 - Supplies Total:** | **36,000.00** | **36,000.00** | **1,710.00** | **4,271.86** | **31,728.14** | **88.13 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 225-53111-000 | CONTRACTUAL SERVICES | 11,000.00 | 11,000.00 | 0.00 | 0.00 | 11,000.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **11,000.00** | **11,000.00** | **0.00** | **0.00** | **11,000.00** | **100.00 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 225-58111-141 | CONTINGENCY | 100,000.00 | 100,000.00 | 0.00 | 0.00 | 100,000.00 | 100.00 % |
| **Category: 570 - Other Financing Uses Total:** | | **100,000.00** | **100,000.00** | **0.00** | **0.00** | **100,000.00** | **100.00 %** |
| **Expense Total:** | | **147,000.00** | **147,000.00** | **1,710.00** | **4,271.86** | **142,728.14** | **97.09 %** |
| **Fund: 225 - MUTUAL FIRE Surplus (Deficit):** | | **-37,000.00** | **-37,000.00** | **52,445.20** | **56,141.12** | **93,141.12** | **251.73 %** |
| **Fund: 311 - DEBT SERVICE** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 311-41111-111 | PROPERTY TAX-GENERAL | 0.00 | 0.00 | 4.35 | 10.18 | 10.18 | 0.00 % |
| 311-41131-111 | IN LIEU OF TAXES | 0.00 | 0.00 | 637.41 | 637.41 | 637.41 | 0.00 % |
| **Category: 400 - Taxes Total:** | | **0.00** | **0.00** | **641.76** | **647.59** | **647.59** | **0.00 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 311-47111-000 | INTEREST EARNINGS | 3,000.00 | 3,000.00 | 2,542.97 | 18,202.94 | 15,202.94 | 606.76 % |
| **Category: 460 - Investment Income Total:** | | **3,000.00** | **3,000.00** | **2,542.97** | **18,202.94** | **15,202.94** | **506.76 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 311-48311-000 | SPEC ASSESS-PRINCIPAL | 76,305.00 | 76,305.00 | 0.00 | 85,087.95 | 8,782.95 | 111.51 % |
| 311-48313-000 | SPEC ASSESS-INTEREST | 32,000.00 | 32,000.00 | 0.00 | 51,863.62 | 19,863.62 | 162.07 % |
| **Category: 470 - Miscellaneous Revenues Total:** | | **108,305.00** | **108,305.00** | **0.00** | **136,951.57** | **28,646.57** | **26.45 %** |
| **Revenue Total:** | | **111,305.00** | **111,305.00** | **3,184.73** | **155,802.10** | **44,497.10** | **39.98 %** |
| **Expense** | | | | | | | |
| **Category: 504 - Contract Services** | | | | | | | |
| 311-53152-111 | BOND ISSUANCE COSTS | 20,000.00 | 20,000.00 | 0.00 | 0.00 | 20,000.00 | 100.00 % |
| 311-53195-111 | ADMIN COSTS & FEES | 5,000.00 | 5,000.00 | 0.00 | 0.00 | 5,000.00 | 100.00 % |
| **Category: 504 - Contract Services Total:** | | **25,000.00** | **25,000.00** | **0.00** | **0.00** | **25,000.00** | **100.00 %** |
| **Category: 560 - Debt Service** | | | | | | | |
| 311-57110-111 | DEBT SERVICE-PRINCIPAL | 800,000.00 | 800,000.00 | 0.00 | 800,000.00 | 0.00 | 0.00 % |
| 311-57115-111 | DEBT SERVICE-INTEREST | 104,489.00 | 104,489.00 | 52,793.75 | 115,938.75 | -11,449.75 | -10.96 % |
| **Category: 560 - Debt Service Total:** | | **904,489.00** | **904,489.00** | **52,793.75** | **915,938.75** | **-11,449.75** | **-1.27 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 311-58111-111 | CONTINGENCY | 1,200,000.00 | 1,200,000.00 | 0.00 | 0.00 | 1,200,000.00 | 100.00 % |
| **Category: 570 - Other Financing Uses Total:** | | **1,200,000.00** | **1,200,000.00** | **0.00** | **0.00** | **1,200,000.00** | **100.00 %** |
| **Expense Total:** | | **2,129,489.00** | **2,129,489.00** | **52,793.75** | **915,938.75** | **1,213,550.25** | **56.99 %** |
| **Fund: 311 - DEBT SERVICE Surplus (Deficit):** | | **-2,018,184.00** | **-2,018,184.00** | **-49,609.02** | **-760,136.65** | **1,258,047.35** | **62.34 %** |
| **Fund: 321 - CRA** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 321-41111-111 | TIF PROPERTY TAX | 650,000.00 | 650,000.00 | 0.00 | 71,209.95 | -578,790.05 | 89.04 % |
| **Category: 400 - Taxes Total:** | | **650,000.00** | **650,000.00** | **0.00** | **71,209.95** | **-578,790.05** | **89.04 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 321-47111-111 | INTEREST EARNINGS | 1,000.00 | 1,000.00 | 615.26 | 4,042.40 | 3,042.40 | 404.24 % |
| **Category: 460 - Investment Income Total:** | | **1,000.00** | **1,000.00** | **615.26** | **4,042.40** | **3,042.40** | **304.24 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 321-48215-111 | PROGRAM INCOME | 7,500.00 | 7,500.00 | 0.00 | 50.00 | -7,450.00 | 99.33 % |
| **Category: 470 - Miscellaneous Revenues Total:** | | **7,500.00** | **7,500.00** | **0.00** | **50.00** | **-7,450.00** | **99.33 %** |
| **Category: 480 - Other Financing Uses** | | | | | | | |
| 321-49302-000 | LOAN/BOND PROCEEDS | 150,000.00 | 150,000.00 | 0.00 | 0.00 | -150,000.00 | 100.00 % |
| **Category: 480 - Other Financing Uses Total:** | | **150,000.00** | **150,000.00** | **0.00** | **0.00** | **-150,000.00** | **100.00 %** |
| **Revenue Total:** | | **808,500.00** | **808,500.00** | **615.26** | **75,302.35** | **-733,197.65** | **90.69 %** |
| **Expense** | | | | | | | |
| **Category: 504 - Contract Services** | | | | | | | |
| 321-53111-111 | CONTRACTUAL SERVICES | 40,000.00 | 40,000.00 | 0.00 | 1,360.00 | 38,640.00 | 96.60 % |
| **Category: 504 - Contract Services Total:** | | **40,000.00** | **40,000.00** | **0.00** | **1,360.00** | **38,640.00** | **96.60 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Category: 560 - Debt Service** | | | | | | | |
| 321-57221-111 | TIF PASS THRU - PRINCIPAL | 280,000.00 | 280,000.00 | 0.00 | 3,562.11 | 276,437.89 | 98.73 % |
| 321-57222-111 | TIF PASS THRU - INTEREST | 370,000.00 | 370,000.00 | 8,374.15 | 66,217.99 | 303,782.01 | 82.10 % |
| | **Category: 560 - Debt Service Total:** | **650,000.00** | **650,000.00** | **8,374.15** | **69,780.10** | **580,219.90** | **89.26 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 321-57311-111 | LOAN/BOND EXPENSE | 150,000.00 | 150,000.00 | 0.00 | 0.00 | 150,000.00 | 100.00 % |
| | **Category: 570 - Other Financing Uses Total:** | **150,000.00** | **150,000.00** | **0.00** | **0.00** | **150,000.00** | **100.00 %** |
| | **Expense Total:** | **840,000.00** | **840,000.00** | **8,374.15** | **71,140.10** | **768,859.90** | **91.53 %** |
| | **Fund: 321 - CRA Surplus (Deficit):** | **-31,500.00** | **-31,500.00** | **-7,758.89** | **4,162.25** | **35,662.25** | **113.21 %** |
| **Fund: 411 - CDBG** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 412 - Intergovernmental** | | | | | | | |
| 411-43151-411 | CDBG GRANT GENERAL | 300,000.00 | 300,000.00 | 0.00 | 0.00 | -300,000.00 | 100.00 % |
| | **Category: 412 - Intergovernmental Total:** | **300,000.00** | **300,000.00** | **0.00** | **0.00** | **-300,000.00** | **100.00 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 411-47111-000 | INTEREST EARNINGS | 1,500.00 | 1,500.00 | 81.58 | 420.96 | -1,079.04 | 71.94 % |
| | **Category: 460 - Investment Income Total:** | **1,500.00** | **1,500.00** | **81.58** | **420.96** | **-1,079.04** | **71.94 %** |
| | **Revenue Total:** | **301,500.00** | **301,500.00** | **81.58** | **420.96** | **-301,079.04** | **99.86 %** |
| **Expense** | | | | | | | |
| **Category: 504 - Contract Services** | | | | | | | |
| 411-54991-411 | GRANT EXPENSE | 300,000.00 | 300,000.00 | 0.00 | 0.00 | 300,000.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **300,000.00** | **300,000.00** | **0.00** | **0.00** | **300,000.00** | **100.00 %** |
| | **Expense Total:** | **300,000.00** | **300,000.00** | **0.00** | **0.00** | **300,000.00** | **100.00 %** |
| | **Fund: 411 - CDBG Surplus (Deficit):** | **1,500.00** | **1,500.00** | **81.58** | **420.96** | **-1,079.04** | **71.94 %** |
| **Fund: 511 - CAPITAL PROJECTS FUND** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 400 - Taxes** | | | | | | | |
| 511-41111-111 | PROPERTY TAX-GENERAL | 845,934.00 | 845,934.00 | 36,821.25 | 223,592.23 | -622,341.77 | 73.57 % |
| 511-41130-111 | STATE PROP. TAX CREDIT | 60,000.00 | 60,000.00 | 0.00 | 51,436.76 | -8,563.24 | 14.27 % |
| 511-41141-111 | MOTOR VEHICLE TAXES | 110,000.00 | 110,000.00 | 10,294.01 | 49,046.11 | -60,953.89 | 55.41 % |
| | **Category: 400 - Taxes Total:** | **1,015,934.00** | **1,015,934.00** | **47,115.26** | **324,075.10** | **-691,858.90** | **68.10 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 511-47111-111 | INTEREST EARNINGS | 6,500.00 | 6,500.00 | 6,556.85 | 46,817.29 | 40,317.29 | 720.27 % |
| | **Category: 460 - Investment Income Total:** | **6,500.00** | **6,500.00** | **6,556.85** | **46,817.29** | **40,317.29** | **620.27 %** |
| | **Revenue Total:** | **1,022,434.00** | **1,022,434.00** | **53,672.11** | **370,892.39** | **-651,541.61** | **63.72 %** |
| **Expense** | | | | | | | |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 511-54311-141 | STRUCTURES | 100,000.00 | 100,000.00 | 1,941.50 | 8,268.00 | 91,732.00 | 91.73 % |
| 511-54311-171 | STRUCTURES | 0.00 | 0.00 | 253,849.31 | 253,849.31 | -253,849.31 | 0.00 % |
| 511-54311-213 | STRUCTURES | 400,000.00 | 400,000.00 | 73,215.78 | 98,115.03 | 301,884.97 | 75.47 % |
| 511-54411-121 | EQUIPMENT | 60,000.00 | 60,000.00 | 0.00 | 0.00 | 60,000.00 | 100.00 % |
| 511-54411-151 | EQUIPMENT | 20,000.00 | 20,000.00 | 0.00 | 20,757.90 | -757.90 | -3.79 % |
| 511-54411-171 | EQUIPMENT | 362,000.00 | 362,000.00 | 51,048.72 | 279,886.06 | 82,113.94 | 22.68 % |
| | **Category: 550 - Capital Outlay Total:** | **942,000.00** | **942,000.00** | **380,055.31** | **660,876.30** | **281,123.70** | **29.84 %** |
| | **Expense Total:** | **942,000.00** | **942,000.00** | **380,055.31** | **660,876.30** | **281,123.70** | **29.84 %** |
| | **Fund: 511 - CAPITAL PROJECTS FUND Surplus (Deficit):** | **80,434.00** | **80,434.00** | **-326,383.20** | **-289,983.91** | **-370,417.91** | **460.52 %** |
| **Fund: 621 - ENVIRONMENTAL SERVICES** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 621-46111-621 | SALES & SERVICE | 3,558,564.00 | 3,558,564.00 | 308,422.87 | 2,138,431.61 | -1,420,132.39 | 39.91 % |
| 621-46118-000 | UTILITY PENALTIES | 38,000.00 | 38,000.00 | 2,552.48 | 17,870.13 | -20,129.87 | 52.97 % |
| 621-46211-621 | COMPACTR/DUMSPTER LEASE | 12,000.00 | 12,000.00 | 2,557.80 | 9,733.10 | -2,266.90 | 18.89 % |
| 621-46321-621 | RECYCLING SERVICE CHARG | 60,000.00 | 60,000.00 | 5,529.41 | 38,008.74 | -21,991.26 | 36.65 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 621-46322-621 | SALE OF RECYCL MATERIAL | 10,000.00 | 10,000.00 | 307.20 | 1,602.10 | -8,397.90 | 83.98 % |
| | **Category: 420 - Charges for Services Total:** | **3,678,564.00** | **3,678,564.00** | **319,369.76** | **2,205,645.68** | **-1,472,918.32** | **40.04 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 621-47111-000 | INTEREST EARNINGS | 25,000.00 | 25,000.00 | 13,705.73 | 82,501.71 | 57,501.71 | 330.01 % |
| | **Category: 460 - Investment Income Total:** | **25,000.00** | **25,000.00** | **13,705.73** | **82,501.71** | **57,501.71** | **230.01 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 621-49111-621 | MISCELLANEOUS | 0.00 | 0.00 | 0.00 | 105.00 | 105.00 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **0.00** | **105.00** | **105.00** | **0.00 %** |
| | **Revenue Total:** | **3,703,564.00** | **3,703,564.00** | **333,075.49** | **2,288,252.39** | **-1,415,311.61** | **38.21 %** |
| **Expense** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 621-51111-111 | REGULAR SALARIES | 84,195.00 | 84,195.00 | 6,745.88 | 50,408.56 | 33,786.44 | 40.13 % |
| 621-51111-112 | REGULAR SALARIES | 27,165.00 | 27,165.00 | 2,064.80 | 15,591.00 | 11,574.00 | 42.61 % |
| 621-51111-114 | REGULAR SALARIES | 46,475.00 | 46,475.00 | 3,461.88 | 25,340.07 | 21,134.93 | 45.48 % |
| 621-51111-115 | REGULAR SALARIES | 24,348.00 | 24,348.00 | 1,783.64 | 13,427.34 | 10,920.66 | 44.85 % |
| 621-51111-212 | REGULAR SALARIES | 25,816.00 | 25,816.00 | 1,981.46 | 14,933.51 | 10,882.49 | 42.15 % |
| 621-51111-621 | REGULAR SALARIES | 989,324.00 | 989,324.00 | 63,393.17 | 477,666.25 | 511,657.75 | 51.72 % |
| 621-51121-621 | OVERTIME SALARIES | 12,000.00 | 12,000.00 | 652.32 | 1,531.37 | 10,468.63 | 87.24 % |
| 621-51131-621 | PART-TIME SALARIES | 17,975.00 | 17,975.00 | 0.00 | 0.00 | 17,975.00 | 100.00 % |
| 621-51211-111 | SOCIAL SECURITY | 5,565.00 | 5,565.00 | 474.13 | 3,557.56 | 2,007.44 | 36.07 % |
| 621-51211-112 | SOCIAL SECURITY | 2,075.00 | 2,075.00 | 152.68 | 1,154.82 | 920.18 | 44.35 % |
| 621-51211-114 | SOCIAL SECURITY | 3,555.00 | 3,555.00 | 254.01 | 1,860.44 | 1,694.56 | 47.67 % |
| 621-51211-115 | SOCIAL SECURITY | 1,870.00 | 1,870.00 | 127.66 | 963.28 | 906.72 | 48.49 % |
| 621-51211-212 | SOCIAL SECURITY | 1,975.00 | 1,975.00 | 136.74 | 1,034.70 | 940.30 | 47.61 % |
| 621-51211-621 | SOCIAL SECURITY | 75,770.00 | 75,770.00 | 4,549.10 | 34,214.44 | 41,555.56 | 54.84 % |
| 621-51221-111 | RETIREMENT | 3,722.00 | 3,722.00 | 363.54 | 2,715.04 | 1,006.96 | 27.05 % |
| 621-51221-112 | RETIREMENT | 1,551.00 | 1,551.00 | 123.88 | 935.40 | 615.60 | 39.69 % |
| 621-51221-114 | RETIREMENT | 6,042.00 | 6,042.00 | 346.20 | 2,534.08 | 3,507.92 | 58.06 % |
| 621-51221-115 | RETIREMENT | 1,467.00 | 1,467.00 | 107.04 | 805.76 | 661.24 | 45.07 % |
| 621-51221-212 | RETIREMENT | 2,458.00 | 2,458.00 | 118.92 | 237.84 | 2,220.16 | 90.32 % |
| 621-51221-621 | RETIREMENT | 58,612.00 | 58,612.00 | 3,500.88 | 26,240.21 | 32,371.79 | 55.23 % |
| 621-51231-111 | HEALTH INSURANCE | 24,788.00 | 24,788.00 | 2,742.40 | 19,169.44 | 5,618.56 | 22.67 % |
| 621-51231-112 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 499.50 | 3,509.01 | 2,124.99 | 37.72 % |
| 621-51231-114 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 524.52 | 3,696.62 | 1,937.38 | 34.39 % |
| 621-51231-115 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 499.50 | 3,509.00 | 2,125.00 | 37.72 % |
| 621-51231-212 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 524.50 | 3,696.56 | 1,937.44 | 34.39 % |
| 621-51231-621 | HEALTH INSURANCE | 362,806.00 | 362,806.00 | 26,793.08 | 187,386.45 | 175,419.55 | 48.35 % |
| 621-51241-111 | LIFE INSURANCE | 121.00 | 121.00 | 12.32 | 80.05 | 40.95 | 33.84 % |
| 621-51241-112 | LIFE INSURANCE | 28.00 | 28.00 | 2.28 | 14.81 | 13.19 | 47.11 % |
| 621-51241-114 | LIFE INSURANCE | 28.00 | 28.00 | 2.27 | 14.79 | 13.21 | 47.18 % |
| 621-51241-115 | LIFE INSURANCE | 28.00 | 28.00 | 2.28 | 14.81 | 13.19 | 47.11 % |
| 621-51241-212 | LIFE INSURANCE | 28.00 | 28.00 | 2.28 | 14.81 | 13.19 | 47.11 % |
| 621-51241-621 | LIFE INSURANCE | 1,771.00 | 1,771.00 | 113.78 | 739.55 | 1,031.45 | 58.24 % |
| 621-51261-621 | WORKERS COMPENSATION | 37,060.00 | 37,060.00 | 0.00 | 26,404.14 | 10,655.86 | 28.75 % |
| | **Category: 500 - Personnel Total:** | **1,841,154.00** | **1,841,154.00** | **122,056.64** | **923,401.71** | **917,752.29** | **49.85 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 621-52111-621 | DEPARTMENT SUPPLIES | 135,000.00 | 135,000.00 | 3,798.94 | 35,111.42 | 99,888.58 | 73.99 % |
| 621-52181-621 | UNIFORMS & CLOTHING | 5,500.00 | 5,500.00 | 0.00 | 2,697.80 | 2,802.20 | 50.95 % |
| 621-52511-621 | GASOLINE | 3,750.00 | 3,750.00 | 173.49 | 934.23 | 2,815.77 | 75.09 % |
| 621-52521-621 | OTHER FUEL | 162,000.00 | 162,000.00 | 8,907.79 | 40,949.07 | 121,050.93 | 74.72 % |
| | **Category: 503 - Supplies Total:** | **306,250.00** | **306,250.00** | **12,880.22** | **79,692.52** | **226,557.48** | **73.98 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 621-53111-621 | CONTRACTUAL SERVICES | 110,000.00 | 110,000.00 | 8,379.46 | 75,023.48 | 34,976.52 | 31.80 % |
| 621-53151-621 | BANK FEES | 68,000.00 | 68,000.00 | 5,104.93 | 36,124.57 | 31,875.43 | 46.88 % |
| 621-53161-621 | LEGAL PUBLICATIONS | 1,000.00 | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 100.00 % |
| 621-53193-621 | DISPOSAL FEES | 585,000.00 | 585,000.00 | 43,452.70 | 250,990.89 | 334,009.11 | 57.10 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 621-53194-621 | POST CLOSURE CARE | 5,000.00 | 5,000.00 | 3,587.50 | 3,587.50 | 1,412.50 | 28.25 % |
| 621-53211-621 | LEGAL FEES | 5,000.00 | 5,000.00 | 0.00 | 0.00 | 5,000.00 | 100.00 % |
| 621-53311-621 | AUDIT | 20,000.00 | 20,000.00 | 11,496.08 | 19,996.08 | 3.92 | 0.02 % |
| 621-53421-621 | BUILDING MAINTENANCE | 6,000.00 | 6,000.00 | 634.25 | 1,072.47 | 4,927.53 | 82.13 % |
| 621-53431-621 | ELECTRICAL MAINTENANCE | 2,000.00 | 2,000.00 | 0.00 | 0.00 | 2,000.00 | 100.00 % |
| 621-53441-621 | EQUIPMENT MAINTENANCE | 20,000.00 | 20,000.00 | 695.58 | 10,425.87 | 9,574.13 | 47.87 % |
| 621-53451-621 | VEHICLE MAINTENANCE | 60,000.00 | 60,000.00 | 18,075.49 | 46,377.45 | 13,622.55 | 22.70 % |
| 621-53511-621 | ELECTRICITY | 14,000.00 | 14,000.00 | 792.12 | 5,017.41 | 8,982.59 | 64.16 % |
| 621-53521-621 | HEATING FUEL | 9,000.00 | 9,000.00 | 487.08 | 2,849.97 | 6,150.03 | 68.33 % |
| 621-53561-621 | PHONE & INTERNET | 4,000.00 | 4,000.00 | 217.88 | 1,273.00 | 2,727.00 | 68.18 % |
| 621-53711-621 | SCHOOL & CONFERENCE | 8,000.00 | 8,000.00 | 0.00 | 0.00 | 8,000.00 | 100.00 % |
| 621-53821-621 | PROP & EQUIP INSURANCE | 54,225.00 | 54,225.00 | 0.00 | 61,525.24 | -7,300.24 | -13.46 % |
| 621-53831-621 | LIABILITY INSURANCE | 17,595.00 | 17,595.00 | 0.00 | 17,440.77 | 154.23 | 0.88 % |
| 621-53841-621 | VEHICLE INSURANCE | 39,425.00 | 39,425.00 | 0.00 | 42,773.47 | -3,348.47 | -8.49 % |
| 621-59211-621 | LICENSES/PERMITS | 1,000.00 | 1,000.00 | 120.00 | 142.00 | 858.00 | 85.80 % |
| 621-59611-621 | BAD DEBT EXPENSE | 15,000.00 | 15,000.00 | 2,893.70 | 8,913.92 | 6,086.08 | 40.57 % |
| | **Category: 504 - Contract Services Total:** | **1,044,245.00** | **1,044,245.00** | **95,936.77** | **583,534.09** | **460,710.91** | **44.12 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 621-54212-621 | ENGINEERING/DESIGN | 350,000.00 | 350,000.00 | 0.00 | 2,309.50 | 347,690.50 | 99.34 % |
| 621-54311-621 | STRUCTURES | 3,530,000.00 | 3,530,000.00 | 0.00 | 64,054.20 | 3,465,945.80 | 98.19 % |
| 621-54411-621 | EQUIPMENT | 395,000.00 | 395,000.00 | 26.00 | 584,750.62 | -189,750.62 | -48.04 % |
| | **Category: 550 - Capital Outlay Total:** | **4,275,000.00** | **4,275,000.00** | **26.00** | **651,114.32** | **3,623,885.68** | **84.77 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 621-58111-621 | CONTINGENCY | 600,000.00 | 600,000.00 | 0.00 | 0.00 | 600,000.00 | 100.00 % |
| | **Category: 570 - Other Financing Uses Total:** | **600,000.00** | **600,000.00** | **0.00** | **0.00** | **600,000.00** | **100.00 %** |
| | **Expense Total:** | **8,066,649.00** | **8,066,649.00** | **230,899.63** | **2,237,742.64** | **5,828,906.36** | **72.26 %** |
| | **Fund: 621 - ENVIRONMENTAL SERVICES Surplus (Deficit):** | **-4,363,085.00** | **-4,363,085.00** | **102,175.86** | **50,509.75** | **4,413,594.75** | **101.16 %** |
| **Fund: 631 - WASTEWATER** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 631-42122-631 | CONNECTION CHARGES | 1,000.00 | 1,000.00 | 34.00 | 1,634.00 | 634.00 | 163.40 % |
| 631-42302-631 | PERMITS | 50.00 | 50.00 | 0.00 | 80.00 | 30.00 | 160.00 % |
| 631-46111-631 | SALES & SERVICE | 2,971,447.00 | 2,971,447.00 | 254,348.97 | 1,817,286.40 | -1,154,160.60 | 38.84 % |
| 631-46118-000 | UTILITY PENALTIES | 25,000.00 | 25,000.00 | 2,448.99 | 17,143.31 | -7,856.69 | 31.43 % |
| | **Category: 420 - Charges for Services Total:** | **2,997,497.00** | **2,997,497.00** | **256,831.96** | **1,836,143.71** | **-1,161,353.29** | **38.74 %** |
| **Category: 440 - Rents** | | | | | | | |
| 631-46117-631 | RENT | 0.00 | 0.00 | 0.00 | 2,375.00 | 2,375.00 | 0.00 % |
| | **Category: 440 - Rents Total:** | **0.00** | **0.00** | **0.00** | **2,375.00** | **2,375.00** | **0.00 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 631-47111-000 | INTEREST EARNINGS | 30,000.00 | 30,000.00 | 9,937.14 | 64,689.47 | 34,689.47 | 215.63 % |
| | **Category: 460 - Investment Income Total:** | **30,000.00** | **30,000.00** | **9,937.14** | **64,689.47** | **34,689.47** | **115.63 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 631-49111-631 | MISCELLANEOUS | 0.00 | 0.00 | 0.00 | 582.00 | 582.00 | 0.00 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **0.00** | **0.00** | **0.00** | **582.00** | **582.00** | **0.00 %** |
| | **Revenue Total:** | **3,027,497.00** | **3,027,497.00** | **266,769.10** | **1,903,790.18** | **-1,123,706.82** | **37.12 %** |
| **Expense** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 631-51111-111 | REGULAR SALARIES | 87,422.00 | 87,422.00 | 6,745.88 | 50,408.56 | 37,013.44 | 42.34 % |
| 631-51111-112 | REGULAR SALARIES | 27,110.00 | 27,110.00 | 2,064.80 | 15,591.00 | 11,519.00 | 42.49 % |
| 631-51111-114 | REGULAR SALARIES | 46,475.00 | 46,475.00 | 3,461.88 | 25,340.07 | 21,134.93 | 45.48 % |
| 631-51111-115 | REGULAR SALARIES | 24,348.00 | 24,348.00 | 1,783.64 | 13,427.34 | 10,920.66 | 44.85 % |
| 631-51111-116 | REGULAR SALARIES | 11,100.00 | 11,100.00 | 838.52 | 6,288.90 | 4,811.10 | 43.34 % |
| 631-51111-121 | REGULAR SALARIES | 13,708.00 | 13,708.00 | 1,070.18 | 7,797.03 | 5,910.97 | 43.12 % |
| 631-51111-212 | REGULAR SALARIES | 25,790.00 | 25,790.00 | 1,981.46 | 14,933.51 | 10,856.49 | 42.10 % |
| 631-51111-631 | REGULAR SALARIES | 606,910.00 | 606,910.00 | 47,862.65 | 328,661.89 | 278,248.11 | 45.85 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 631-51121-631 | OVERTIME SALARIES | 24,752.00 | 24,752.00 | 1,201.51 | 6,484.34 | 18,267.66 | 73.80 % |
| 631-51131-631 | PART-TIME SALARIES | 17,118.00 | 17,118.00 | 0.00 | 0.00 | 17,118.00 | 100.00 % |
| 631-51211-111 | SOCIAL SECURITY | 6,198.00 | 6,198.00 | 474.13 | 3,557.56 | 2,640.44 | 42.60 % |
| 631-51211-112 | SOCIAL SECURITY | 1,978.00 | 1,978.00 | 152.68 | 1,154.82 | 823.18 | 41.62 % |
| 631-51211-114 | SOCIAL SECURITY | 3,555.00 | 3,555.00 | 254.01 | 1,860.44 | 1,694.56 | 47.67 % |
| 631-51211-115 | SOCIAL SECURITY | 1,870.00 | 1,870.00 | 127.66 | 963.28 | 906.72 | 48.49 % |
| 631-51211-116 | SOCIAL SECURITY | 838.00 | 838.00 | 55.54 | 418.86 | 419.14 | 50.02 % |
| 631-51211-121 | SOCIAL SECURITY | 1,049.00 | 1,049.00 | 65.52 | 483.23 | 565.77 | 53.93 % |
| 631-51211-212 | SOCIAL SECURITY | 3,133.00 | 3,133.00 | 136.74 | 1,034.70 | 2,098.30 | 66.97 % |
| 631-51211-631 | SOCIAL SECURITY | 72,088.00 | 72,088.00 | 3,460.26 | 23,570.33 | 48,517.67 | 67.30 % |
| 631-51221-111 | RETIREMENT | 3,722.00 | 3,722.00 | 363.54 | 2,715.04 | 1,006.96 | 27.05 % |
| 631-51221-112 | RETIREMENT | 1,551.00 | 1,551.00 | 123.88 | 935.40 | 615.60 | 39.69 % |
| 631-51221-114 | RETIREMENT | 6,042.00 | 6,042.00 | 346.20 | 2,534.08 | 3,507.92 | 58.06 % |
| 631-51221-115 | RETIREMENT | 1,467.00 | 1,467.00 | 107.04 | 805.76 | 661.24 | 45.07 % |
| 631-51221-116 | RETIREMENT | 657.00 | 657.00 | 50.32 | 377.40 | 279.60 | 42.56 % |
| 631-51221-121 | RETIREMENT | 822.00 | 822.00 | 32.10 | 279.78 | 542.22 | 65.96 % |
| 631-51221-212 | RETIREMENT | 2,458.00 | 2,458.00 | 118.92 | 237.84 | 2,220.16 | 90.32 % |
| 631-51221-631 | RETIREMENT | 53,460.00 | 53,460.00 | 2,339.92 | 15,004.53 | 38,455.47 | 71.93 % |
| 631-51231-111 | HEALTH INSURANCE | 24,788.00 | 24,788.00 | 2,742.40 | 19,169.44 | 5,618.56 | 22.67 % |
| 631-51231-112 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 499.50 | 3,509.01 | 2,124.99 | 37.72 % |
| 631-51231-114 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 524.52 | 3,696.62 | 1,937.38 | 34.39 % |
| 631-51231-115 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 499.50 | 3,509.00 | 2,125.00 | 37.72 % |
| 631-51231-116 | HEALTH INSURANCE | 3,380.00 | 3,380.00 | 314.70 | 2,215.94 | 1,164.06 | 34.44 % |
| 631-51231-121 | HEALTH INSURANCE | 3,380.00 | 3,380.00 | 314.70 | 2,217.53 | 1,162.47 | 34.39 % |
| 631-51231-212 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 524.50 | 3,696.56 | 1,937.44 | 34.39 % |
| 631-51231-631 | HEALTH INSURANCE | 313,230.00 | 313,230.00 | 19,924.97 | 128,388.87 | 184,841.13 | 59.01 % |
| 631-51241-111 | LIFE INSURANCE | 176.00 | 176.00 | 12.32 | 80.05 | 95.95 | 54.52 % |
| 631-51241-112 | LIFE INSURANCE | 28.00 | 28.00 | 2.28 | 14.81 | 13.19 | 47.11 % |
| 631-51241-114 | LIFE INSURANCE | 28.00 | 28.00 | 2.27 | 14.79 | 13.21 | 47.18 % |
| 631-51241-115 | LIFE INSURANCE | 28.00 | 28.00 | 2.28 | 14.81 | 13.19 | 47.11 % |
| 631-51241-116 | LIFE INSURANCE | 17.00 | 17.00 | 1.37 | 8.89 | 8.11 | 47.71 % |
| 631-51241-121 | LIFE INSURANCE | 17.00 | 17.00 | 1.37 | 8.89 | 8.11 | 47.71 % |
| 631-51241-212 | LIFE INSURANCE | 28.00 | 28.00 | 2.28 | 14.81 | 13.19 | 47.11 % |
| 631-51241-631 | LIFE INSURANCE | 1,529.00 | 1,529.00 | 81.91 | 532.42 | 996.58 | 65.18 % |
| 631-51261-631 | WORKERS COMPENSATION | 19,340.00 | 19,340.00 | 0.00 | 15,459.11 | 3,880.89 | 20.07 % |
| | **Category: 500 - Personnel Total:** | **1,434,126.00** | **1,434,126.00** | **100,669.85** | **707,417.24** | **726,708.76** | **50.67 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 631-52111-631 | DEPARTMENT SUPPLIES | 78,620.00 | 78,620.00 | 1,529.05 | 9,417.31 | 69,202.69 | 88.02 % |
| 631-52181-631 | UNIFORMS & CLOTHING | 5,150.00 | 5,150.00 | 0.00 | 2,296.71 | 2,853.29 | 55.40 % |
| 631-52311-631 | MEMBERSHIPS | 2,970.00 | 2,970.00 | 0.00 | 275.00 | 2,695.00 | 90.74 % |
| 631-52411-631 | POSTAGE | 3,360.00 | 3,360.00 | 0.00 | 337.28 | 3,022.72 | 89.96 % |
| 631-52511-631 | GASOLINE | 14,900.00 | 14,900.00 | 565.24 | 3,544.96 | 11,355.04 | 76.21 % |
| 631-52521-631 | OTHER FUEL | 39,900.00 | 39,900.00 | 3,231.35 | 9,586.06 | 30,313.94 | 75.97 % |
| 631-52611-631 | CHEMICALS | 35,850.00 | 35,850.00 | 0.00 | 5,641.90 | 30,208.10 | 84.26 % |
| | **Category: 503 - Supplies Total:** | **180,750.00** | **180,750.00** | **5,325.64** | **31,099.22** | **149,650.78** | **82.79 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 631-53111-631 | CONTRACTUAL SERVICES | 123,045.00 | 123,045.00 | 6,031.93 | 80,989.70 | 42,055.30 | 34.18 % |
| 631-53151-631 | BANK FEES | 68,000.00 | 68,000.00 | 5,104.93 | 36,124.56 | 31,875.44 | 46.88 % |
| 631-53161-631 | LEGAL PUBLICATIONS | 100.00 | 100.00 | 0.00 | 0.00 | 100.00 | 100.00 % |
| 631-53211-631 | LEGAL FEES | 2,000.00 | 2,000.00 | 0.00 | 0.00 | 2,000.00 | 100.00 % |
| 631-53311-631 | AUDIT | 20,000.00 | 20,000.00 | 11,496.08 | 19,996.08 | 3.92 | 0.02 % |
| 631-53421-631 | BUILDING MAINTENANCE | 14,500.00 | 14,500.00 | 937.54 | 1,051.00 | 13,449.00 | 92.75 % |
| 631-53431-631 | ELECTRICAL MAINTENANCE | 11,000.00 | 11,000.00 | 0.00 | 1,675.64 | 9,324.36 | 84.77 % |
| 631-53441-631 | EQUIPMENT MAINTENANCE | 112,000.00 | 112,000.00 | 1,579.20 | 28,842.72 | 83,157.28 | 74.25 % |
| 631-53451-631 | VEHICLE MAINTENANCE | 10,750.00 | 10,750.00 | 218.89 | 1,424.41 | 9,325.59 | 86.75 % |
| 631-53461-631 | FACILITY REPAIRS | 102,500.00 | 102,500.00 | 0.00 | 28,047.00 | 74,453.00 | 72.64 % |
| 631-53466-631 | SEWER BACKUP CLAIMS | 10,000.00 | 10,000.00 | 0.00 | 0.00 | 10,000.00 | 100.00 % |
| 631-53511-631 | ELECTRICITY | 20,000.00 | 20,000.00 | 1,795.12 | 9,306.31 | 10,693.69 | 53.47 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 631-53521-631 | HEATING FUEL | 4,200.00 | 4,200.00 | 0.00 | 571.08 | 3,628.92 | 86.40 % |
| 631-53531-631 | ELECTRIC POWER | 220,500.00 | 220,500.00 | 13,061.74 | 79,759.78 | 140,740.22 | 63.83 % |
| 631-53561-631 | PHONE & INTERNET | 4,968.00 | 4,968.00 | 470.10 | 4,055.60 | 912.40 | 18.37 % |
| 631-53571-631 | CELLULAR PHONE | 1,540.00 | 1,540.00 | 39.94 | 239.64 | 1,300.36 | 84.44 % |
| 631-53611-631 | RENT-LAND | 1,300.00 | 1,300.00 | 0.00 | 1,334.57 | -34.57 | -2.66 % |
| 631-53631-631 | RENT-MACHINES | 1,000.00 | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 100.00 % |
| 631-53711-631 | SCHOOL & CONFERENCE | 5,815.00 | 5,815.00 | 0.00 | 1,895.00 | 3,920.00 | 67.41 % |
| 631-53821-631 | PROP & EQUIP INSURANCE | 151,498.00 | 151,498.00 | 0.00 | 159,607.71 | -8,109.71 | -5.35 % |
| 631-53831-631 | LIABILITY INSURANCE | 35,050.00 | 35,050.00 | 0.00 | 29,305.63 | 5,744.37 | 16.39 % |
| 631-53841-631 | VEHICLE INSURANCE | 20,470.00 | 20,470.00 | 0.00 | 15,175.89 | 5,294.11 | 25.86 % |
| 631-59211-631 | LICENSE/PERMITS | 3,375.00 | 3,375.00 | 0.00 | 1,625.00 | 1,750.00 | 51.85 % |
| 631-59611-631 | BAD DEBT EXPENSE | 15,000.00 | 15,000.00 | 2,118.02 | 7,207.69 | 7,792.31 | 51.95 % |
| | **Category: 504 - Contract Services Total:** | **958,611.00** | **958,611.00** | **42,853.49** | **508,235.01** | **450,375.99** | **46.98 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 631-54212-631 | ENGINEERING/DESIGN | 25,000.00 | 25,000.00 | 0.00 | 2,309.50 | 22,690.50 | 90.76 % |
| 631-54311-631 | STRUCTURES | 156,000.00 | 156,000.00 | 0.00 | 40,320.97 | 115,679.03 | 74.15 % |
| 631-54411-631 | EQUIPMENT | 672,000.00 | 672,000.00 | 10,000.00 | 412,206.59 | 259,793.41 | 38.66 % |
| | **Category: 550 - Capital Outlay Total:** | **853,000.00** | **853,000.00** | **10,000.00** | **454,837.06** | **398,162.94** | **46.68 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 631-55502-631 | TRANSFER TO STORMWATER | 50,000.00 | 50,000.00 | 0.00 | 50,000.00 | 0.00 | 0.00 % |
| 631-55600-631 | TRANSFER TO GIS | 45,000.00 | 45,000.00 | 0.00 | 45,000.00 | 0.00 | 0.00 % |
| 631-58111-631 | CONTINGENCY | 600,000.00 | 600,000.00 | 0.00 | 0.00 | 600,000.00 | 100.00 % |
| | **Category: 570 - Other Financing Uses Total:** | **695,000.00** | **695,000.00** | **0.00** | **95,000.00** | **600,000.00** | **86.33 %** |
| | **Expense Total:** | **4,121,487.00** | **4,121,487.00** | **158,848.98** | **1,796,588.53** | **2,324,898.47** | **56.41 %** |
| | **Fund: 631 - WASTEWATER Surplus (Deficit):** | **-1,093,990.00** | **-1,093,990.00** | **107,920.12** | **107,201.65** | **1,201,191.65** | **109.80 %** |
| **Fund: 641 - WATER** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 641-42302-121 | PERMITS | 0.00 | 0.00 | 32.00 | 424.00 | 424.00 | 0.00 % |
| 641-46111-641 | SALES & SERVICE | 2,315,263.00 | 2,315,263.00 | 171,114.98 | 1,334,124.92 | -981,138.08 | 42.38 % |
| 641-46114-641 | WATER MAINS | 1,000.00 | 1,000.00 | 393.00 | 1,959.00 | 959.00 | 195.90 % |
| 641-46115-641 | METERS & REMOTES | 2,831.00 | 2,831.00 | 684.00 | 2,785.00 | -46.00 | 1.62 % |
| 641-46118-000 | UTILITY PENALTIES | 25,000.00 | 25,000.00 | 2,031.39 | 13,238.89 | -11,761.11 | 47.04 % |
| | **Category: 420 - Charges for Services Total:** | **2,344,094.00** | **2,344,094.00** | **174,255.37** | **1,352,531.81** | **-991,562.19** | **42.30 %** |
| **Category: 440 - Rents** | | | | | | | |
| 641-46117-641 | RENT | 40,791.00 | 40,791.00 | 3,399.21 | 22,395.26 | -18,395.74 | 45.10 % |
| | **Category: 440 - Rents Total:** | **40,791.00** | **40,791.00** | **3,399.21** | **22,395.26** | **-18,395.74** | **45.10 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 641-47111-000 | INTEREST EARNINGS | 93,150.00 | 93,150.00 | 18,574.33 | 117,400.73 | 24,250.73 | 126.03 % |
| | **Category: 460 - Investment Income Total:** | **93,150.00** | **93,150.00** | **18,574.33** | **117,400.73** | **24,250.73** | **26.03 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 641-46314-641 | BAD DEBT COLLECTIONS | 5,000.00 | 5,000.00 | 1,880.42 | 3,753.46 | -1,246.54 | 24.93 % |
| 641-49111-641 | MISCELLANEOUS | 32,000.00 | 32,000.00 | 2,958.00 | 16,188.00 | -15,812.00 | 49.41 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **37,000.00** | **37,000.00** | **4,838.42** | **19,941.46** | **-17,058.54** | **46.10 %** |
| | **Revenue Total:** | **2,515,035.00** | **2,515,035.00** | **201,067.33** | **1,512,269.26** | **-1,002,765.74** | **39.87 %** |
| **Expense** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 641-51111-111 | REGULAR SALARIES | 89,000.00 | 89,000.00 | 6,745.80 | 50,408.26 | 38,591.74 | 43.36 % |
| 641-51111-112 | REGULAR SALARIES | 25,761.00 | 25,761.00 | 2,064.76 | 15,590.70 | 10,170.30 | 39.48 % |
| 641-51111-114 | REGULAR SALARIES | 46,115.00 | 46,115.00 | 3,461.86 | 25,340.04 | 20,774.96 | 45.05 % |
| 641-51111-115 | REGULAR SALARIES | 24,348.00 | 24,348.00 | 1,783.66 | 13,427.43 | 10,920.57 | 44.85 % |
| 641-51111-116 | REGULAR SALARIES | 7,775.00 | 7,775.00 | 559.02 | 4,192.65 | 3,582.35 | 46.08 % |
| 641-51111-121 | REGULAR SALARIES | 13,708.00 | 13,708.00 | 1,070.20 | 7,797.18 | 5,910.82 | 43.12 % |
| 641-51111-212 | REGULAR SALARIES | 25,815.00 | 25,815.00 | 1,981.48 | 14,933.66 | 10,881.34 | 42.15 % |
| 641-51111-641 | REGULAR SALARIES | 459,689.00 | 459,689.00 | 40,366.77 | 323,760.97 | 135,928.03 | 29.57 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 641-51121-641 | OVERTIME SALARIES | 25,752.00 | 25,752.00 | 1,092.08 | 11,098.81 | 14,653.19 | 56.90 % |
| 641-51131-641 | PART-TIME SALARIES | 13,000.00 | 13,000.00 | 0.00 | 0.00 | 13,000.00 | 100.00 % |
| 641-51211-111 | SOCIAL SECURITY | 6,105.00 | 6,105.00 | 473.90 | 3,555.34 | 2,549.66 | 41.76 % |
| 641-51211-112 | SOCIAL SECURITY | 1,978.00 | 1,978.00 | 152.70 | 1,154.92 | 823.08 | 41.61 % |
| 641-51211-114 | SOCIAL SECURITY | 3,555.00 | 3,555.00 | 253.97 | 1,859.99 | 1,695.01 | 47.68 % |
| 641-51211-115 | SOCIAL SECURITY | 1,870.00 | 1,870.00 | 127.62 | 963.05 | 906.95 | 48.50 % |
| 641-51211-116 | SOCIAL SECURITY | 559.00 | 559.00 | 37.02 | 279.19 | 279.81 | 50.06 % |
| 641-51211-121 | SOCIAL SECURITY | 1,049.00 | 1,049.00 | 65.50 | 483.27 | 565.73 | 53.93 % |
| 641-51211-212 | SOCIAL SECURITY | 3,133.00 | 3,133.00 | 136.76 | 1,034.81 | 2,098.19 | 66.97 % |
| 641-51211-641 | SOCIAL SECURITY | 53,320.00 | 53,320.00 | 2,939.26 | 23,781.27 | 29,538.73 | 55.40 % |
| 641-51221-111 | RETIREMENT | 3,686.00 | 3,686.00 | 363.28 | 2,712.86 | 973.14 | 26.40 % |
| 641-51221-112 | RETIREMENT | 1,551.00 | 1,551.00 | 123.92 | 935.70 | 615.30 | 39.67 % |
| 641-51221-114 | RETIREMENT | 6,042.00 | 6,042.00 | 346.12 | 2,533.56 | 3,508.44 | 58.07 % |
| 641-51221-115 | RETIREMENT | 1,467.00 | 1,467.00 | 107.00 | 805.54 | 661.46 | 45.09 % |
| 641-51221-116 | RETIREMENT | 438.00 | 438.00 | 33.56 | 251.70 | 186.30 | 42.53 % |
| 641-51221-121 | RETIREMENT | 822.00 | 822.00 | 32.12 | 279.72 | 542.28 | 65.97 % |
| 641-51221-212 | RETIREMENT | 2,458.00 | 2,458.00 | 118.80 | 237.60 | 2,220.40 | 90.33 % |
| 641-51221-641 | RETIREMENT | 38,832.00 | 38,832.00 | 2,153.38 | 17,340.81 | 21,491.19 | 55.34 % |
| 641-51231-111 | HEALTH INSURANCE | 24,788.00 | 24,788.00 | 2,742.02 | 19,165.83 | 5,622.17 | 22.68 % |
| 641-51231-112 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 499.50 | 3,508.98 | 2,125.02 | 37.72 % |
| 641-51231-114 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 524.47 | 3,696.24 | 1,937.76 | 34.39 % |
| 641-51231-115 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 499.50 | 3,508.98 | 2,125.02 | 37.72 % |
| 641-51231-116 | HEALTH INSURANCE | 2,253.00 | 2,253.00 | 209.80 | 1,477.29 | 775.71 | 34.43 % |
| 641-51231-121 | HEALTH INSURANCE | 3,380.00 | 3,380.00 | 314.70 | 2,217.54 | 1,162.46 | 34.39 % |
| 641-51231-212 | HEALTH INSURANCE | 5,634.00 | 5,634.00 | 524.50 | 3,696.32 | 1,937.68 | 34.39 % |
| 641-51231-641 | HEALTH INSURANCE | 210,698.00 | 210,698.00 | 17,077.95 | 129,991.95 | 80,706.05 | 38.30 % |
| 641-51241-111 | LIFE INSURANCE | 121.00 | 121.00 | 12.15 | 79.24 | 41.76 | 34.51 % |
| 641-51241-112 | LIFE INSURANCE | 28.00 | 28.00 | 2.26 | 14.72 | 13.28 | 47.43 % |
| 641-51241-114 | LIFE INSURANCE | 28.00 | 28.00 | 2.29 | 14.78 | 13.22 | 47.21 % |
| 641-51241-115 | LIFE INSURANCE | 28.00 | 28.00 | 2.26 | 14.72 | 13.28 | 47.43 % |
| 641-51241-116 | LIFE INSURANCE | 11.00 | 11.00 | 0.91 | 5.92 | 5.08 | 46.18 % |
| 641-51241-121 | LIFE INSURANCE | 17.00 | 17.00 | 1.35 | 8.85 | 8.15 | 47.94 % |
| 641-51241-212 | LIFE INSURANCE | 28.00 | 28.00 | 2.26 | 14.72 | 13.28 | 47.43 % |
| 641-51241-641 | LIFE INSURANCE | 1,029.00 | 1,029.00 | 86.41 | 553.49 | 475.51 | 46.21 % |
| 641-51261-641 | WORKERS COMPENSATION | 16,274.00 | 16,274.00 | 0.00 | 10,727.63 | 5,546.37 | 34.08 % |
| | **Category: 500 - Personnel Total:** | **1,139,047.00** | **1,139,047.00** | **89,092.87** | **703,456.23** | **435,590.77** | **38.24 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 641-52111-641 | DEPARTMENT SUPPLIES | 140,000.00 | 140,000.00 | 10,784.71 | 28,095.44 | 111,904.56 | 79.93 % |
| 641-52116-641 | METERS | 65,000.00 | 65,000.00 | 10,046.99 | 27,585.89 | 37,414.11 | 57.56 % |
| 641-52117-641 | SAMPLES | 20,345.00 | 20,345.00 | 558.00 | 5,841.00 | 14,504.00 | 71.29 % |
| 641-52181-641 | UNIFORMS & CLOTHING | 4,625.00 | 4,625.00 | 249.31 | 2,491.24 | 2,133.76 | 46.14 % |
| 641-52311-641 | MEMBERSHIPS | 2,720.00 | 2,720.00 | 0.00 | 523.00 | 2,197.00 | 80.77 % |
| 641-52411-641 | POSTAGE | 7,960.00 | 7,960.00 | 235.53 | 1,212.01 | 6,747.99 | 84.77 % |
| 641-52511-641 | GASOLINE | 19,500.00 | 19,500.00 | 1,363.34 | 6,441.49 | 13,058.51 | 66.97 % |
| 641-52521-641 | OTHER FUEL | 2,700.00 | 2,700.00 | 241.85 | 841.89 | 1,858.11 | 68.82 % |
| 641-52611-641 | CHEMICALS | 90,500.00 | 90,500.00 | 8,406.03 | 34,732.02 | 55,767.98 | 61.62 % |
| 641-52931-641 | INSURED REPAIRS/REPLACE | 0.00 | 0.00 | 0.00 | 22,190.66 | -22,190.66 | 0.00 % |
| | **Category: 503 - Supplies Total:** | **353,350.00** | **353,350.00** | **31,885.76** | **129,954.64** | **223,395.36** | **63.22 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 641-53111-641 | CONTRACTUAL SERVICES | 141,464.00 | 141,464.00 | 6,403.41 | 83,378.12 | 58,085.88 | 41.06 % |
| 641-53151-641 | BANK FEES | 68,000.00 | 68,000.00 | 5,104.93 | 36,124.56 | 31,875.44 | 46.88 % |
| 641-53161-641 | LEGAL PUBLICATIONS | 100.00 | 100.00 | 0.00 | 116.30 | -16.30 | -16.30 % |
| 641-53211-641 | LEGAL FEES | 2,000.00 | 2,000.00 | 0.00 | 0.00 | 2,000.00 | 100.00 % |
| 641-53311-641 | AUDIT | 20,000.00 | 20,000.00 | 11,496.08 | 19,996.08 | 3.92 | 0.02 % |
| 641-53421-641 | BUILDING MAINTENANCE | 2,000.00 | 2,000.00 | 1,570.02 | 5,963.37 | -3,963.37 | -198.17 % |
| 641-53431-641 | ELECTRICAL MAINTENANCE | 4,000.00 | 4,000.00 | 1,561.40 | 2,011.44 | 1,988.56 | 49.71 % |
| 641-53441-641 | EQUIPMENT MAINTENANCE | 17,000.00 | 17,000.00 | 1,981.53 | 4,441.55 | 12,558.45 | 73.87 % |
| 641-53451-641 | VEHICLE MAINTENANCE | 7,500.00 | 7,500.00 | 2,550.75 | 4,231.22 | 3,268.78 | 43.58 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 641-53461-641 | FACILITY REPAIRS | 100,000.00 | 100,000.00 | 1,325.00 | 1,325.00 | 98,675.00 | 98.68 % |
| 641-53511-641 | ELECTRICITY | 4,320.00 | 4,320.00 | 347.24 | 2,381.20 | 1,938.80 | 44.88 % |
| 641-53521-641 | HEATING FUEL | 5,160.00 | 5,160.00 | 202.39 | 1,766.69 | 3,393.31 | 65.76 % |
| 641-53531-641 | ELECTRIC POWER | 170,000.00 | 170,000.00 | 9,621.07 | 55,090.55 | 114,909.45 | 67.59 % |
| 641-53561-641 | PHONE & INTERNET | 3,132.00 | 3,132.00 | 338.99 | 789.47 | 2,342.53 | 74.79 % |
| 641-53571-641 | CELLULAR PHONE | 1,612.00 | 1,612.00 | 39.94 | 239.64 | 1,372.36 | 85.13 % |
| 641-53611-641 | RENT-LAND | 1,250.00 | 1,250.00 | 458.76 | 1,334.57 | -84.57 | -6.77 % |
| 641-53631-641 | RENT-MACHINES | 1,400.00 | 1,400.00 | 242.83 | 477.61 | 922.39 | 65.89 % |
| 641-53711-641 | SCHOOL & CONFERENCE | 4,800.00 | 4,800.00 | 0.00 | 1,525.00 | 3,275.00 | 68.23 % |
| 641-53821-641 | PROP & EQUIP INSURANCE | 69,356.00 | 69,356.00 | 0.00 | 70,301.34 | -945.34 | -1.36 % |
| 641-53831-641 | LIABILITY INSURANCE | 13,784.00 | 13,784.00 | 0.00 | 13,331.69 | 452.31 | 3.28 % |
| 641-53841-641 | VEHICLE INSURANCE | 6,185.00 | 6,185.00 | 0.00 | 11,890.79 | -5,705.79 | -92.25 % |
| 641-59211-641 | LICENSE/PERMITS | 1,500.00 | 1,500.00 | 0.00 | 1,495.00 | 5.00 | 0.33 % |
| 641-59611-641 | BAD DEBT EXPENSE | 15,000.00 | 15,000.00 | 1,729.91 | 6,066.72 | 8,933.28 | 59.56 % |
| | **Category: 504 - Contract Services Total:** | **659,563.00** | **659,563.00** | **44,974.25** | **324,277.91** | **335,285.09** | **50.83 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 641-54212-641 | ENGINEERING/DESIGN | 85,000.00 | 85,000.00 | 0.00 | 24,047.25 | 60,952.75 | 71.71 % |
| 641-54311-641 | STRUCTURES | 535,000.00 | 535,000.00 | 0.00 | 0.00 | 535,000.00 | 100.00 % |
| 641-54411-641 | EQUIPMENT | 150,000.00 | 150,000.00 | 52,973.02 | 59,715.13 | 90,284.87 | 60.19 % |
| | **Category: 550 - Capital Outlay Total:** | **770,000.00** | **770,000.00** | **52,973.02** | **83,762.38** | **686,237.62** | **89.12 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 641-55600-641 | TRANSFER TO GIS | 45,000.00 | 45,000.00 | 0.00 | 45,000.00 | 0.00 | 0.00 % |
| 641-58111-641 | CONTINGENCY | 600,000.00 | 600,000.00 | 0.00 | 0.00 | 600,000.00 | 100.00 % |
| | **Category: 570 - Other Financing Uses Total:** | **645,000.00** | **645,000.00** | **0.00** | **45,000.00** | **600,000.00** | **93.02 %** |
| | **Expense Total:** | **3,566,960.00** | **3,566,960.00** | **218,925.90** | **1,286,451.16** | **2,280,508.84** | **63.93 %** |
| | **Fund: 641 - WATER Surplus (Deficit):** | **-1,051,925.00** | **-1,051,925.00** | **-17,858.57** | **225,818.10** | **1,277,743.10** | **121.47 %** |
| **Fund: 651 - ELECTRIC** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 460 - Investment Income** | | | | | | | |
| 651-47111-000 | INTEREST EARNINGS | 10,000.00 | 10,000.00 | 5,267.70 | 30,187.18 | 20,187.18 | 301.87 % |
| | **Category: 460 - Investment Income Total:** | **10,000.00** | **10,000.00** | **5,267.70** | **30,187.18** | **20,187.18** | **201.87 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 651-46112-000 | LEASE PAYMENTS | 3,590,839.00 | 3,590,839.00 | 260,028.90 | 1,899,532.09 | -1,691,306.91 | 47.10 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **3,590,839.00** | **3,590,839.00** | **260,028.90** | **1,899,532.09** | **-1,691,306.91** | **47.10 %** |
| | **Revenue Total:** | **3,600,839.00** | **3,600,839.00** | **265,296.60** | **1,929,719.27** | **-1,671,119.73** | **46.41 %** |
| **Expense** | | | | | | | |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 651-54311-000 | STRUCTURES | 675,000.00 | 675,000.00 | 0.00 | 0.00 | 675,000.00 | 100.00 % |
| | **Category: 550 - Capital Outlay Total:** | **675,000.00** | **675,000.00** | **0.00** | **0.00** | **675,000.00** | **100.00 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 651-55100-111 | TRANSFER TO GENERAL | 3,590,839.00 | 3,590,839.00 | 260,028.90 | 1,615,555.58 | 1,975,283.42 | 55.01 % |
| | **Category: 570 - Other Financing Uses Total:** | **3,590,839.00** | **3,590,839.00** | **260,028.90** | **1,615,555.58** | **1,975,283.42** | **55.01 %** |
| | **Expense Total:** | **4,265,839.00** | **4,265,839.00** | **260,028.90** | **1,615,555.58** | **2,650,283.42** | **62.13 %** |
| | **Fund: 651 - ELECTRIC Surplus (Deficit):** | **-665,000.00** | **-665,000.00** | **5,267.70** | **314,163.69** | **979,163.69** | **147.24 %** |
| **Fund: 661 - STORMWATER** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 420 - Charges for Services** | | | | | | | |
| 661-42302-121 | PERMITS | 900.00 | 900.00 | 0.00 | 0.00 | -900.00 | 100.00 % |
| 661-46120-000 | STORMWATER SURCHARGE | 191,416.00 | 191,416.00 | 16,156.41 | 112,792.33 | -78,623.67 | 41.07 % |
| | **Category: 420 - Charges for Services Total:** | **192,316.00** | **192,316.00** | **16,156.41** | **112,792.33** | **-79,523.67** | **41.35 %** |
| **Category: 460 - Investment Income** | | | | | | | |
| 661-47111-000 | INTEREST EARNINGS | 5,000.00 | 5,000.00 | 2,166.59 | 14,510.55 | 9,510.55 | 290.21 % |
| | **Category: 460 - Investment Income Total:** | **5,000.00** | **5,000.00** | **2,166.59** | **14,510.55** | **9,510.55** | **190.21 %** |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 661-49111-000 | MISCELLANEOUS | 13,600.00 | 13,600.00 | 0.00 | 6,000.00 | -7,600.00 | 55.88 % |
| **Category: 470 - Miscellaneous Revenues Total:** | | **13,600.00** | **13,600.00** | **0.00** | **6,000.00** | **-7,600.00** | **55.88 %** |
| **Category: 480 - Other Financing Uses** | | | | | | | |
| 661-45901-661 | TRANS FROM OTHER FUNDS | 0.00 | 0.00 | 0.00 | 50,000.00 | 50,000.00 | 0.00 % |
| 661-45907-000 | TRANSFER FROM SEWER | 50,000.00 | 50,000.00 | 0.00 | 0.00 | -50,000.00 | 100.00 % |
| **Category: 480 - Other Financing Uses Total:** | | **50,000.00** | **50,000.00** | **0.00** | **50,000.00** | **0.00** | **0.00 %** |
| **Revenue Total:** | | **260,916.00** | **260,916.00** | **18,323.00** | **183,302.88** | **-77,613.12** | **29.75 %** |
| **Expense** | | | | | | | |
| **Category: 503 - Supplies** | | | | | | | |
| 661-52111-661 | DEPARTMENT SUPPLIES | 12,000.00 | 12,000.00 | 0.00 | 108.76 | 11,891.24 | 99.09 % |
| 661-52117-661 | SAMPLES | 500.00 | 500.00 | 0.00 | 0.00 | 500.00 | 100.00 % |
| 661-52181-661 | UNIFORMS & CLOTHING | 500.00 | 500.00 | 0.00 | 0.00 | 500.00 | 100.00 % |
| 661-52311-661 | MEMBERSHIPS | 500.00 | 500.00 | 0.00 | 150.00 | 350.00 | 70.00 % |
| 661-52411-661 | POSTAGE | 200.00 | 200.00 | 0.00 | 0.00 | 200.00 | 100.00 % |
| 661-52511-661 | GASOLINE | 200.00 | 200.00 | 0.00 | 0.00 | 200.00 | 100.00 % |
| **Category: 503 - Supplies Total:** | | **13,900.00** | **13,900.00** | **0.00** | **258.76** | **13,641.24** | **98.14 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 661-53111-661 | CONTRACTUAL SERVICES | 101,600.00 | 101,600.00 | 3,305.00 | 23,298.60 | 78,301.40 | 77.07 % |
| 661-53121-661 | CONSULTING SERVICES | 3,000.00 | 3,000.00 | 0.00 | 0.00 | 3,000.00 | 100.00 % |
| 661-53211-661 | LEGAL FEES | 1,000.00 | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 100.00 % |
| 661-53441-661 | EQUIPMENT MAINTENANCE | 1,000.00 | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 100.00 % |
| 661-53451-661 | VEHICLE MAINTENANCE | 300.00 | 300.00 | 0.00 | 0.00 | 300.00 | 100.00 % |
| 661-53461-661 | FACILITY REPAIRS | 15,000.00 | 15,000.00 | 0.00 | 0.00 | 15,000.00 | 100.00 % |
| 661-53561-661 | PHONE & INTERNET | 500.00 | 500.00 | 0.47 | 2.82 | 497.18 | 99.44 % |
| 661-53611-661 | RENT-LAND | 830.00 | 830.00 | 0.00 | 835.68 | -5.68 | -0.68 % |
| 661-53711-661 | SCHOOL & CONFERENCE | 2,000.00 | 2,000.00 | 0.00 | 450.00 | 1,550.00 | 77.50 % |
| 661-53841-661 | VEHICLE INSURANCE | 400.00 | 400.00 | 0.00 | 0.00 | 400.00 | 100.00 % |
| 661-59611-661 | BAD DEBT EXPENSE | 600.00 | 600.00 | 206.48 | 676.93 | -76.93 | -12.82 % |
| **Category: 504 - Contract Services Total:** | | **126,230.00** | **126,230.00** | **3,511.95** | **25,264.03** | **100,965.97** | **79.99 %** |
| **Category: 550 - Capital Outlay** | | | | | | | |
| 661-54212-661 | ENGINEERING/DESIGN | 33,000.00 | 33,000.00 | 22,393.00 | 22,393.00 | 10,607.00 | 32.14 % |
| 661-54311-661 | STRUCTURES | 265,000.00 | 265,000.00 | 93,492.00 | 106,666.00 | 158,334.00 | 59.75 % |
| **Category: 550 - Capital Outlay Total:** | | **298,000.00** | **298,000.00** | **115,885.00** | **129,059.00** | **168,941.00** | **56.69 %** |
| **Category: 570 - Other Financing Uses** | | | | | | | |
| 661-58111-661 | CONTINGENCY | 250,000.00 | 250,000.00 | 0.00 | 0.00 | 250,000.00 | 100.00 % |
| **Category: 570 - Other Financing Uses Total:** | | **250,000.00** | **250,000.00** | **0.00** | **0.00** | **250,000.00** | **100.00 %** |
| **Expense Total:** | | **688,130.00** | **688,130.00** | **119,396.95** | **154,581.79** | **533,548.21** | **77.54 %** |
| **Fund: 661 - STORMWATER Surplus (Deficit):** | | **-427,214.00** | **-427,214.00** | **-101,073.95** | **28,721.09** | **455,935.09** | **106.72 %** |
| **Fund: 721 - GIS SERVICES** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 460 - Investment Income** | | | | | | | |
| 721-47111-000 | INTEREST EARNINGS | 200.00 | 200.00 | 262.19 | 931.00 | 731.00 | 465.50 % |
| **Category: 460 - Investment Income Total:** | | **200.00** | **200.00** | **262.19** | **931.00** | **731.00** | **365.50 %** |
| **Category: 480 - Other Financing Uses** | | | | | | | |
| 721-45901-721 | TRANS FROM OTHER FUNDS | 120,000.00 | 120,000.00 | 0.00 | 120,000.00 | 0.00 | 0.00 % |
| **Category: 480 - Other Financing Uses Total:** | | **120,000.00** | **120,000.00** | **0.00** | **120,000.00** | **0.00** | **0.00 %** |
| **Revenue Total:** | | **120,200.00** | **120,200.00** | **262.19** | **120,931.00** | **731.00** | **0.61 %** |
| **Expense** | | | | | | | |
| **Category: 500 - Personnel** | | | | | | | |
| 721-51111-721 | REGULAR SALARIES | 55,149.00 | 55,149.00 | 4,192.58 | 31,759.35 | 23,389.65 | 42.41 % |
| 721-51211-721 | SOCIAL SECURITY | 4,192.00 | 4,192.00 | 277.70 | 2,116.89 | 2,075.11 | 49.50 % |
| 721-51221-721 | RETIREMENT | 3,287.00 | 3,287.00 | 251.52 | 1,905.30 | 1,381.70 | 42.04 % |
| 721-51231-721 | HEALTH INSURANCE | 16,901.00 | 16,901.00 | 1,573.50 | 11,089.50 | 5,811.50 | 34.39 % |

| | | Original Total Budget | Current Total Budget | Period Activity | Fiscal Activity | Variance Favorable (Unfavorable) | Percent Remaining |
|---|---|---|---|---|---|---|---|
| 721-51241-721 | LIFE INSURANCE | 83.00 | 83.00 | 6.82 | 44.34 | 38.66 | 46.58 % |
| 721-51261-721 | WORKERS COMPENSATION | 65.00 | 65.00 | 0.00 | 60.83 | 4.17 | 6.42 % |
| | **Category: 500 - Personnel Total:** | **79,677.00** | **79,677.00** | **6,302.12** | **46,976.21** | **32,700.79** | **41.04 %** |
| **Category: 503 - Supplies** | | | | | | | |
| 721-52111-721 | DEPARTMENT SUPPLIES | 5,000.00 | 5,000.00 | 0.00 | 1,272.44 | 3,727.56 | 74.55 % |
| | **Category: 503 - Supplies Total:** | **5,000.00** | **5,000.00** | **0.00** | **1,272.44** | **3,727.56** | **74.55 %** |
| **Category: 504 - Contract Services** | | | | | | | |
| 721-53111-721 | CONTRACTUAL SERVICES | 25,000.00 | 25,000.00 | 485.00 | 4,161.67 | 20,838.33 | 83.35 % |
| 721-53441-721 | EQUIPMENT MAINTENANCE | 2,000.00 | 2,000.00 | 0.00 | 0.00 | 2,000.00 | 100.00 % |
| 721-53561-721 | PHONE & INTERNET | 700.00 | 700.00 | 196.47 | 1,145.82 | -445.82 | -63.69 % |
| 721-53711-721 | SCHOOL & CONFERENCE | 4,000.00 | 4,000.00 | 0.00 | 193.40 | 3,806.60 | 95.17 % |
| | **Category: 504 - Contract Services Total:** | **31,700.00** | **31,700.00** | **681.47** | **5,500.89** | **26,199.11** | **82.65 %** |
| | **Expense Total:** | **116,377.00** | **116,377.00** | **6,983.59** | **53,749.54** | **62,627.46** | **53.81 %** |
| | **Fund: 721 - GIS SERVICES Surplus (Deficit):** | **3,823.00** | **3,823.00** | **-6,721.40** | **67,181.46** | **63,358.46** | **-1,657.30 %** |
| **Fund: 811 - UNEMPLOYMENT COMP** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 460 - Investment Income** | | | | | | | |
| 811-47111-000 | INTEREST EARNINGS | 200.00 | 200.00 | 204.28 | 1,295.31 | 1,095.31 | 647.66 % |
| | **Category: 460 - Investment Income Total:** | **200.00** | **200.00** | **204.28** | **1,295.31** | **1,095.31** | **547.66 %** |
| | **Revenue Total:** | **200.00** | **200.00** | **204.28** | **1,295.31** | **1,095.31** | **547.66 %** |
| **Expense** | | | | | | | |
| **Category: 504 - Contract Services** | | | | | | | |
| 811-53851-112 | PAYMENT TO STATE | 60,000.00 | 60,000.00 | 0.00 | 0.00 | 60,000.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **60,000.00** | **60,000.00** | **0.00** | **0.00** | **60,000.00** | **100.00 %** |
| | **Expense Total:** | **60,000.00** | **60,000.00** | **0.00** | **0.00** | **60,000.00** | **100.00 %** |
| | **Fund: 811 - UNEMPLOYMENT COMP Surplus (Deficit):** | **-59,800.00** | **-59,800.00** | **204.28** | **1,295.31** | **61,095.31** | **102.17 %** |
| **Fund: 812 - HEALTH INSURANCE** | | | | | | | |
| **Revenue** | | | | | | | |
| **Category: 460 - Investment Income** | | | | | | | |
| 812-47111-000 | INTEREST EARNINGS | 20,000.00 | 20,000.00 | 19,098.53 | 114,014.74 | 94,014.74 | 570.07 % |
| | **Category: 460 - Investment Income Total:** | **20,000.00** | **20,000.00** | **19,098.53** | **114,014.74** | **94,014.74** | **470.07 %** |
| **Category: 470 - Miscellaneous Revenues** | | | | | | | |
| 812-45001-000 | REVENUE FROM EMPLOYEES | 375,000.00 | 375,000.00 | 27,187.50 | 183,588.24 | -191,411.76 | 51.04 % |
| 812-45002-000 | REVENUE FROM EMPLOYER | 2,700,000.00 | 2,700,000.00 | 257,608.00 | 1,556,586.00 | -1,143,414.00 | 42.35 % |
| 812-45003-000 | FLEX REV. FROM EMPLOYEE | 20,000.00 | 20,000.00 | 1,703.84 | 218,305.88 | 198,305.88 | 1,091.53 % |
| 812-45004-000 | COBRA PYMTS - EMPLOYEES | 1,000.00 | 1,000.00 | 496.44 | 827.40 | -172.60 | 17.26 % |
| 812-49111-000 | MISCELLANEOUS | 0.00 | 0.00 | 0.00 | 12.04 | 12.04 | 0.00 % |
| 812-49114-000 | REVENUE-RE-INS CARRIER | 4,000.00 | 4,000.00 | 0.00 | 9,720.47 | 5,720.47 | 243.01 % |
| | **Category: 470 - Miscellaneous Revenues Total:** | **3,100,000.00** | **3,100,000.00** | **286,995.78** | **1,969,040.03** | **-1,130,959.97** | **36.48 %** |
| | **Revenue Total:** | **3,120,000.00** | **3,120,000.00** | **306,094.31** | **2,083,054.77** | **-1,036,945.23** | **33.24 %** |
| **Expense** | | | | | | | |
| **Category: 504 - Contract Services** | | | | | | | |
| 812-53111-112 | CONTRACTUAL SERVICES | 20,000.00 | 20,000.00 | 0.00 | 5,000.00 | 15,000.00 | 75.00 % |
| 812-53861-112 | PREMIUM EXPENSE | 580,000.00 | 580,000.00 | 52,158.02 | 352,857.69 | 227,142.31 | 39.16 % |
| 812-53862-112 | CLAIMS EXPENSE | 3,200,000.00 | 3,200,000.00 | 53,716.04 | 813,735.19 | 2,386,264.81 | 74.57 % |
| 812-53863-112 | FLEXIBLE BENFT EXPENSES | 25,000.00 | 25,000.00 | 1,554.54 | 12,802.74 | 12,197.26 | 48.79 % |
| 812-59913-112 | TAX EXPENSE | 850.00 | 850.00 | 0.00 | 0.00 | 850.00 | 100.00 % |
| | **Category: 504 - Contract Services Total:** | **3,825,850.00** | **3,825,850.00** | **107,428.60** | **1,184,395.62** | **2,641,454.38** | **69.04 %** |
| | **Expense Total:** | **3,825,850.00** | **3,825,850.00** | **107,428.60** | **1,184,395.62** | **2,641,454.38** | **69.04 %** |
| | **Fund: 812 - HEALTH INSURANCE Surplus (Deficit):** | **-705,850.00** | **-705,850.00** | **198,665.71** | **898,659.15** | **1,604,509.15** | **227.32 %** |
| | **Report Surplus (Deficit):** | **-16,527,612.00** | **-16,527,612.00** | **-185,335.71** | **1,746,340.17** | **18,273,952.17** | **110.57 %** |

# City of Scottsbluff, Nebraska
**Monday, May 18, 2026**
**Regular Meeting**

**Item 10.a**

**Council to convene as the Board of Equalization.**

**Staff Contact:** City Council

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 10.b**

**Council to adjourn as the Board of Equalization and reconvene as the Scottsbluff City Council.**

**Staff Contact:** City Council

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 11.a**

**Council to consider action on the first reading of the Ordinance levying special assessments on the land and real estate upon which unsafe structures were located at 1216 and 1220 5th Avenue, resulting in their subsequent demolition.**

**Staff Contact:** Zachary Glaubius

**ORDINANCE NO. _____**

**AN ORDINANCE FINDING, ASCERTAINING, DETERMINING, EQUALIZING AND FIXING THE BENEFITS TO AND LEVYING SPECIAL ASSESSMENTS ON THE LAND AND REAL ESTATE UPON WHICH UNSAFE STRUCTURES WERE LOCATED AND THEIR SUBSEQUENT DEMOLITION IN THE CITY OF SCOTTSBLUFF, NEBRASKA, FOR THE PURPOSE OF PAYING THE COSTS FOR DEMOLITION TO THE EXTENT OF SPECIAL BENEFIT TO SUCH LANDS AND REAL ESTATE AND TO PUBLISH IN PAMPHLET FORM.**

**BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SCOTTSBLUFF, NEBRASKA:**

Section 1. That, for the purpose of paying the cost of demolition because of unsafe structures, including asbestos abatement and site stabilization in the City of Scottsbluff, Nebraska ("City"), the Mayor and City Council, sitting as a Board of Equalization, after publication of notice to the property owners and a public hearing as required by section 4-6-22 of the Municipal Code, and after due consideration, determine such costs of the City to be the amount of $40,050.00, and find, ascertain, determine, equalize and fix benefits to, and levy assessments on the following lands and real estate for the demolition of unsafe structures within the City as follows:

| OWNER OF RECORD | REAL ESTATE | BENEFIT | ASSESSMENT |
|---|---|---|---|
| Lincoln Trust Company, Custodian FBO Bruce A. Langlois, IRA | Lot Twelve (12), SECOND HALL ADDITION to Scottsbluff Nebraska, in Scotts Bluff County, Nebraska; according to the recorded plat thereof. | $ 20,025.00 | $ 20,025.00 |
| Lincoln Trust FBO Bruce Langlois | Lot Thirteen (13), SECOND HALL ADDITION to the City of Scottsbluff, Scotts Bluff, County, Nebraska. | $ 20,025.00 | $ 20,025.00 |

Section 2. That such assessments shall be, and the same are hereby made and declared to be a lien upon such lands and real estate from and after the date of this Ordinance, and shall become delinquent in twenty (20) days after such date, shall draw interest at a rate of six percent (6%) per annum from such date until the assessment shall become delinquent, and thereafter shall draw interest at the rate of nine percent (9%) per annum.

Section 3. Such assessments shall be payable at the office of the City Finance Director in City Hall.

Section 4. This Ordinance shall become effective upon its passage, approval and publication shall be in pamphlet form.

Passed and approved on this ____ day of May, 2026.

_____
Betsy Vidlak, Mayor

Attest:

_____
Kimberley Wright, City Clerk

(Seal)

Approved as to Form:

_____
City Attorney

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 11.b**

**Council to consider action on the first reading of the Ordinance dealing with the number of apprentice plumbers that may assist master plumbers and journeyman plumbers.**

**Staff Contact:** Zachary Glaubius

**ORDINANCE NO. _____**

**AN ORDINANCE OF THE CITY OF SCOTTSBLUFF, NEBRASKA AMENDING THE SCOTTSBLUFF MUNICIPAL CODE AT CHAPTER 4, ARTICLE 3, SECTION 53 DEALING WITH THE NUMBER OF APPRENTICE PLUMBERS THAT MAY ASSIST MASTER PLUMBERS AND JOURNEYMAN PLUMBERS, TO PROVIDE FOR AN EFFECTIVE DATE, AND TO PROVIDE FOR PUBLICATION IN PAMPHLET FORM.**

**BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SCOTTSBLUFF, NEBRASKA:**

Section 1. Chapter 4, Article 3, Section 53, of the Scottsbluff Municipal Code is now amended to provide as follows:

"**§ 4-3-53 SAME; APPRENTICE PLUMBER; CERTIFICATE.**

An apprentice plumber holding a certificate issued by the Plumber Inspector may assist the holder of a master plumber's license in the installation and repair of plumbing, but may not perform the actual installation or repair. Provided, not more than four (4) apprentice plumbers may be employed to assist one master plumber, nor may more than three (3) apprentice plumbers per journeyman plumber be employed. (Ord. 1116, passed 2-25-1957; Ord. 2445, passed - - 1979; Ord. _____, passed _____, 2026)"

Section 2. Any prior code sections at Chapter 4, Article 3, Section 53, and all other ordinances and parts of ordinances in conflict with this Ordinance are repealed. However, this Ordinance shall not be construed to affect any rights, liabilities, duties, or causes of action, either criminal or civil, existing or actions pending at the time this Ordinance has become effective.

Section 3. This Ordinance shall become effective upon its passage, approval and publication. Publication shall be in pamphlet form.

PASSED AND APPROVED ON _____, 2026.

_____
Betsy Vidlak, Mayor

Attest:

_____
Kimberley Wright, City Clerk

Approved as to form:

_____
City Attorney

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 11.c**

**Council to consider action on the second reading of the Ordinance to Annex Two Tracts of Land situated in the Southwest Quarter of Section 18 and the Northwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th P.M., commonly identified as 21st Avenue and County Road K Right-of-Way.**

**Staff Contact:** Zachary Glaubius

**ORDINANCE NO. _____**

**AN ORDINANCE ANNEXING TWO TRACTS OF LAND SITUATED IN THE SOUTHWEST QUARTER OF SECTION 18 AND THE NORTHWEST QUARTER OF SECTION 19 IN TOWNSHIP 22 NORTH, RANGE 54 WEST OF THE 6TH P.M., SCOTTS BLUFF COUNTY, NEBRASKA AND PROVIDING FOR PUBLICATION IN PAMPHLET FORM.**

**BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SCOTTSBLUFF, NEBRASKA:**

Section 1. The following described real estate is found and declared to be contiguous and adjacent to the corporate limits of the City of Scottsbluff, Nebraska ("City"), to be urban or suburban in character, and not to be agricultural land which is rural in character:

A Tract of Land Situated in The Southwest Quarter of Section 18, Township 22 North, Range 54 West of the 6th P.M., Scotts Bluff County, Nebraska, More Particularly Described as Follows:

Beginning At the Intersection of The West Line of The Southwest Quarter Of Section 18, And the Easterly Extension of The South Right-Of-Way Line Of 34th Street, As Platted and Recorded in Deed Book 88, Page 140, In the Scotts Bluff County Register of Deeds Office; Thence Easterly on Said Easterly Extension Of the South Right-Of-Way Line Of 34th Street, To the Point Of Intersection With the East Right-Of-Way Line of Sugar Factory Road (21st Avenue), Said Right-Of-Way Line Being 33.00 Feet East of And Parallel with The West Line of Section 18; Thence Southerly on Said East Right-Of-Way Line Of Sugar Factory Road (21st Avenue), To the Point of Intersection with The Centerline Of the Enterprise Canal; Thence Westerly on The Centerline Of Said Canal, To the Point of Intersection with The West Line of The Southwest Quarter Of Section 18; Thence Northerly on Said West Line of The Southwest Quarter Of Section 18, To the Point of Beginning.

And

A Tract of Land Situated in The Southwest Quarter of Section 18 And The Northwest Quarter of Section 19, Township 22 North, Range 54 West of The 6th P.M., Scotts Bluff County, Nebraska, More Particularly Described As Follows:

Beginning At the Southwest Corner of Section 18, Thence Northerly on The West Line of The Southwest Quarter of Section 18, To the Point Of Intersection With the Easterly Extension of The North Line of Lot 1, Block 6, Indian Hills Addition, As Platted and Recorded in Deed Book 147, Page 37, In The Scotts Bluff County Register of Deeds Office; Thence Easterly on Said Easterly Extension of The North Line of Lot 1, To the Point of Intersection With The East Right-Of-Way Line of Sugar Factory Road (21st Avenue), Said Right-Of-Way Line Being 33.00 Feet East of And Parallel with The West Line Of Section 18; Thence Southerly on Said East Right-Of-Way Line of Sugar Factory Road (21st Avenue), To the Point of Intersection with The North Right-Of-Way Line of County Road K, Said Right-Of-Way Line Being 33.00 Feet North Of and Parallel with The South Line of Section 18; Thence Easterly On Said North Right-Of-Way Line of County Road K, To the Point of Intersection With The East Line of a Tract of Land as Described in Instrument 2000-5652; Thence Southerly on The East Line of Said Tract, And Southerly Extension Thereof, To the Point of Intersection with The South Right-Of-Way Line Of County Road K, Said Right-Of-Way Line Being 33.00 Feet South of And Parallel With The North Line of Section 19; Thence Westerly on Said South Right-Of-Way Line of County Road K, To the Point of Intersection with The East Right-Of-Way Line of Sugar Factory Road (21st Avenue), Said Right-Of-Way Line Being

33.00 Feet East of And Parallel with The West Line of Section 19; Thence Southerly On Said East Right-Of-Way Line of Sugar Factory Road (21st Avenue), To the Point of Intersection with The Easterly Extension of The South Line of a Tract of Land as Described in Miscellaneous Book 91, Page 357; Thence Westerly on Said Easterly Extension of The South Line of Said Tract, To the Point of Intersection with The West Line of The Northwest Quarter Of Section 19; Thence Northerly on Said West Line of The Northwest Quarter Of Section 19, To the Point of Beginning ("real estate").

Section 2. The real estate described above is annexed to and included within the corporate limits of the City, and hereafter shall be and remain a part of the City for all purposes whatsoever as of the effective date of this Ordinance.

Section 3. Any map describing the corporate limits of the City is amended to provide for the addition of the real estate to the corporate limits of the City.

Section 4. The inhabitants of the real estate described above shall be entitled to all the rights and privileges, and subject to all the laws, ordinances, rules and regulations of the City. Such inhabitants shall receive substantially the benefits of other inhabitants of lands within the City as soon as practical, and adequate plans and necessary City Council action, if any, to furnish such benefits as police, fire, snow removal, sanitation and water service shall be adopted as provided in Section 16-120 R.R.S. (Reissue 2022).

Section 5. All ordinances, parts of ordinances, resolutions and policies of the City in conflict with this Ordinance are repealed.

Section 6. This Ordinance shall become effective upon its passage, approval and publication shall be in pamphlet form.

PASSED AND APPROVED on June ___, 2026.

_____
Betsy Vidlak, Mayor

ATTEST:

_____
Kimberley Wright, City Clerk (Seal)

Approved as to form:

_____
City Attorney

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 11.d**

**Council to consider action on the second reading of the Ordinance to consider the Zoning Text Amendment to Chapter 25, Article 4 regarding Fences.**

**Staff Contact:** Zachary Glaubius

**ORDINANCE NO. _____**

**AN ORDINANCE OF THE CITY OF SCOTTSBLUFF, NEBRASKA AMENDING AND REVISING THE SCOTTSBLUFF MUNICIPAL CODE AT CHAPTER 25, ARTICLE 4, DEALING WITH FENCES AND WALLS, TO CLARIFY MATERIALS AND SIMPLIFY THE FENCING REQUIREMENT WITHIN THE CITY OF SCOTTSBLUFF, AND TO REPEAL AND REVISE RELATED CODE SECTIONS AT CHAPTER 25, ARTICLE 2, SECTIONS 44 AND 45, SECTION 25, ARTICLE 7, SECTION 12 AND CHAPTER 25, ARTICLE 22, SECTION 6 OF THE SCOTTSBLUFF MUNICIPAL CODE, TO PROVIDE FOR AN EFFECTIVE DATE, AND TO PROVIDE FOR PUBLICATION IN PAMPHLET FORM.**

**BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SCOTTSBLUFF, NEBRASKA:**

1. Section 1. Chapter 25, Article 4, of the Scottsbluff Municipal Code is now amended and revised to provide as follows:

"**§ 25-4-1 INTENT.**

The regulations in this article govern the type, location, and construction of fences, walls, and hedges.

**§25-4-2 DEFINITIONS.**

a. OPEN FENCE: A fence where the design of the fence has more than fifty percent (50%) of the surface area open.
b. CLOSED FENCE: A fence where the design of the fence has more than fifty percent (50%) of the surface area closed.
c. CURB SIDEWALK: A sidewalk built adjoining the curb of a public street.
d. FENCE HEIGHT: The height of a fence measured from the average grade of the ground, measured within eighteen (18) inches on either side of the fence.

**§25-4-3 APPLICABILITY.**

(A) The regulations contained in this article shall apply to all fences with a height above grade of thirty (30) inches and over.
(B) A permit to erected a fence is required in all districts, except A, AR, and R-1B.

**§25-4-4 RESIDENTIAL FENCES.**

Fences constructed within residential districts, excluding R-1B, or on land used for residential purposes in the O-P district are subject to the following provisions:

(A) Construction Requirements

a. Front.
    i. All fences constructed in front yard building setbacks shall not exceed forty-eight (48) inches in height.
    ii. All fences constructed in front yard building setbacks shall be constructed as an open fence.
b. Street Side.
    iii. All fences constructed in the street side yard building setback shall not exceed seventy-two (72) inches, except;
    iv. A closed fence exceeding forty-eight (48) inches shall not be constructed adjoining a curb sidewalk.
    v. All fences constructed in the street side yard building setback may be constructed as a closed fence.
c. Interior Side and Rear.
    vi. All fences constructed outside of a front or street side yard building setback shall not exceed seventy-two (72) inches.
    vii. All fences constructed outside of a front or street side yard building setback may be constructed as a closed fence.

(B) Material Requirements

a. Fences shall be constructed of wood, chain-link, PVC/resin, stone or masonry materials, or ornamental metals only.
b. Fences shall not be constructed of railroad ties, salvage, or sheet metal.
c. Barbed wire and/or electrified fences are not permitted within the corporate limits of the city and are defined as any fence that includes in its material barbs, blades, razors, electric current or other features specifically designed to injure or abrade an individual or animal who attempts to negotiate the fence.

**§25-4-5 COMMERCIAL, PUBLIC, AND INDUSTRIAL FENCES.**

Fences constructed within commercial, public, and industrial districts are subject to following provisions:

(A) Construction Requirements

a. Front and Street Side.

    i. All fences constructed in the front and street side yard building setbacks shall not exceed forty-eight (48) inches.

ii. If no front or street side yard building setback is present, all fences constructed shall not exceed ninety-six (96) inches.

b. Interior Side and Rear.

i. All fences constructed outside a front or street side yard building setback shall not exceed ninety-six (96) inches.

(B) Material Requirements

a. Fences shall not be constructed of railroad ties or salvage.

b. Barbed wire and electrified fences are not permitted within the corporate limits of the city. Except barbed wire may be used in the construction of fencing in an industrial district provided that the bottom strand of the barbed wire shall be at least eighty-four (84) inches above ground level and said fence complies with the provisions of 20-5-31.

**§25-4-6 SIGHT TRIANGLE; STREETS; ALLEYS.**

(A) Notwithstanding any other provisions of this article to the contrary, no fence exceeding thirty-six (36) inches in height, measured from the average grade of the ground, measured within eighteen (18) inches on either side of the fence, may be built within the sight triangle as defined in the subsections below.

a. Streets.

i. A triangular area bounded on two sides by the intersecting street right-of-way lines and on the third side by a line connecting points on each right-of-way line which are twenty (20) feet from their intersection.

b. Alleys.

i. A triangular area bounded on two sides by the intersecting right-of-way lines of the alley and adjoining side street and on the third side by a line connecting points on each right-of-way line which are located at the

distance from their intersection which are ten (10) feet from their intersection.

**§25-4-7 FENCES IN RIGHT-OF-WAY.**

No fences are allowed in the public right-of-way, except when allowed with a permit under the provisions of Chapter 20 of the Municipal Code.

**§25-4-8 OBSTRUCTION OF VISION; PROHIBITED.**

Anything in this article to the contrary notwithstanding, no fence may be constructed or maintained if it will obstruct the view from or to any driveway approach, street, alley, or sidewalk.

**§25-4-9 FENCES ON RETAINING WALLS.**

If a fence is constructed on the top of a retaining wall, the height of the fence is measured from the ground on the low side of the retaining wall; A retaining wall must be adequately designed, constructed, and drained to withstand any lateral pressure to which it is subject.

**§25-4-10 EFFECTS ON DRAINAGE.**

In all districts, fences shall be constructed and maintained so as to avoid limiting or obstructing the flow of water in natural drainage course or drainageways created within easements.

**§25-4-11 UTILITY EASEMENTS; FENCES ON.**

(A) In all Districts, a fence erected on a tract of land subject to an easement for the construction, maintenance, operations, or replacement of any water, sanitary or storm sewer, gas line, electric power, telephone, or other utility poles, or other cables or lines shall be designed and constructed to be readily removable, as determined by the Development Services Director, to permit the use of the easement. Such fences shall be

subject to removal by request whenever necessary to permit access. The cost of removal or replacement shall be the responsibility of the owner of the fence.

(B) Permission by the Development Services Director to construct a fence on land that is subject to an easement shall not bind, and shall be without prejudice to the rights of, owners of easements other than the City.

**§25-4-12 FENCE; DILAPIDATED; DUTY TO REPAIR OR REMOVE.**

Fences must be kept in repair. The Development Services Director or his/her designee may order any dilapidated fence repaired or removed.

**§25-4-13 FENCE; VIOLATIONS; NUISANCE.**

Any fence constructed or maintained in a violation of any of the provisions of this article is hereby declared to be a nuisance.

**§25-4-14 OTHER PROVISIONS PERTAINING TO FENCES.**

(A) Fences in Mobile Home Parks: 25-9-9

(B) Fences in Planned Unit Developments: 25-7-34

(C) Off-Street Parking Lot Fences: 25-5-13

(D) Prohibition of Barbed Wire Fences: 20-5-31

(E) Refuse Collection Point Screening: 25-22-11

(F) Retaining Walls and Fences in Right-of-Way: 20-4-2 through 20-4-6

(G) Satellite Earth Station Fences: 25-21-3

(H) Screen Fences: 25-22-7

(I) Wind Energy Conversion System Fences: 4-8-6 and 4-8-7

(J) Wireless Communication Tower Fences: 25-24-6."

2. Section 2. Chapter 25, Article 2 Sections 44 and 45 of the Scottsbluff Municipal Code are now repealed.

3. Section 3. Chapter 25, Article 7, Section 7 of the Scottsbluff Municipal Code is amended to provide as follows:

"§**25-7-12 WALLS AND FENCES.**

The general development standards in Article 4 of this chapter for fences, walls, and hedges as shall apply to fences, walls, and hedges in planned unit developments, providing the Planning Commission may require additional walls and fences if it determines that such walls or fences are necessary to protect adjacent properties or occupants of the planned unit development."

4. Section 4. Chapter 25, Article 22, Section 6 of the Scottsbluff Municipal Code is amended to provide as follows:

**"§25-22-6 STREET YARD LANDCAPE PROVISIONS.**

(A) Depth of street yard landscape area. Landscaping shall be required adjacent to each street property line and shall extend from the right-of-way to a minimum depth inward of ten feet on private property for all land uses and zoning classifications. Provided however, that this requirement shall not be applicable land that is used for single-family or two-family residential uses.

(1) Street yard landscaping depth may be reduced to not less than five feet in order to meet off-street parking requirements.

(B) Location of street trees. All trees and shrubs planted in the street yard landscape area shall meet the spacing and location requirements of this chapter and those of Chapter 20, Article 7 of the Municipal Code.

(C) Repealed."

5. Section 5. Any prior code sections at Chapter 25, Article 4, Chapter 25, Article 2, Sections 44 and 45, Chapter 25, Article 7, Section12, and Chapter 25, Article 22, Section 6, and

all other ordinances and parts of ordinances in conflict with this Ordinance are repealed. However, this Ordinance shall not be construed to affect any rights, liabilities, duties, or causes of action, either criminal or civil, existing or actions pending at the time this Ordinance has become effective.

6. This Ordinance shall become effective upon its passage, approval and publication. Publication shall be in pamphlet form.

PASSED AND APPROVED ON _____, 2026.

_____
Betsy Vidlak, Mayor

Attest:

_____
Kimberley Wright, City Clerk

Approved as to form:

_____
City Attorney

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 11.e**

**Council to consider action on the second reading of the Ordinance to consider an amendment to the Municipal Code to create the Public Use District within the City's zoning jurisdiction.**

**Staff Contact:** Zachary Glaubius

**ORDINANCE NO. _____**

**AN ORDINANCE DEALING WITH ZONING, AMENDING SECTION 25-1-4 BY UPDATING THE OFFICIAL ZONING DISTRICT MAP TO SET FORTH VARIOUS PARCELS, LOCATED THROUGHOUT THE ZONING JURISDICTION OF THE CITY OF SCOTTSBLUFF WHICH ARE NOW DESIGNATED IN THE NEW PUBLIC USE DISTRICT, THE PROPERTIES ARE LOCATED IN VARIOUS ZONING DISTRICTS, A COPY OF THE VARIOUS PROPERTIES ALONG WITH THEIR SCOTTS BLUFF COUNTY ASSESSOR IDENTIFACATION NUMBER, ADDRESS AND LEGAL DESCRIPTION IS ATTACHED TO THIS ORDINANCE MARKED AS EXHIBIT "A" AND INCORPORATED IN THIS ORDINANCE BY REFERENCE, ALL OF THE PROPERTIES ON EXHIBIT "A" WILL NOW BE INCLUDED IN THE PUBLIC USE DISTRICT (P) AND THE ZONING MAP SHALL BE AMENDED, REPEALING PRIOR SECTION 25-1-4, PROVIDING FOR AN EFFECTIVE DATE AND PROVIDING FOR PUBLICATION IN PAMPHLET FORM.**

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SCOTTSBLUFF, NEBRASKA:

1. Section 1. Chapter 25, 1-4 of the Scottsbluff Municipal Code is now amended to provide as follows:

"§ 25-1-4, Zones: location maps. The boundaries of the zoning districts created in this chapter are shown on the zoning district map which is made part of this municipal code. The zoning district map and all information shown thereon shall have the same force and effect as if fully set forth and described herein. The official zoning district map shall be identified by the signature of the Mayor, attested by the City Clerk under the following statement:

> This is to certify that this is the official zoning district map described in §25-1-4 of the Scottsbluff Municipal Code, passed this _____day of _____, 2026."

2. Section 2. Previously existing Section 25-1-4 and all other Ordinances and parts of Ordinances in conflict with this Ordinance are repealed. Provided, this Ordinance shall not be construed to affect any rights, liabilities, duties, or causes of action, either criminal or civil, existing or actions pending at the time this Ordinance has become effective.

3. This Ordinance shall become effective upon its passage, approval and publication. Publication shall be in pamphlet form.

PASSED AND APPROVED ON _____, 2026.

_____
Betsy Vidlak, Mayor

Attest:

_____
Kimberley Wright, City Clerk

Approved as to form:

_____
City Attorney

**City of Scottsbluff**

**Exhibit A**

| Parcel ID | Address | Legal Description | Owner | Acreage | Present Zoning District |
|---|---|---|---|---|---|
| 10000068 | - | TR SE NE 19-22-54 (2.81) | Airport Authority of Scotts Bluff County | 2.81 | A |
| 10000272 | 908 HILLTOP ESTATE PL | TR C, BLK 7, HILLTOP ESTATES SUB | City of Scottsbluff | 0.32 | R-1A |
| 10001138 | - | LT 2, BLK 2, WEBBER MANOR FOURTH ADD (3.88) | City of Scottsbluff | 3.88 | C-2 |
| 10001608 | - | ACCR ATT TO GL 5 (1.2) | City of Scottsbluff | 1.20 | AR |
| 10001609 | - | ACCR ATT TO GL 8 (1.84) | City of Scottsbluff | 1.84 | AR |
| 10026029 | - | PT SE 10-22-55 (102.62) | Board of Regents of the University of Nebraska | 102.18 | R-1A |
| 10026045 | 4502 AVE I | PT SE (S OF CANAL) 10-22-55 (19.44) | Board of Regents of the University of Nebraska | 19.44 | R-1A |
| 10027831 | - | PT SE (S OF DITCH) 14-22-55 UNPLATTED LANDS (4.45) | City of Scottsbluff | 3.65 | R-1A |
| 10027874 | 1102 W 42ND ST | PT NE NE, 15-22-55 UNPLATTED LANDS | State of Nebraska | 22.61 | R-1A |
| 10042431 | - | PT S1/2 NW (N OF CANAL) 10-22-55 | Board of Regents of the University of Nebraska | 74.76 | A |
| 10051295 | 4505 5TH AVE | PT S1/2 SW 12-22-55 UNPLATTED LANDS (79.10) | City of Scottsbluff | 80.29 | R-1A |
| 10110127 | 1918 W SOUTH BELTLINE HWY | PT TL 14 AND ACCR SOUTH OF BELTLINE 27-22-55 UNPLATTED LANDS (33.00) | City of Scottsbluff | 57.35 | A |
| 10130241 | - | LTS 1-12 BLK 1, LTS 1-12 BLK 4, LTS 1-6 BLK 5, LTS 1-6 BLK 6 IMPERIAL FIRST ADD AMENDED | City of Scottsbluff | 8.77 | R-1A |
| 10229388 | 4109 5TH AVE | PT N 1/2 NW 13-22-55 UNPLATTED LANDS (46.09) | City of Scottsbluff | 45.10 | R-1 |
| 10230807 | 400 E 20TH ST | ALL BLK 1, SIXTH ADD | City of Scottsbluff | 2.82 | R-1A |
| 10232346 | - | LT 2, BLK 1, NORTHWOOD ADD REPLAT | City of Scottsbluff | 1.00 | R-1A |

| | | | | | |
|---|---|---|---|---|---|
| 10234624 | 801 W 31ST ST | BLK 2, NORTHWOOD ADD | City of Scottsbluff | 8.38 | R-1A |
| 10268898 | - | BLK 3, LACY PARK SUB | City of Scottsbluff | 3.35 | A |
| 10294732 | 1601 E 27TH ST | BLK 1A SCOTTS BLUFF COUNTY COLLEGE TRACTS REPLAT (64.14) | Western Nebraska Community College | 65.09 | R-1 |
| 10299424 | - | UNIT 1 WNCC/ESU#13 TECHNOLOGY CENTER CONDOMINIUM REPLAT | Western Nebraska Community College | 0.60 | O&P |
| 10299432 | - | BLK 4, SYKES ADD | City of Scottsbluff | 3.14 | O&P |
| 10301526 | 4215 AVE I | PT SW SW (600'X600') 11-22-55 (8.26) UNPLATTED LANDS | Educational Unit 13 | 8.27 | R-4 |
| 10301534 | 4201 5TH AVE | N 100'OF S 193'OF E 100'OF W 163'OF SW SW 12-22-55 UNPLATTED LANDS (.26) | Nebraska Public Power District | 0.23 | R-1A |
| 10301542 | - | TR IN SW SW 12-22-55 UNPLATTED LANDS (.44) | City of Scottsbluff | 0.44 | R-1A |
| 10301593 | 1600 W SOUTH BELTLINE HWY | PT ACCR GOVT LTS 1-3, 27-22-55 UNPLATTED LANDS (PARK & ZOO) | City of Scottsbluff | 109.31 | A |
| 10303294 | - | PT SW SW, 15-22-55 UNPLATTED LANDS CEDARVIEW ROAD(UN VACATED/DEDICATED) | City of Scottsbluff | 1.30 | C-3 |
| 10303561 | 1615 20TH ST | BLK 1-2, CLEVELAND ADD | City of Scottsbluff | 18.98 | R-1A |
| 10303596 | - | LTS 11-13, BLK 3, WESTMOOR 5TH ADD | City of Scottsbluff | 1.16 | R-1A |
| 10303618 | 1914 AVE I | BLK 1, WESTMOOR 6TH ADD | City of Scottsbluff | 2.07 | R-1A |
| 10303626 | - | LT 1, BLK 1, WESTMOOR 7TH ADD | City of Scottsbluff | 1.20 | R-1A |
| 10303669 | 1722 AVE K | WESTMOOR SCHOOL ADD | Scottsbluff School District | 9.18 | R-1A |
| 10303987 | - | LT 10A, BLK 3, MCKINLEY FOURTH ADD | Scotts Bluff County | 0.04 | R-1 |
| 10304347 | - | PT E1/2 SW, PT W1/2 SW (N ENT CAN) 10-22-55 (12.38) | Board of Regents of the University of Nebraska | 12.39 | A |
| 10304355 | 4500 AVE I | PT E1/2 SE, 10-22-55 (3.28) | State of Nebraska | 3.28 | R-1A |
| 10304363 | - | PT E1/2 SE 10-22-55 | State of Nebraska | 5.07 | R-1A |
| 10304401 | - | PT S1/2 SW, UNPLATTED LANDS (.23) | City of Scottsbluff | 0.23 | R-1A |
| 10304460 | 1102 W 42ND ST | PT NE NE,15-22-55 UNPLATTED LANDS | State of Nebraska | 5.51 | R-1A |
| 10305122 | - | LT 1, BLK 1, NORTHWOOD ADD | City of Scottsbluff | 0.20 | R-1A |
| 10305149 | 2810 1ST AVE | W 151.5' OF S 900' EX S 300', WILLIAM FRANK PARK ADD | State of Nebraska | 1.95 | R-1A |
| 10305157 | 2912 1ST AVE | E 300' & VACATED 1ST AVE N OF 29TH ST & W 151.5' EX S 900', WILLIAM FRANK PARK ADD | City of Scottsbluff | 12.92 | C-2 |

| | | | | | |
|---|---|---|---|---|---|
| 10305165 | 313 E 27TH ST | BLK 1B, FRANK SCHOOL ADD REPLAT | Scottsbluff School District | 26.24 | R-1A |
| 10305262 | 1809 3RD AVE | ALL BLK 2, FIFTH ADD AMENDED | City of Scottsbluff | 2.07 | R-1A |
| 10305335 | 2212 AVE C | BLK 3A, SECOND LINCOLN HEIGHTS ADD | Scottsbluff School District | 2.04 | R-1A |
| 10305408 | 2401 BROADWAY | HIGH SCHOOL TR | Scottsbluff School District | 20.95 | R-1A |
| 10305416 | - | LTS 1-6, BLK 1, & LTS 1-3, BLK 2, REPLATOF BLK 41, NORTH SCOTTSBLUFF ADD | Scottsbluff School District | 2.31 | R-1A |
| 10305424 | - | LTS 15-16, BLK 1, COOKS ADD | City of Scottsbluff | 0.42 | R-1A |
| 10305580 | 240071 HIGHLAND RD | BLK 1, LACY PARK SUB | City of Scottsbluff | 18.84 | A |
| 10306056 | - | ROW IN SW 10-22-55 (4.28) | Enterprise Canal | 4.28 | A |
| 10336095 | 2620 COLLEGE PARK DR | BLK 1A, SYKES ADD | Western Nebraska Community College | 7.31 | O&P |
| 10339884 | - | PT N1/2, 17-22-54 (23.91) | Scotts Bluff County | 23.33 | A |
| 10344144 | 1306 9TH AVE | PT TL 5, TL 9, 24-22-55 UNPLATTED LANDS | Scottsbluff School District | 2.27 | R-1A |
| 10344152 | 2005 5TH AVE | LONGFELLOW SCHOOL ADD | Scottsbluff School District | 4.11 | R-1A |
| 10355618 | 2617 COLLEGE PK | BLK 2A, SYKES ADD | Scottsbluff School District | 12.44 | O&P |
| 10356932 | - | WNCC/ESU#13 TECHNOLOGY CENTER CONDOMINIUM REPLAT | Western Nebraska Community College | 5.61 | O&P |
| 010229345 (Partial ) | - | PT N 1/2, 17-22-54 | Airport Authority of Scotts Bluff County | 31.44 | A |

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 11.f**

**Council to consider action on the third reading of the Ordinance regarding the definition of fowl and to provide an exception for chickens in Chapter 2, Articles 2 and 3.**

**Staff Contact:** Zachary Glaubius

**ORDINANCE NO. _____**

**AN ORDINANCE OF THE CITY OF SCOTTSBLUFF, NEBRASKA AMENDING THE SCOTTSBLUFF MUNICIPAL CODE AT CHAPTER 2, ARTICLES 2 AND 3, TO INCLUDE A DEFINITION FOR FOWL IN ARTICLE 2 AND TO PROVIDE AN EXCEPTION FOR CHICKENS UNDER ARTICLE 3, TO PROVIDE FOR AN EFFECTIVE DATE, AND TO PROVIDE FOR PUBLICATION IN PAMPHLET FORM.**

**BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SCOTTSBLUFF, NEBRASKA:**

1. Section 1. Chapter 2, Article 2, Section 9.1 of the Scottsbluff Municipal Code is now amended to provide as follows:

"**§ 2-2-9.1 FOWL**

Any birds of the order Galliformes. This shall include chickens, turkeys, pheasants and similar domesticated birds or fowl."

2. Section 2. Chapter 2, Article 3, Section 15 of the Scottsbluff Municipal Code is now amended to provide as follows:

**"§ 2-3-15 FOWL AND POULTRY; KEEPING OF**

It is unlawful to own, keep, or harbor any fowl within the corporate limits of the City of Scottsbluff, except the ownership, keeping, or harboring of chickens according to the following requirements:

(A) Any person owning chickens may own, keep, or harbor them in the rear yard, as defined by §25-2-140 of this code, provided an exception may be granted by the Development Services Director in instances where the rear yard is insufficient in area and/or width due to the location of existing structures;

(B) The principal use of the property comprises of a detached single-family dwelling;

(C) Owning, keeping, or harboring more than eight (8) chickens is prohibited;

(D) Owning, keeping, or harboring roosters is prohibited;

(E) Slaughtering chickens in prohibited;

(F) Chickens must be kept in an enclosed structure at all times according to the following requirements:

(1) The enclosed structure shall be no greater than 100 square feet;

(2) The enclosed structure must be kept within a fenced yard of a single-family dwelling;

(3) The enclosed structure shall fit the definition in Chapter 25 of the Municipal Code and must adhere to the accessory building setbacks for the side yard and rear yard of the underlying zoning district; and

(4) The enclosed structure must be kept in a clean and orderly manner, so as not to

become a nuisance, as defined in Chapter 12 of the Municipal Code, to the general neighborhood in which the said enclosed structure is located

(G) Commercial sale of eggs is prohibited."

3. Any prior code sections at Chapter 2, Articles 2 and 3, and all other ordinances and parts of ordinances in conflict with this Ordinance are repealed. However, this Ordinance shall not be construed to affect any rights, liabilities, duties, or causes of action, either criminal or civil, existing or actions pending at the time this Ordinance has become effective.

4. This Ordinance shall become effective upon its passage, approval and publication. Publication shall be in pamphlet form.

PASSED AND APPROVED ON _____, 2026.

_____
Betsy Vidlak, Mayor

Attest:

_____
Kimberley Wright, City Clerk

Approved as to form:

_____
City Attorney

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 11.g**

**Council to consider action on the third reading of the Ordinance to Annex a tract of land situated in the East Half of Section 10, Township 22 North, Range 55 West of the 6th P.M., Scotts Bluff County, Nebraska, commonly identified as 4500 and 4502 Avenue I.**

**Staff Contact:** Zachary Glaubius

**ORDINANCE NO. _____**

**AN ORDINANCE OF THE CITY OF SCOTTSBLUFF NEBRASKA, ANNEXING UNPLATTED REAL ESTATE DESCRIBED AS A TRACT OF LAND SITUATED IN THE EAST HALF OF SECTION 10, TOWNSHIP 22 NORTH, RANGE 55 WEST OF THE 6TH P.M., SCOTTS BLUFF COUNTY, NEBRASKA, MORE PARTICULARLY DESCRIBED AS FOLLOWS, BEGINNING AT THE INTERSECTION OF THE WEST RIGHT OF WAY LINE OF STATE HIGHWAY NO. 71, AS DESCRIBED IN DEED BOOK 185, PAGE 194, AND THE NORTH RIGHT OF WAY LINE OF 42ND STREET, THENCE WESTERLY ON THE NORTH RIGHT OF WAY LINE OF 42ND STREET, TO THE POINT OF INTERSECTION WITH THE EAST LINE OF A TRACT OF LAND AS DESCRIBED IN INSTRUMENT 2008-1629, THENCE NORTHERLY ON THE EAST LINE OF SAID TRACT, TO THE NORTHEAST CORNER OF SAID TRACT, THENCE WESTERLY ON THE NORTH LINE OF SAID TRACT, TO THE NORTHWEST CORNER OF SAID TRACT, THENCE SOUTHERLY ON THE WEST LINE OF SAID TRACT, TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF 42ND STREET, THENCE WESTERLY ON THE NORTH RIGHT OF WAY LINE OF 42ND STREET, TO THE SOUTHEAST CORNER OF BLOCK 1, PIEPER FAMILY SUBDIVISION, AS RECORDED IN INSTRUMENT 2025-1364, THENCE NORTHWESTERLY ON THE EASTERLY LINE OF SAID BLOCK 1, TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 10, THENCE NORTHERLY ON SAID WEST LINE OF THE SOUTHEAST QUARTER, TO THE SOUTHWEST CORNER OF BLOCK 12, FAIRWAY ESTATES SUBDIVISION, AS RECORDED IN DEED BOOK 147, PAGE 493, THENCE EASTERLY ON THE SOUTHERLY LINE OF SAID FAIRWAY ESTATES SUBDIVISION, TO THE POINT OF INTERSECTION WITH THE NORTHERLY RIGHT OF WAY LINE OF THE ENTERPRISE IRRIGATION DISTRICT CANAL, THENCE NORTHEASTERLY AND THEN SOUTHEASTERLY ON THE SOUTHERLY LINE OF SAID FAIRWAY ESTATES SUBDIVISION, AND ON SAID CANAL RIGHT OF WAY LINE, TO THE NORTHWEST CORNER OF BLOCK 1, GREENVIEW SUBDIVISION, AS RECORDED IN DEED BOOK 202, PAGE 582, THENCE CONTINUING SOUTHEASTERLY ON THE SOUTHERLY LINE OF SAID BLOCK 1, GREENVIEW SUBDIVISION, AND ON SAID CANAL RIGHT OF WAY LINE, TO THE POINT OF INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF BLUE JAY COURT AS PLATTED IN FAIRWAY ESTATES SUBDIVISION, THENCE SOUTHERLY ON THE WEST RIGHT OF WAY LINE OF BLUE JAY COURT, TO THE MOST SOUTHWESTERLY CORNER OF BLUE JAY COURT, THENCE EASTERLY ON THE SOUTH RIGHT OF WAY LINE OF BLUE JAY COURT, TO THE NORTHWEST CORNER OF BLOCK 2, GREENVIEW SUBDIVISION, AS RECORDED IN DEED BOOK 202, PAGE 582, THENCE SOUTHEASTERLY ON THE SOUTHERLY LINE OF SAID BLOCK 2, GREENVIEW SUBDIVISION, AND ON THE NORTHERLY RIGHT OF WAY LINE OF THE ENTERPRISE IRRIGATION DISTRICT CANAL, TO THE POINT OF INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF STATE HIGHWAY NO. 71, AS DESCRIBED IN DEED BOOK 183, PAGE 745, THENCE SOUTHERLY ON THE WEST RIGHT OF WAY LINE OF STATE HIGHWAY NO. 71, TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A TRACT OF LAND AS DESCRIBED IN DEED BOOK 121, PAGE 448, THENCE EASTERLY ON THE NORTH LINE OF SAID TRACT, TO THE SOUTHEAST CORNER OF A TRACT OF LAND AS DESCRIBED IN DEED BOOK 185, PAGE 194, THENCE SOUTHERLY TO THE NORTHWEST CORNER OF A TRACT OF LAND AS ALSO DESCRIBED IN DEED BOOK 185, PAGE 194, THENCE CONTINUING SOUTHERLY ON THE WEST LINE OF SAID TRACT AND ON THE WEST RIGHT OF WAY LINE OF STATE HIGHWAY NO. 71, TO THE POINT OF BEGINNING. AMENDING SECTION 25-1-3.1 OF THE MUNICIPAL CODE, AND PROVIDING FOR PUBLICATION IN PAMPHLET FORM.**

**BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF SCOTTSBLUFF, NEBRASKA:**

SECTION 1. Nebraska Department of Transportation and The Board of Regents of the University of Nebraska ("Owners") have requested that the following described real property (the "Real Estate") be included within the corporate limits of the City of Scottsbluff.

A Tract of Land Situated in The East Half of Section 10, Township 22 North, Range 55 West of the 6th P.M., Scotts Bluff County, Nebraska, More Particularly Described as Follows:

Beginning At the Intersection of The West Right of Way Line of State Highway No. 71, As Described in Deed Book 185, Page 194, And the North Right Of Way Line Of 42nd Street, Thence Westerly on The North Right of Way Line Of 42nd Street, To the Point of Intersection with The East Line of a Tract of Land As Described in Instrument 2008-1629, Thence Northerly on The East Line Of Said Tract, To the Northeast Corner of Said Tract, Thence Westerly on The North Line of Said Tract, To the Northwest Corner of Said Tract, Thence Southerly On the West Line of Said Tract, To the Point of Intersection With The North Right of Way Line Of 42nd Street, Thence Westerly on The North Right Of Way Line Of 42nd Street, To the Southeast Corner of Block 1, Pieper Family Subdivision, As Recorded in Instrument 2025-1364, Thence Northwesterly On the Easterly Line of Said Block 1, To the Point Of Intersection With the West Line of The Southeast Quarter of Said Section 10, Thence Northerly on Said West Line of The Southeast Quarter, To The Southwest Corner of Block 12, Fairway Estates Subdivision, As Recorded In Deed Book 147, Page 493, Thence Easterly on The Southerly Line of Said Fairway Estates Subdivision, To the Point of Intersection with The Northerly Right Of Way Line of The Enterprise Irrigation District Canal, Thence Northeasterly And Then Southeasterly on The Southerly Line of Said Fairway Estates Subdivision, And on Said Canal Right of Way Line, To The Northwest Corner of Block 1, Greenview Subdivision, As Recorded in Deed Book 202, Page 582, Thence Continuing Southeasterly on The Southerly Line Of Said Block 1, Greenview Subdivision, And on Said Canal Right of Way Line, To The Point of Intersection with The West Right of Way Line of Blue Jay Court As Platted in Fairway Estates Subdivision, Thence Southerly on The West Right of Way Line of Blue Jay Court, To the Most Southwesterly Corner Of Blue Jay Court, Thence Easterly on The South Right of Way Line of Blue Jay Court, To the Northwest Corner of Block 2, Greenview Subdivision, As Recorded In Deed Book 202, Page 582, Thence Southeasterly on The Southerly Line of Said Block 2, Greenview Subdivision, And on The Northerly Right Of Way Line of The Enterprise Irrigation District Canal, To the Point Of Intersection With the West Right of Way Line of State Highway No. 71, As Described In Deed Book 183, Page 745, Thence Southerly on The West Right Of Way Line of State Highway No. 71, To the Point of Intersection with The North Line Of a Tract of Land as Described in Deed Book 121, Page 448, Thence Easterly On the North Line of Said Tract, To the Southeast Corner of a Tract Of Land as Described in Deed Book 185, Page 194, Thence Southerly to The Northwest Corner of a Tract of Land as Also Described in Deed Book 185, Page 194, Thence Continuing Southerly on The West Line of Said Tract And On The West Right of Way Line of State Highway No. 71, To the Point Of Beginning.

SECTION 2. The Real Estate is contiguous or adjacent to the existing corporate limits of the City of Scottsbluff, is urban or suburban in character, and does not constitute agricultural land which is rural in character.

SECTION 3. The Real Estate is annexed to and included within the corporate limits of the City of Scottsbluff as of the effective date of this Ordinance.

SECTION 4. The description and jurisdiction as provided for in Section 14-1-1 and 25-1-3.1 of the Scottsbluff Municipal Code is amended to provide for the addition of the Real Estate to the corporate limits of the City of Scottsbluff.

SECTION 5. The Owners have requested annexation pursuant to §18-3301 and §16-117 of the Nebraska Revised Statutes and have waived the requirements of §16-120 of the Nebraska Revised Statutes which would otherwise require the City of Scottsbluff to provide to their Real Estate substantially the same services as are provided to other inhabitants of the City.

SECTION 6. Section 25-1-31.1 of the Municipal Code is now amended and all ordinances, parts of ordinances, resolutions, and policies of the City of Scottsbluff in conflict with this Ordinance are repealed.

SECTION 7. This Ordinance shall be in full force and effect from and after its approval, passage, and publication shall be in pamphlet form.

**PASSED AND APPROVED** this ____ day of May, 2026.

_____
Betsy Vidlak, Mayor

Attest: _____
Kimberley Wright, City Clerk

Approved as to Form and Legality:

_____
City Attorney

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 11.h**

**Council to discuss and consider action on a Resolution extending the obligation of funding for ambulance services for an additional four years, and authorize the Mayor to sign the Resolution.**

**Staff Contact:** Kimberley Wright

RESOLUTION _____

Be it resolved by the Mayor and City Council of the City of Scottsbluff, Nebraska that:

1. The City of Scottsbluff, the City of Gering, and the County of Scotts Bluff, entered into an agreement captioned "Agreement for the funding of Ambulance Services within Service Area under the Interlocal Cooperation Act", which agreement has been extended on several occasions.

2. That following the last extension of said agreement, the provider of said ambulance service has transferred from Valley Ambulance Service, Inc. to Regional West Medical Center (RWMC).

3. Public safety, convenience, and welfare will be enhanced by the continuation of the agreement for an additional period of four (4) years with the understanding that the provider of the ambulance services is now RWMC.

4. The City of Scottsbluff now notifies the County Clerk of Scotts Bluff County, Nebraska, and the Clerk of the City of Gering, Nebraska, of its agreement to continue the obligation of funding ambulance services for an additional four (4) year period ending June 30, 2030, subject to the same terms and provisions that existed in the Agreement for the funding of Ambulance Services within the Service Area under the Interlocal Cooperation Act of July 1, 2002 with the exception of the change noted in paragraph three (3) above and the contribution amounts set forth herein below.

5. The amount the City of Scottsbluff will contribute the following amounts which shall be payable to the County of Scotts Bluff, Nebraska:

    a. July 2026 to June 2027 $821.67 each month or $9,860.04 per year;
    b. July 2027 to June 2028 $838.10 each month or $10,057.20 per year;
    c. July 2028 to June 2029 $854.85 each month or $10,258.20 per year; and

d. July 2029 to June 2030 $871.95 each month or $10,463.40 per year.

6. This resolution shall become effective immediately upon its adoption.

Passed and approved this ___ day of _____, 2026.

_____
Betsy Vidlak, Mayor

_____
Kimberley Wright, City Clerk

Agreement for Emergency Medical Services

This Emergency Medical Services Agreement ("Agreement") is made and entered into on this _____ day of _____,2026, by and between the County of Scotts Bluff in the State of Nebraska (hereinafter referred to as the COUNTY) and Regional West Medical Center (hereinafter referred to as RWMC). Together, the COUNTY and RWMC are referred to as the PARTIES.

WHEREAS, the provision of emergency medical services is an essential service for the preservation of life, the mitigation of injury, and the protection of public welfare; and
WHEREAS, ensuring the availability and continuity of emergency medical services is in the best interest of the individuals residing, working, or traveling in the COUNTY; and
WHEREAS, a need exists within the COUNTY for primary and tiered emergency medical services; and
WHEREAS, the PARTIES acknowledge that entering into this Agreement serves a valid public service and is in the best interest of the County and its residents;
NOW THEREFORE, in consideration of the mutual covenants, conditions, and agreements contained herein, the PARTIES, hereby, agree as follows:

Section 1. Definitions:

1. SERVICE AREA shall be the area within the State of Nebraska within the boundaries of Scotts Bluff County, Nebraska.
2. REQUIREMENTS shall mean the laws of the United State of America and the State of Nebraska and regulations promulgated by agencies of the United States of America and the State of Nebraska applicable to the operations, clinical care and reimbursement of emergency medical services.
3. ALS means Advanced Life Support and further defined in Nebraska Title 172 Chapter 12 Section 002.01
4. BLS means Basic Life Support and further defined in Nebraska Title 172 Chapter 12 Section 002.02

Section 2. Contingency

1. The COUNTY's obligations under this Agreement, including the payment of any fees set forth herein, are expressly contingent upon the execution of one or more separate agreements (the "City Agreements") by and between the COUNTY and (i) the City of Scottsbluff, Nebraska, and (ii) the City of Gering, Nebraska (collectively, the "Cities"), under which the Cities agree to pay their proportionate shares of such fees.

2. Notice and Effective Date. COUNTY shall provide written notice to RWMC promptly upon execution and approval of both City Agreements by the respective governing bodies. This Agreement shall commence only upon delivery of such notice, and no payments or performance shall be required prior thereto.

3. RWMC consents to this contingency, acknowledges no rights or remedies against COUNTY arising therefrom, and agrees to cooperate (e.g., provide call volume data) to facilitate the City Agreements.

Section 3. Terms:

1. The term of this agreement will be for forty-eight (48) months commencing on July 1, 2026; no automatic renewal – requires COUNTY Board approval.
2. Termination: (a) For cause (material breach, safety violation): 30 days post-notice with 15-day cure; (b) Mutual: This agreement may be cancelled by either party for nonperformance upon a 90-day written notice.

Section 4. Responsibilities of RWMC:

1. RWMC will furnish at least three ALS equipped ambulances which comply with the REQUIREMENTS.
2. RWMC will provide twenty-four (24) hours of every day of the week at least one (1) primary crew of at least two persons and one (1) standby crew of at least two persons that meet the REQUIREMENTS.
3. RWMC maintains control of the operations for the emergency medical service

including but not limited to staff configuration, emergency unit location, emergency unit configuration, management of the medical aspects of a scene, care and management of patients during transport, request and use of air medical transport, and prioritization of calls.

4. RWMC will not deny emergency medical service to any person in the COUNTY based on the ability to pay when the request for services is by a dedicated number such as 911, alarm system activations, or request from law enforcement, fire services or another EMS agency and the transport of the patient is to the nearest appropriate hospital.
5. RWMC maintains the right to require payment day of service, complete an advance beneficiary notice, or deny service for inability to pay to any person within the COUNTY when such call for service is a non-emergent request, does not meet medical necessity, and/or the destination is a non-covered location.
6. RWMC is responsible for all operating costs of the emergency medical service including
    a. Professional liability insurance
    b. Worker compensation
    c. Vehicle insurance
    d. Supplies, uniforms and equipment
    e. Repairs and maintenance
    f. Emergency unit purchase and maintenance
    g. Emergency unit housing and crew housing
    h. Employee payroll, payroll taxes, and benefits
    1. Record keeping, billing and collection
7. RWMC is responsible for billing services provided to patients in compliance with the REQUIREMENTS and this agreement.
8. RWMC will provide services to Inmates of the Scotts Bluff County Detention Center and being held by the COUNTY pursuant to this agreement at no additional charge. RWMC may bill other jurisdictions for services for Inmates held by Scotts Bluff County Detention Center under the authority of the federal government, state government, county government or other government sub-divisions except Scotts Bluff County.

9. RWMC will submit an annual report of emergency medical service operations, call volume, and current billing schedule.
10. RWMC shall designate and maintain, at its sole cost, a Physician Medical Director for the EMS service at all times during the term of this Agreement. The Physician Medical Director shall meet or exceed all requirements of the Nebraska Emergency Medical Services Practice Act, Neb. Rev. Stat. § 38-1201 et seq., and all applicable rules and regulations promulgated by the Nebraska Board of Emergency Medical Services, including, without limitation, the physician medical director qualifications, responsibilities, protocols, standing orders, supervision, and oversight requirements set forth in Nebraska law and 172 Neb. Admin. Code ch. 12. The Provider shall promptly notify the County of any change in the Physician Medical Director and shall ensure continuous compliance with all applicable state requirements.

Section 5. Responsibilities of the COUNTY:

1. The COUNTY shall remit to RWMC the amount from;
    a. July 2026 to June 2027 $3,697.50 each month not to exceed 44,370.00 per year
    b. July 2027 to June 2028 $3771.45 each month not to excess 45,257.40 per year
    c. July 2028 to June 2029 $3846.85 each month not to exceed 46,162.14 per year
    d. July 2029 to June 2030 $3923.78 each month not to exceed 47,085.38 per year
2. Provide at no cost dispatch services to RWMC for all calls originating from universal emergency number 911 or, requests from other agencies coordinated by the Scotts Bluff County Consolidated Communications Center. These services include;
        i. Public safety answering point
        ii. Notification of RWMC
        m. Provide incident updates
        iv. Track all date and times of the incident
        v. Forward non-emergent communications relating to RWMC emergency medical service to RWMC
        vi. Allow access to two-way radio frequencies and/or channels as needed for communications with the Scotts Bluff County Consolidated

Communications Center and emergency responders in the COUNTY

Section 6. Insurance

1. RWMC shall procure and keep in force at its expense (1) commercial general liability insurance of not less than One Million Dollars ($1,000,000) coverage per occurrence with a Two Million Dollar ($2,000,000) general aggregate, (2) automobile liability insurance of not less than One Million Dollars ($1,000,000) combined single limit; (3) professional liability insurance covering its activities hereunder affording not less than One Million Dollars ($1,000,000) coverage per incident with Three Million Dollars ($3,000,000) coverage aggregate; and (4) workers' compensation insurance covering all personnel involved with the services provided under this agreement who are its employees. RWMC will furnish County with evidence of such insurance upon request.

Section 7. Liability

1. Each party will be responsible for its own acts and omissions under this agreement. Neither party will indemnify the other or hold it harmless except as may be required by federal, state or local law.

Section 8. Miscellaneous

1. Audit Requirements. RWMC shall maintain and preserve all books, records, reports, invoices, supporting documentation, and other materials to the services provided under this Agreement for the period required by applicable law. Provider shall make such records available, upon reasonable request, to the County, the County's auditors, the State of Nebraska, any federal agency, and any other person or entity authorized to audit or review RWMC's compliance, to the extent necessary for the County to comply with all applicable state and federal laws, regulations, grant conditions, reimbursement requirements, and reporting obligations. RWMC shall cooperate fully with any audit, inspection, investigation, or review related to the services and shall provide access in a timely manner and without unreasonable delay.

2. Completeness of Agreement. This Agreement expresses the entire agreement of the parties, neither party relying on any statement or representation not contained herein. This Agreement supersedes any prior agreement between the parties.

3. Amendment. Any amendment or modification of this Agreement shall be set forth in a document signed by both parties.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK – signature pages to follow]

IN WI1NESS WHEREOF the parties hereto have signed this agreement, to be effective July 1, 2026.

SCOTTS BLUFF COUNTY, NEBRASKA

_____
Mark Harris
Chair Scotts Bluff County Commissioners

Attest:

_____
Kelly Sides, Scotts Bluff County Clerk

REGIONAL WEST MEDICAL CENTER

_____
Neb Resch
President and Chief Executive Officer

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 12.a**

**Council to discuss and consider action on a Community Festival Permit for Broadway Bar and Arcade, 1717 Broadway, Scottsbluff, NE for the Broadway Bar and Arcade Anniversary Car Show on May 23, 2026 from 8:00 a.m. to 3:30 p.m. Permit includes closing Broadway and between 18th and 17th Streets from 7:30 a.m.-4:00 p.m.**

**Staff Contact:** Kimberley Wright

**APPLICATION**
**COMMUNITY FESTIVAL, BUSINESS PROMOTIONAL EVENT, CARNIVAL PERMIT**

To be filed with the city Clerk at least 14 days, but no more than one year before proposed event.

1. Broadway Bar and Arcade
(name of sponsoring organization)

1717 Broadway | Scottsbluff | NE | 3086410702
(street) (city) (state) (telephone number)

Chris Hayward | 3086410702
(chairperson responsible for event ) (day telephone number)

2. _____
(name of co-sponsoring organization)

_____ _____
(street) (city) (state) (telephone number)

_____ _____
(contact person) (day telephone number)

3. **Event Information**

Broadway Bar and Arcade Anniversary Car Show
(name of event)

May 23 2026 | 8:00am-3:30pm
(date(s) of event) (time(s) of event)

Broadway between 18th and 17th st and Plaza
(location of event)

**4. Activity Information**

Describe general activities including whether there will be any vendors, music, loudspeakers. Serving or selling of alcoholic beverages*, etc.)

Car Show with Live Music on 18th St Plaza Stage. No Vendors, No Alcohol

*If alcoholic beverages will be sold or served, a special permit will be required. The applicant should contact the City Clerk for more information.

**5. Street Closure**

Broadway between 18th and 17th Street 7:30am- 4:00pm

Please note any streets to be closed and the times required for closure

**6. Flags/Banners/Signs**

a few banners with sponsors

**7. Carnivals - If event includes a carnival, the next sheet should be completed.**

**8.** Have you provided for a public liability insurance policy naming the City as additional insured?
Yes XXXX No _____

| Community Festival/Business Promotion | Street Carnival |
|---|---|
| $200,000 for one person | $ 800,000 for one person |
| $500,000 for any one accident | $ 2,000,000 for any one accident |
| $ 50,000 for injuries to property | $ 200,000 for injuries to property |

**9.** Have you provided either a $2,500.00 cash deposit or surety bond for clean up. (This will be returned after it is determined that no repairs or clean up is required by City).

Yes XXXX No _____

I (We) agree to abide by all regulations as stated in the Scottsbluff Municipal code regulating this permit.

Dated: 5/7/2026

Signed:

BROADWAY BAR AND ARCADE
(name of sponsoring organization)

Christopher Hayward
(signature of authorized representative of sponsoring organization)

_____
(name of co-sponsoring organization)

_____
(signature of authorized representative of co-sponsoring organization)

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 13.a**

**Council to discuss and consider action on approving and accepting the final report for the Scottsbluff Safe Streets for All (SS4A) Project.**

**Staff Contact:** Kevin E Spencer

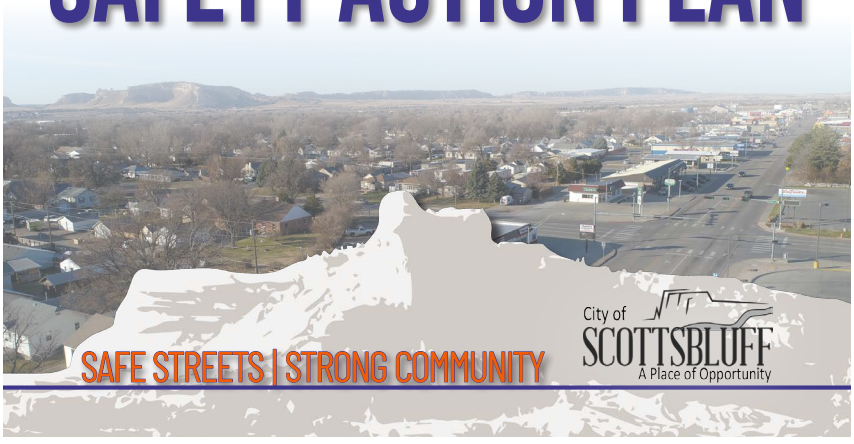
# appendices


SS4A
A VISION FOR SAFER STREETS
Scottsbluff Safe Streets for All

# SCOTTSBLUFF SAFE STREETS FOR ALL



# SAFETY ACTION PLAN



# SCOTTSBLUFF
# SAFE STREETS FOR ALL
# SAFETY ACTION PLAN

## Plan Appendices

The following appendices provide detailed technical information, supporting analysis, and expanded documentation for the Scottsbluff Safe Streets and Roads for All Safety Action Plan. These materials supplement the main report and are intended to support implementation, funding applications, and ongoing safety coordination efforts.

The full set of appendices is also available online.

View the Plan Appendices:

Scan the QR code below or visit the project website:

bit.ly/ScottsbluffSS4A

The appendices include detailed information on crash analysis, High Injury Network (HIN) development, project sheets, cost estimates, engagement summaries, and supporting policies and programs.

These materials are intended to be used by City staff, partner agencies, and stakeholders as a working resource to guide implementation of the Safety Action Plan over time.

## A1
### engagement
Community survey summaries, event summaries

## A2
### collisions
Tables and heat maps breaking down crashes city-wide

## A3
### crash maps
HIN intersection overviews and crash trees

## A4
### findings
Key takeaways from analysis, showing biggest safety concerns and gaps

## A5
### baseline data
Foundational Context for Understanding Scottsbluff Streets

## A6
### maps
Maps used throughout the project

## A7
### methods
Breaking down data sources, analytical methods

## A8
### projects
Detailed project sheets and breakdown, cost estimates

## A9
### countermeasures
Detailed overview of solutions

## A10
### support
Summaries of Stakeholder sessions, letters of support

## A11
### documentation
FHWA concurrence and task force summaries

## A12
### supplemental assessments
Additional assessments conducted throughout the project

# A1

# engagement

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## A1.1 SS4A Community Survey results

### SS4A Community Survey Summary (Improve Driving Safety / Near Misses / Walk & Bike / Lighting)

As part of the Safe Streets for All planning process, the City conducted an SS4A community survey to capture resident experiences related to traffic safety, near misses, and comfort walking, biking, and driving in Scottsbluff. The survey was available online and promoted through City communication channels and public outreach activities. Hundreds of residents participated, providing both quantitative responses and open-ended comments.

Survey results showed strong alignment with crash data and stakeholder feedback. Speeding, distracted driving, poor visibility, and red-light running were among the most frequently cited safety concerns. Highway 26 emerged as the corridor of greatest concern, particularly at major intersections where residents reported frequent near misses and serious crashes. Respondents also identified school areas and residential neighborhoods as locations with elevated safety risk due to congestion, inconsistent traffic control, and limited enforcement during peak periods.

The survey further highlighted barriers to walking and bicycling, including missing sidewalks, inadequate lighting, and lack of separation from vehicle traffic along major corridors such as Highway 26, Avenue I, Broadway, and East Overland. Many participants expressed support for improved crossings, pathway connections, lighting upgrades, and traffic calming measures. Overall, survey findings directly informed the prioritization of projects, policies, and programs included in the Safety Action Plan.

**SS4A Survey Key Themes**

Survey responses revealed a consistent set of safety priorities across locations, modes, and respondent types. These themes directly informed the development and prioritization of projects, policies, and programs included in the Safety Action Plan.

***1 — Highway 26 & Major Corridors Are the Highest Safety Priority***

Residents overwhelmingly identified Highway 26 and other high-volume arterials as the most dangerous places to travel, citing speeding, red-light running, truck braking distance, and frequent near misses at major signalized intersections.

***2 — Driver Behavior & Enforcement Are Central to Safety***

Distracted driving, speeding, and red-light violations were repeatedly cited as daily risks. Respondents emphasized the need for visible enforcement, accountability, and education to change unsafe driving behavior.

***3 — Intersections & Signal Operations Need Improvement***

Participants highlighted short or unclear signal timing, lack of protected left turns, poor lane guidance, and visibility issues as contributors to crashes and near misses—especially along Highway 26 and at complex intersections.

***4 — School Zones & Neighborhood Streets Need Targeted Protection***

School-area congestion, speeding, and crosswalk violations were common concerns. Residents supported stronger school-zone standards, operational changes during pick-up/drop-off, and traffic calming on neighborhood streets.

**5 — Walking & Biking Are Limited by Safety, Not Desire**

Many respondents avoid walking or biking due to missing sidewalks, unsafe crossings, lack of separation from traffic, and poor lighting—particularly along Highway 26, Overland, Avenue I, Broadway, and 27th Street.

**6 — Lighting, Visibility, and Maintenance Matter**

Inadequate lighting, faded markings, vegetation blocking sightlines, and rough pavement were frequently cited as factors that increase crash risk and reduce comfort for all users.

Overall, survey themes strongly align with the plan's recommended projects, policies, and programs focused on corridor safety, speed management, school safety, multimodal connectivity, lighting/visibility, and maintenance/markings.

## A1.2 SS4A Short Survey results

Short SS4A surveys were administered in person at multiple outreach events between August and November 2025, including:

- *National Night Out*
- *Downtown pop-up outreach*
- *Westmoor Elementary School orientation*
- *Bluffs Middle School orientation*
- *Rotary Club presentation*
- *Regional West Medical Center employee benefit fair (largest event)*

This approach allowed the project team to collect input from residents, parents, healthcare workers, transit riders, bicyclists, and drivers in a low-barrier, conversational setting.

**Short Survey Key Themes**

**1. Highway 26 Is the Community's Top Safety Concern**

Mentioned in the majority of responses

Issues include:

- *Red-light running*
- *Speeding*
- *Short yellow and left-turn phases*
- *Heavy truck stopping challenges*
- *Poor visibility at signals and crosswalks*

Repeated locations:

- *Avenue I*
- *Avenue B*
- *5th Avenue*
- *27th Street*
- *Target / WNCC area*
- *Sugar Factory Road*

**2. Speed Management and Signal Timing**

Strong support for:

- *Lower speed limits through town*
- *Longer yellow and all-red intervals*
- *Protected left-turn arrows*
- *Advance warning / "prepare to stop" flashers*

*Many comments note trucks cannot stop safely with current timing.*

**3. Enforcement and Driver Behavior**

Repeated statements that:

- *"Signs don't work without enforcement"*
- *Drivers ignore red lights, stop signs, and speed limits*

Support for:

- *Increased police presence*
- *Traffic cameras (especially on Hwy 26 and near schools)*
- *Visible consequences for violations*

**4. School-Area and Neighborhood Safety**

Concerns around:

- *Westmoor Elementary*
- *Bluffs Middle School*
- *Longfellow Elementary*
- *Residential grids with inconsistent yield/stop control*

Suggested solutions:

- *Crossing guards*
- *One-way or parking restrictions during bell times*
- *Slower speeds*
- *More predictable intersection control*




QUOTES PULLED FROM SS4A SHORT SURVEYS

**5. Walking, Biking, and Pathway Gaps**

Strong desire for:

- *Continuous sidewalks*
- *Multi-use pathways*
- *Safer crossings of Highway 26*
- *Better separation from traffic*

Many respondents avoid walking or biking due to:

- *Speed*
- *Lighting*
- *Lack of protection*

**6. Lighting, Visibility, and Maintenance**

Frequent mentions of:

- *Poor lighting at Hwy 26 intersections*
- *Dark crossings near schools, parks, zoo, and pathways*
- *Faded pavement markings*
- *Potholes and rough rail crossings*

*Lighting viewed as both a safety and personal security issue*

## A1.3 Scottsbluff Comprehensive Plan Update survey results

The Comprehensive Plan Update Survey also captured input from a broad cross-section of residents across age groups, neighborhoods, and travel modes, providing additional perspective on everyday transportation safety concerns experienced throughout the community.

**Supporting Plans and Community Input: Comprehensive Plan Update — Survey Findings**

Between October 2024 and March 2025, the City of Scottsbluff conducted a Comprehensive Plan Update Survey that included extensive input related to transportation, traffic safety, and mobility. Approximately 300 residents participated, with nearly 290 respondents answering transportation-specific questions. Although the survey was not conducted as part of the SS4A process, its findings provide independent, citywide validation of the safety challenges identified through crash analysis, High Injury Network (HIN) mapping, and SS4A stakeholder engagement.

Survey responses indicate that residents have low confidence in the safety of streets, intersections, and pedestrian crossings. Fewer than half of respondents agreed that streets and intersections are safe, and a majority disagreed or expressed uncertainty that the City is doing enough to address transportation safety. These perceptions align closely with crash data findings that identify severe crashes concentrated along major corridors and at high-volume intersections.

Residents demonstrated strong support for walking, biking, and pathway infrastructure, with a clear majority supporting expansion of the pathway system. Many respondents reported regular use of walk/bike paths, trails, parks, and community facilities, underscoring the importance of providing safe, connected facilities that support active transportation for all ages and abilities.

Open-ended survey responses revealed strong geographic consistency in perceived safety concerns. US Highway 26 was by far the most frequently cited corridor residents avoid due to traffic safety concerns, followed by 27th Street, Avenue I, Broadway, railroad crossings, and school areas. Commonly cited issues included speeding, red-light running, poor signal visibility or timing, lack of safe pedestrian crossings, and conflicts near schools and railroad infrastructure.

When asked how Scottsbluff should address safety concerns, residents consistently identified solutions that align with proven SS4A strategies. These included improved signalization and warning systems, enhanced pedestrian crossings, sidewalk completion, lighting upgrades, speed management, stronger enforcement presence, and expanded education and driver training—particularly in school areas. Collectively, these responses reinforce the SS4A Plan's emphasis on corridor-based improvements, school zone safety, pedestrian visibility, and a balanced approach combining engineering, enforcement, and education.

The Scottsbluff Comprehensive Plan Update Survey confirms that Scottsbluff residents experience and prioritize the same transportation safety challenges identified through data-driven SS4A analysis. These findings provide strong community support for the SS4A Safety Action Plan's recommended projects, programs, and policies.

**Comp Plan Survey Key Themes**

**A. High-Risk Corridors (US Highway 26, 27th Street, Broadway)**

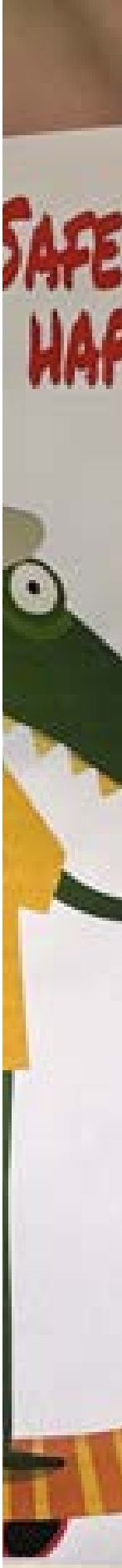
- *"Every Hwy 26 intersection — too many speeding and red-light runners."*
- *"All the intersections along Highway 26 from Sugar Factory Road to Avenue I. So many accidents every year."*
- *"Highway 26 and 27th Street — turning left is very dangerous and people run the red lights constantly."*
- *"Broadway is used like a drag strip. It's extremely unsafe, especially at night."*

*Validates corridor-based HIN focus, signal visibility improvements, speed management, and enforcement.*

**B. School Zones & Youth Safety**

- *"Any streets at school time. Drivers are never paying attention."*
- *"27th Street by the high school — chaos every day, especially during arrival and dismissal."*
- *"School crossing zones on 5th Avenue — cars do not stop in the current crosswalks."*

*Supports school-zone standardization, crossings, flashing beacons, and operational safety programs.*






**C. Pedestrian Crossings, Sidewalks, and Pathways**

- *"Most crosswalks downtown have no walk lights, and sidewalks are uneven."*
- *"I am scared to bicycle in most parts of town... cars and bikes don't know how to share the road."*
- *"Pedestrian safety with button-activated crosswalks, like by the high school."*

*Direct support for RRFBs/PHBs, ADA improvements, sidewalks, and pathway connectivity.*

**D. Speeding, Red-Light Running & Enforcement**

- *"Far too many choose to speed. I'd like to see cops pulling more people over."*
- *"Highway 26 intersections — people are always running those lights."*
- *"More police presence and actual enforcement of speed and school zones."*

*Supports education & enforcement strategies and data-driven deployment.*

**E. Rail Crossings & Emergency Access**

- *"All the railroad crossings in town are horrible and damage vehicles."*
- *"There should be an overpass somewhere more central — not just west of town."*
- *"Railway Street and Broadway — congested, poorly designed, and unsafe."*

*Reinforces rail safety emphasis, access planning, and long-term grade separation concepts.*

**These Comprehensive Plan survey themes provide additional context and demonstrate consistency with the safety priorities identified through the SS4A public engagement process.**

## A1.4 Open house and event summaries

### Open House Kickoff at 18th Street Plaza – Bands on Broadway

**Date**: Thursday, July 10, 2025
**Time**: 5:00–8:30 p.m.
**Location**: 18th Street Plaza, Downtown Scottsbluff

As part of the public kickoff for the City of Scottsbluff's Safe Streets and Roads for All (SS4A) Safety Action Plan, M.C. Schaff & Associates hosted a pop-up open house at the 18th Street Plaza during a *Bands on Broadway* event. The team set up an informational booth just outside the fenced concert area to maximize accessibility and visibility.

The event was a strong success, attracting a steady stream of foot traffic throughout the evening. Attendees were invited to:

- Learn more about the SS4A planning process
- View preliminary crash data and safety maps
- Place stickers on a large poster map to indicate where they live
- Share local safety concerns
- Answer printed surveys provided in both English and conversational Spanish
- Access the online survey and interactive commenting map via QR codes

**Giveaway items** like bike lights, drawstring bags, tumbler glasses, and van zoomies were offered to those who interacted with the booth. Feedback was positive, with many expressing appreciation that safety improvements are being pursued and that their input is valued.

### Oregon Trail Days Downtown and Legion Park Pop-Ups

**Dates**: Friday & Saturday, July 12-13, 2025
**Times**: 5:00—7:30 p.m.; 9:00 a.m.—2:00 p.m.
**Locations**: 10th Street and Legion Park in Gering during Oregon Trail Days

To build on momentum from the kickoff event, the SS4A team held additional pop-up outreach events during the Oregon Trail Days festival in Gering. Booths were set up in a high-traffic area downtown between the International Food Fair and the Car Show to engage both locals and visitors.

Staff shared project materials, answered questions, and encouraged public input on transportation safety. Like the kickoff, QR codes were displayed for the online survey and comment map, and giveaways were distributed in exchange for participation.

Many attendees took time to mark locations of concern or interest on the large printed map or scanned the digital tools to participate later. The informal and festive atmosphere helped foster conversations that might not have happened in a more formal setting, including input from youth and older residents.










## Summer Reading Wrap Up Party Pop-Up

**Dates**: Tuesday, July 22, 2025
**Times**: 6:00—7:30 p.m.
**Location**: Scottsbluff Public Library

At the Scottsbluff Summer Reading Wrap-Up Party, the SS4A team hosted a lively and engaging popup event that combined learning with fun. A standout feature was the Quick-Quiz Poster Dice Game, where kids rolled dice, matched their total to a quiz question, and discussed their answer with SS4A team members and their parents. The questions, tailored for different age groups, focused on traffic signals, helmet safety, crosswalk use, and "think-it-through" safety scenarios. Silly questions were included to boost laughter and participation while reinforcing key messages.

Kids also enjoyed cornhole and giant Jenga, with SS4A-themed prizes for different cornhole outcomes: a drawstring bag for missing the board, bike lights for a shot on the board ("Woody"), and a van-shaped zoomie for getting a bag in the hole ("Cornhole"). A themed "I Walk/Bike/Roll to Read!" photo booth with themed props and word bubbles offered another way for kids to interact, while encouraging families to share photos with SS4A hashtags. Finally, each child received a Safety Starter Kit to take home, including a transportation coloring sheet and a flyer with safe travel tips invitation for parents to explore the project website, complete the survey, and add comments to the online map. The event successfully combined summer fun with meaningful safety education.

## Back to School Orientation at Scottsbluff High School, Bluffs Middle School, Westmoor Elementary School

**Dates**: Saturday, August 12-13, 2025
**Times**: 5-8 p.m.; 8 a.m.-3 p.m.; 3:30-6:00 p.m.
**Locations**: Scottsbluff High School, Scottsbluff Middle School, Westmoor Elementary School

The SS4A outreach team participated in multiple back-to-school orientation events, including the high school's freshmen and new student orientation, four middle school orientation sessions, and Westmoor Elementary orientation. At each location, the team set up in the lobby to greet parents and students, answer questions, and gather feedback on traffic safety concerns.

During the middle school sessions, the SS4A project was also highlighted in a presentation slide, adding visibility.

At Westmoor Elementary, the orientation featured a **scavenger hunt** for all parents and students, with the SS4A pop-up as one of the required stops. This interactive approach led to high participation, allowing the team to hand out **over 300 postcards** in just a few









hours. The event provided an opportunity to discuss parents' safety concerns and promote the project's online resources, including the website, survey, and comment map.

Overall, these pop-ups expanded community exposure to the SS4A project and fostered direct engagement with families across multiple school sites.

## 2nd Annual Beef, Beans & Bluegrass

**Dates**: Saturday, August 23, 2025
**Times**: 10:00 a.m.—8:00 p.m.
**Location**: Broadway, Downtown Scottsbluff

The SS4A outreach team hosted an interactive booth at the Beef, Beans & Bluegrass festival to engage residents and visitors from surrounding areas in the city's Safe Streets for All planning effort. The team shared key findings from local crash data (2014–2023), highlighting serious and fatal (KSI) crash trends, top contributing factors, and the importance of identifying priority safety improvements through community input.

Participants were invited to "vote with beans" for the types of safety projects they felt were most important. Each person received one lima bean worth five votes and five smaller beans worth one vote each, which they could distribute among project categories. A total of 263 people participated, casting votes across eleven categories. Results (lima votes, other bean votes) are shown below in order of total votes received:

Intersections / Signals / Speeding – 90 lima, 220 other (670 total)

School Zones & Parking – 39 lima, 126 other (321 total)

Highway Corridors – 30 lima, 121 other (271 total)

Bicycle Infrastructure – 27 lima, 116 other (251 total)

Broadway & Downtown – 15 lima, 133 other (208 total)

Pathway Connections – 15 lima, 83 other (158 total)

Crosswalks & Sidewalks – 8 lima, 105 other (145 total)

Streetscape Improvements – 13 lima, 79 other (144 total)

East Overland Corridor – 11 lima, 76 other (131 total)

Public Transit (Bus Pullouts) – 9 lima, 78 other (123 total)

West 27th Street – 6 lima, 67 other (97 total)

The results show that intersections, signal operations, and speeding are the community's top priorities, followed by school zone safety, corridor improvements, and active transportation connections.

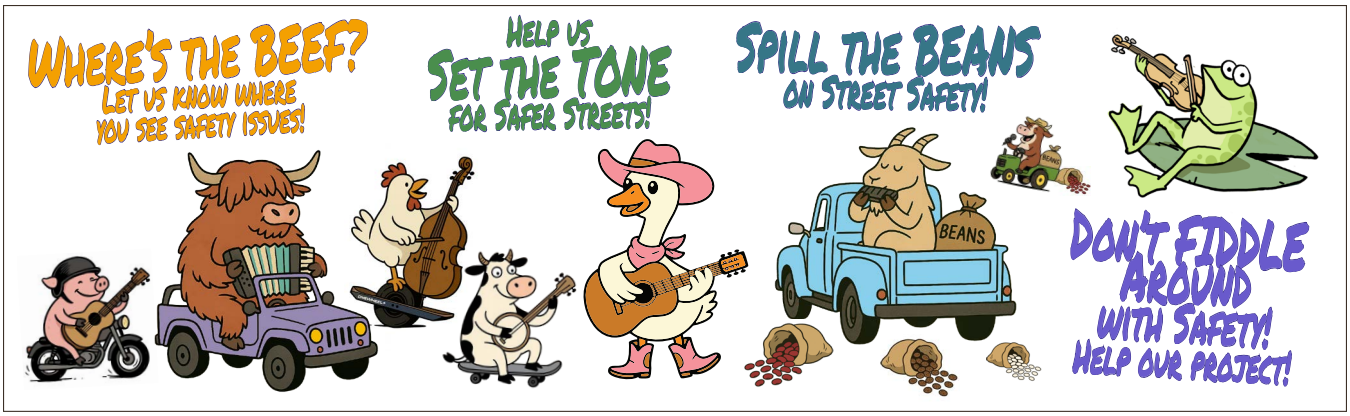
In addition to voting, attendees engaged in numerous one-on-one conversations about local traffic safety, shared feedback on high-risk locations, and offered valuable context about daily travel challenges. Several participants also completed the public survey and contributed new points to the online comment map. The event successfully reached a broad regional audience and combined data education with a fun, hands-on activity—providing the SS4A team with strong, community-driven input to help guide project priorities and future implementation steps.












## Rotary Club Presentation - Community Safety Insights

**Dates**: Saturday, October 7, 2025
**Times**: 11:00 a.m.—1:00 p.m.
**Location**: Scottsbluff Country Club

As part of ongoing community engagement for the Scottsbluff SS4A Safety Action Plan, the project team met with the Scottsbluff/Gering Rotary Club to present an overview of the plan and gather local insights on traffic safety. The presentation introduced the Safe Streets for All (SS4A) program and Vision Zero principles, emphasizing the goal of eliminating fatal and serious injury (KSI) crashes through a proactive, data-driven approach.

Upon arrival, Rotary members were invited to participate in an interactive activity to identify what they believed to be the most dangerous traffic locations in the Scottsbluff area. Members cast votes for intersections, corridors, or other areas they perceived as high-risk based on their personal experiences and observations.

During the presentation, the project team shared actual KSI crash data and maps, highlighting where severe crashes have occurred between 2014 and 2023. This comparison allowed participants to see how their perceptions of danger aligned with—or differed from—verified crash data.

The session concluded with a group discussion in which members shared their primary safety concerns and local insights, including common risk factors and potential improvement ideas. The exercise provided valuable feedback about community perceptions of risk, while also reinforcing how crash data supports the prioritization of safety projects across Scottsbluff.









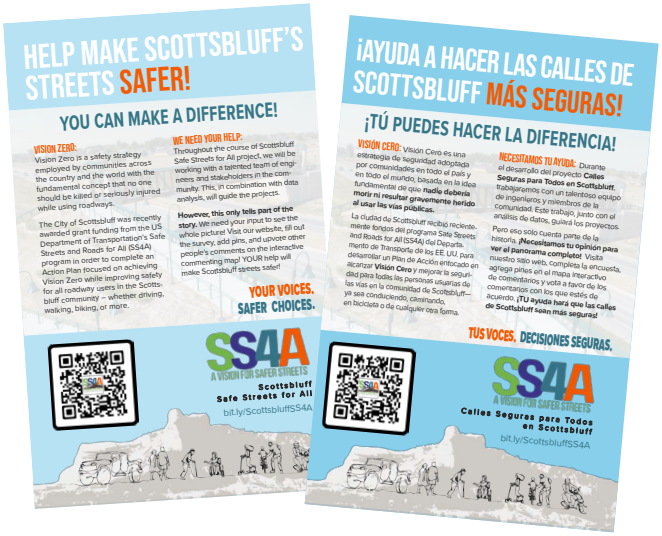
## National Night Out Pop-Up Engagement Summary

**Dates**: Tuesday, August 5, 2025
**Times**: 6:00—8:00 p.m.
**Location**: Broadway, Downtown Scottsbluff

As part of the Safe Streets and Roads for All (SS4A) public engagement program, the project team participated in National Night Out (NNO), a nationwide annual event focused on community safety, crime prevention, and neighborhood connections. The event was held on along Broadway in downtown Scottsbluff and attracted a large number of families, children, and community members.

The project team hosted an SS4A pop-up tent and worked closely with the Scottsbluff Police Department to integrate transportation safety outreach into the event. Approximately 500 SS4A project postcards were provided to the Police Department for inclusion in participant gift bags, significantly expanding project visibility beyond direct interactions at the tent.

During the event, the team engaged in one-on-one conversations with residents, distributed project materials, promoted the SS4A project website, and encouraged participants to complete the online safety survey. Several short, paper-based surveys were also completed at the event.




Staff answered questions about the SS4A program and Vision Zero principles and discussed local safety concerns, particularly related to speeding, crossings, and school-area safety.

A key component of the pop-up was interactive safety conversations with children and families, reinforcing safe walking, biking, and street-crossing behaviors in an approachable and age-appropriate way. Participation in National Night Out allowed the project team to reach residents who may not attend traditional public meetings and to integrate transportation safety messaging into a trusted, community-oriented event focused on public safety.








## Empowering Families Trick-or-treating Event at 18th Street Plaza

**Dates**: Friday, October 31, 2025
**Times**: 3:30—6:30 p.m.
**Location**: 18th Street Plaza

Western Nebraska Empowering Families hosted a community trick-or-treat event at the 18th Street Plaza in downtown Scottsbluff on Friday, October 31, 2025, providing a safe, family-friendly space for children to enjoy Halloween activities. The event featured local partners, giveaways, and supervised trick-or-treating in a well-lit public setting.

The SS4A Scottsbluff team partnered with director Maricia Guzman at the Western Nebraska Empowering Families trick-or-treat event, hosting a pop-up table where we handed out candy and invited grandparents, parents, and older children to vote—using candy corns and candy pumpkins—on priority project categories. We collected 1,158 votes and distributed bilingual English/Spanish info cards about the SS4A program.

## Regional West Medical Center (RWMC) Annual Open Enrollment Benefits Fair

**Dates**: Thur.-Fri., November 7, 2025
**Times**: 1:00—7:00 p.m., 7:00 a.m.—Noon
**Location**: RWMC

The SS4A team also hosted a project-category voting and information booth at the RWMC Annual Open Enrollment Fair, where ~130 employees and local vendors used beans to vote on priority projects and completed short surveys about their top traffic-related safety concerns. Participants were encouraged to engage for a chance to win a gift basket, resulting in strong turnout and valuable input for the plan.








## Guadalupe Center Centennial Cinco de Mayo Fiesta

**Date**: Saturday, May 2, 2026
**Time**: 10:45 a.m.—1:30 p.m.
**Location**: Guadalupe Center, 1200 E 9th Street

The SS4A team hosted a project-category voting and information booth at the Centennial Cinco de Mayo Fiesta at the Guadalupe Center. Approximately 10 community members and local vendors participated by using beans to vote on priority project categories and completing short surveys focused on traffic safety concerns, preferred improvements, and feedback on the draft Safety Action Plan.

Participants were encouraged to engage through a small giveaway incentive, which contributed to strong turnout and meaningful community input. This event provided valuable feedback and helped ensure representation from residents who may not typically participate in formal public meetings or online engagement efforts.



## A1.5 Media Outreach and Public Notice

Prior to the public open house kickoff for the Scottsbluff Safe Streets and Roads for All (SS4A) Safety Action Plan, the project team conducted advance public outreach through local media to promote awareness and encourage participation. A formal public notice[1] announcing the project and upcoming open house was published on July 3, 2025, in the Scottsbluff Star Herald. In addition, project representatives participated in a local radio interview to discuss the SS4A program, Vision Zero principles, and opportunities for community input.

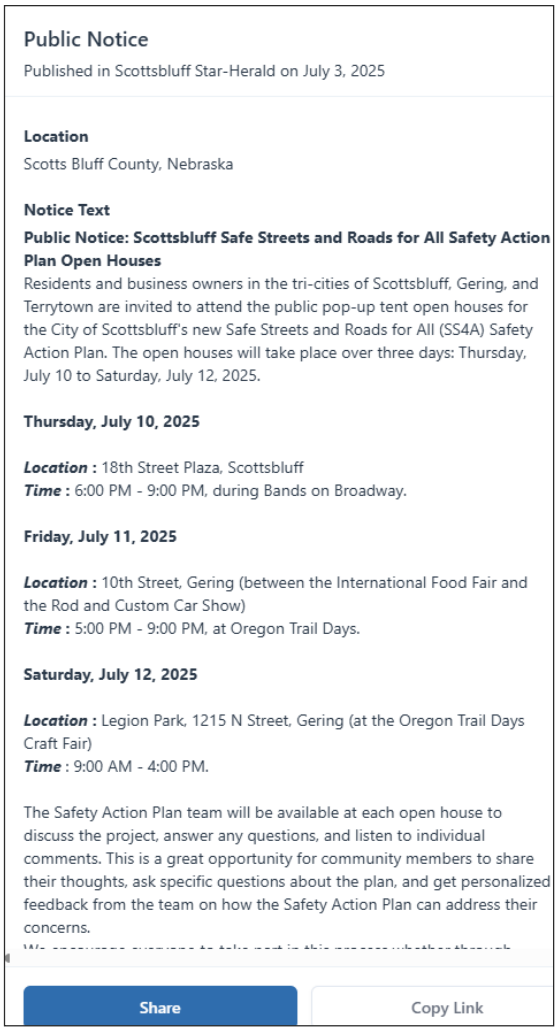
These efforts helped ensure the public was informed in advance of the kickoff event and supported broad, accessible outreach to residents who may not participate in traditional public meetings or online engagement activities.

[1]Public Notice: https://starherald.column.us/search?activeNotice=CcPm1oGscrnp17Ucx6kz-0

To announce the availability of the Scottsbluff Safety Action Plan draft for public review, the project team conducted targeted outreach through local media and social media to raise awareness and encourage participation. A formal public notice[2] was published in the Scottsbluff Star-Herald on May 7, 2026, directing residents to review the draft plan on the project website.

These efforts, combined with in-person outreach at the Guadalupe Center Cinco de Mayo Fiesta, helped broaden awareness of the review period and reach residents who may be less likely to participate in traditional public meetings or online engagement activities.

[1]Public Notice: https://starherald.column.us/search?activeNotice=Z0T835V7vcRZD1jE2K3j-0



Public Notice

Published in Scottsbluff Star-Herald on July 3, 2025

**Location**

Scotts Bluff County, Nebraska

**Notice Text**

**Public Notice: Scottsbluff Safe Streets and Roads for All Safety Action Plan Open Houses**

Residents and business owners in the tri-cities of Scottsbluff, Gering, and Terrytown are invited to attend the public pop-up tent open houses for the City of Scottsbluff's new Safe Streets and Roads for All (SS4A) Safety Action Plan. The open houses will take place over three days: Thursday, July 10 to Saturday, July 12, 2025.

**Thursday, July 10, 2025**

***Location*** **:** 18th Street Plaza, Scottsbluff
***Time*** **:** 6:00 PM - 9:00 PM, during Bands on Broadway.

**Friday, July 11, 2025**

***Location*** **:** 10th Street, Gering (between the International Food Fair and the Rod and Custom Car Show)
***Time*** **:** 5:00 PM - 9:00 PM, at Oregon Trail Days.

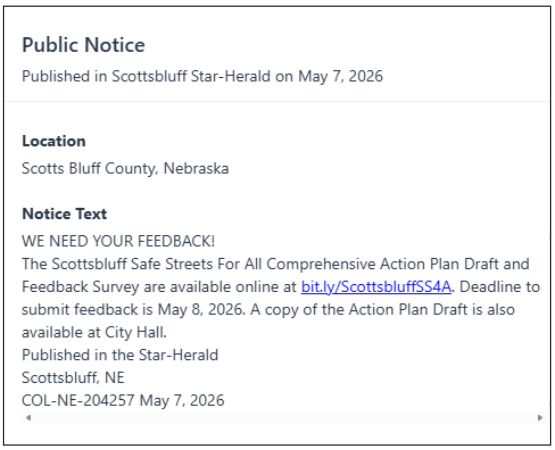
**Saturday, July 12, 2025**

***Location*** **:** Legion Park, 1215 N Street, Gering (at the Oregon Trail Days Craft Fair)
***Time*** **:** 9:00 AM - 4:00 PM.

The Safety Action Plan team will be available at each open house to discuss the project, answer any questions, and listen to individual comments. This is a great opportunity for community members to share their thoughts, ask specific questions about the plan, and get personalized feedback from the team on how the Safety Action Plan can address their concerns.

Share | Copy Link

***Screenshots of public notices published in Scottsbluff Star Herald, July 3, 2025 (above) and May 7, 2026 (below).***



Public Notice

Published in Scottsbluff Star-Herald on May 7, 2026

**Location**

Scotts Bluff County, Nebraska

**Notice Text**

WE NEED YOUR FEEDBACK!
The Scottsbluff Safe Streets For All Comprehensive Action Plan Draft and Feedback Survey are available online at bit.ly/ScottsbluffSS4A. Deadline to submit feedback is May 8, 2026. A copy of the Action Plan Draft is also available at City Hall.
Published in the Star-Herald
Scottsbluff, NE
COL-NE-204257 May 7, 2026

## Articles featured in Scottsbluff Star-Herald newspaper

**Scottsbluff aims to reduce crashes through safer Streets for All effort** (July 11, 2025)

https://starherald.com/news/local/government-politics/article_f17a18f3-2f30-47af-bb0a-b8d4e69eb0df.html

POLITICS

**Scottsbluff aims to reduce crashes through Safer Streets for All effort**



Maunette Loeks | Jul 11, 2025

Like other cities throughout Nebraska, the City of Scottsbluff has seen its fair share of tragedies as a result of vehicle crashes. The commun...

**From Crosswalks to Overpasses, Scottsbluff's Safer Streets Plan Takes Shape** (February 4, 2026)

https://starherald.com/news/local/article_37eebe04-4c9e-49da-b688-9895dd0e93ac.html

LOCAL NEWS

**From crosswalks to overpasses, Scottsbluff's Safe Streets Plan takes shape**



Grace Ptak | Feb 4, 2026

The Scottsbluff Safe Streets for All Safety Action Plan is in its final analysis and draft development phase, with a finalized draft set to be presented to the city council this spring.

**Scottsbluff City Council adopts 'Vision Zero' street safety policy** (May 6, 2026)

https://starherald.com/news/local/article_44d213a0-b317-4111-a143-c32fb2f58ed8.html

LOCAL NEWS

**Scottsbluff City Council adopts 'Vision Zero' street safety policy**



Grace Ptak | May 6, 2026

The Scottsbluff City Council put safety at the forefront of Monday's meeting, approving a resolution adopting a "Vision Zero" policy regarding serious car crashes, part of the ongoing Safe Streets for All initiative.

**Public Notice** (May 7, 2026)

https://starherald.column.us/search?activeNotice=Z0T835V7vcRZD1jE2K3j-0

**Location**

Scotts Bluff County, Nebraska

**Notice Text**

WE NEED YOUR FEEDBACK!
The Scottsbluff Safe Streets For All Comprehensive Action Plan Draft and Feedback Survey are available online at bit.ly/ScottsbluffSS4A. Deadline to submit feedback is May 8, 2026. A copy of the Action Plan Draft is also available at City Hall.
Published in the Star-Herald
Scottsbluff, NE
COL-NE-204257 May 7, 2026

## A1.6 School Stakeholder Summaries

### Roosevelt Elementary—Parents and Teachers Association

**Dates**: Tuesday, September 16, 2025
**Location**: Roosevelt Elementary School

The Scottsbluff SS4A outreach team met with approximately six members of the Roosevelt Elementary School Parents and Teachers Organization (PTO), along with school staff and the project team (Susan, Katherine, and Adolfo). The purpose of the meeting was to listen to parent and staff concerns regarding traffic safety around the school and identify possible focus areas for future SS4A safety improvements.

Key issues discussed centered on the challenges of student drop-off and pick-up operations. Participants noted that morning drop-off is more problematic than afternoon pick-up, with traffic backing up along East Overland Drive and onto 8th and 9th Avenues. The school's after-school program, serving about 165 students, helps reduce congestion during dismissal, but the morning period remains highly congested. Suggestions included exploring whether 8th Avenue could be made one-way during school hours to help alleviate backups caused by parents stopping and idling in the travel lane.

Attendees identified several specific intersections and traffic control issues, including:

The intersection of East Overland and 9th Avenue, described as consistently problematic, especially during school traffic periods.

The need for additional stop control at 15th and 9th (currently through on 9th) and potentially at 9th and 17th, to improve safety and manage speeds.

A general concern that while the posted speed limit on East Overland is appropriate, it is not consistently followed or enforced.

Additional issues raised included limited parking availability around the school, the impact of the school bus parking directly in front of the building, and the importance of maintaining crossing guard coverage—with the City providing one on East Overland and the school typically assigning another on 8th Avenue.

Participants also mentioned other problem areas across Scottsbluff, including visibility issues at West Overland and Avenue Z, jaywalking concerns related to the homeless population along East Overland, ordinance enforcement for campers and trailers parked on streets, and safety challenges at Highway 26 and 27th Street.

The group expressed strong support for continued engagement and offered outreach opportunities, including distributing SS4A flyers through newsletters or parent–teacher conferences (with district approval). Roosevelt has approximately 265 students, and Principal Frances invited the SS4A team to visit during school dismissal times to engage directly with parents or attend a staff meeting to discuss transportation and safety concerns with teachers.

This listening session provided detailed, location-specific feedback to inform the SS4A plan's school zone safety strategies, circulation improvements, and enforcement coordination for East Overland and adjacent neighborhood streets.



## Lincoln Heights Elementary

**Date**: Thursday, September 25 , 2025
**Location**: Lincoln Heights Elementary School

The Scottsbluff SS4A outreach team met with Principal Jeremy Behnke of Lincoln Heights Elementary School to discuss current school traffic operations, safety challenges, and potential improvements around the campus.

**Arrival and Dismissal Operations**: Lincoln Heights begins classes at 7:55 a.m., with breakfast starting at 7:20 a.m. when students may enter through the front doors. Afternoon pick-up occurs around 3:10 p.m. The principal described the system as generally well organized, though limited parking continues to make circulation and parent access challenging.

**Bus and Daycare Operations**: School buses and daycare vans load and unload along Avenue C, directly east of the school. Parents are not permitted to park in this area, and most follow posted signage. This arrangement helps reduce parent–bus conflicts and maintains orderly traffic flow.

**School Zones and Signage**: Principal Behnke identified school zone signage and speed enforcement as the top safety priorities for the Lincoln Heights area. Existing signage is limited and could be improved for both clarity and coverage, particularly along:

- West 22nd Street, from Avenue B to midway between Avenues D and E
- West 23rd Street, from Avenue B to midway between Avenues D and E

Parents frequently park and travel along Avenues C and D, as well as W. 22nd and W. 23rd Streets, creating congested areas during arrival and dismissal.

**Crossing Guards and Supervision**: School staff serve as crossing guards at Avenue C and W. 22nd/23rd Streets, while Principal Behnke and Assistant Principal Mrs. Rodriguez monitor Avenue D and the same intersections. Staff do not currently wear high-visibility vests but assist informally as needed. It is difficult to maintain morning crossing guard coverage, though no major incidents have been reported. One staff member uses a stop sign on 23rd Street north of the school (between Avenues C and D) to assist students crossing.

**Pedestrian Access and Safe Routes to School**: Most students who walk to Lincoln Heights live east of the school. The principal expressed interest in exploring a Safe Routes to School program to formalize and improve walking and biking connections in this area.

**Emergency Evacuation & Secondary Location**: The designated secondary evacuation site for Lincoln Heights is Bluffs Middle School (BMS), though reaching it requires crossing Avenue B and Broadway, which presents safety challenges. The school is evaluating alternative locations for emergency evacuations.

**Weather and Drainage Issues**: Snow removal around the school is generally prompt, but a major drainage issue along Avenue C causes persistent standing water in gutters, especially near bus loading zones. This results in splashing from buses, icy conditions in winter, and leaf decay accumulation in fall months.

**Overall**, Lincoln Heights has a functioning circulation system but would benefit from enhanced school-zone visibility, stronger speed enforcement, improved drainage, and potential Safe Routes to School coordination to better support students who walk or bike.

## Bluffs Middle School

**Date**: Thursday, September 25, 2025
**Location**: Bluffs Middle School

The Scottsbluff SS4A outreach team met with Principal Jana Mason and School District Safety Officer James Todd at Bluffs Middle School (BMS) to discuss current school traffic operations, safety challenges, and ongoing coordination with the City.

**Arrival and Dismissal Operations:** BMS begins




classes at 7:45 a.m. and dismisses students at 3:00 p.m. School buses load in the west parking lot near the gym entrance, typically clearing out by 3:08 p.m. Once buses depart, parents move into the second and third rows of parking spaces to pick up students. Parent vehicles begin forming a queue in the southern circular drive as early as 2:15–2:30 p.m., often resulting in double parking and complete blockage of the circle drive during peak dismissal periods.

**Traffic and Congestion Issues:** Heavy congestion occurs when parents attempt left turns from East 23rd Street onto Broadway, frequently blocking traffic before and after school. These bottlenecks are consistent daily and impact both circulation and visibility. The school benefits from crossing guards stationed at Broadway and 24th Street, and at 2nd Avenue and 24th Street, who assist students after school and, in most cases, before school as well.

**Street Configuration and Safety Observations:** Maintaining two-way traffic on 2nd Avenue has been viewed positively, as the natural congestion helps reduce vehicle speeds near the school. After dismissal, many students walk to Pioneer Park, the public library, or Runza, which has raised concerns regarding supervision and student safety beyond school property. The school and city have worked together to clarify responsibility for student behavior in nearby public spaces, particularly in response to occasional altercations.

**Event and After-Hours Traffic:** Traffic flow during football games and other school events generally functions adequately, though congestion leaving the parking areas is unavoidable and managed steadily without significant safety concerns.

**Overall**, Bluffs Middle School maintains well-structured bus operations and consistent crossing supervision, but faces persistent congestion from early parent queues and turning movements at East 23rd and Broadway. These insights highlight opportunities to improve circulation design, signage, and coordination for both daily dismissal and community events.

## Longfellow Elementary

**Date**: Thursday, September 25 , 2025
**Location**: Longfellow Elementary School

The Scottsbluff SS4A outreach team met with Principal Lukas Benzel of Longfellow Elementary School to discuss school zone safety, circulation challenges, and areas for potential improvement around the campus.

**Arrival and Dismissal Operations:** Longfellow's school day runs from 7:50 a.m. to 3:05 p.m. Students may arrive for breakfast beginning at 7:20 a.m., with general drop-off starting around 7:40 a.m. The morning drop-off process operates smoothly, but afternoon pick-up remains a major challenge due to congestion and queuing behavior around the school.

**Traffic and Congestion Issues:** Parents often begin arriving up to two hours before dismissal to secure parking or queue positions for pick-up. This early arrival contributes to extended congestion along adjacent streets, particularly near 5th Avenue, where frequent U-turns by drivers further complicate traffic flow and create safety concerns. Despite this, conflicts between buses and parent vehicles are relatively limited.

**Safety Concerns and Observations:** Traffic speeds on 7th Avenue and East 21st Street were reported as generally acceptable; however, the intersection of East 21st and 6th Avenue was identified as a notable safety concern due to a prior incident in which a staff member was

struck by a vehicle. The area around the north side of the school near the picnic tables also experiences persistent ice, slush, and water buildup following snow events, leading to slippery conditions for students and staff.

**Overall**, Longfellow Elementary maintains a functional morning arrival routine, but the afternoon pick-up process and winter maintenance issues present ongoing safety and circulation challenges. The feedback gathered from Principal Benzel underscores the importance of addressing queue management, driver behavior, and localized drainage or icing problems in future school zone safety planning.

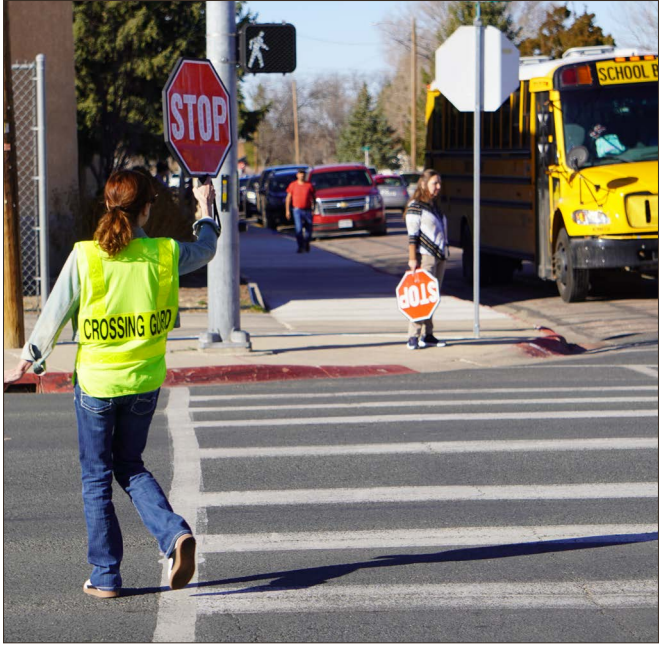
## Westmoor Elementary

**Date**: Thursday, September 25 , 2025
**Location**: Westmoor Elementary School

Members of the Scottsbluff SS4A outreach team met with Principal Bethany Jolliffe of Westmoor Elementary to discuss school circulation, safety procedures, and opportunities for improvement around the campus.

**Arrival and Dismissal Operations**: Westmoor begins classes at 8:00 a.m., with students allowed to arrive starting at 7:45 a.m. Dismissal begins at 3:15 p.m., and all students are typically picked up within 7–8 minutes. The school has established a highly efficient pick-up system with designated zones for each grade level to ensure accountability and smooth traffic flow. Staff use walkie-talkies to coordinate movement and verify that each student connects safely with their parent or guardian.

**Supervision and Crossing Support**: A staff member wearing a safety vest and holding a stop sign assists on West 18th Street near the 2nd- and 3rd-grade pick-up area, while additional staff monitor gates and escort students to parents. Fewer than 20 students regularly walk to school, and only a small number cross Avenue I, not enough to justify a formal crossing guard at this time. Students are not permitted to cross mid-block to reach cars; instead, parents are




encouraged to pull up to the sidewalk adjacent to their child's zone or park farther away and walk to meet them.

**Signage and School Zone Needs**: Principal Jolliffe noted that enhanced school-zone signage—both for speeding awareness and for internal traffic routing—would be helpful. Expanded and more visible signage identifying student zones and reinforcing speed limits were identified as the most useful potential improvements.

**Bus Operations**: Westmoor serves three to four buses, which currently load and unload on the north side of the school using designated pull-outs. While ongoing nearby construction has minimized parent–bus conflicts, the situation may need to be re-evaluated once construction concludes.

**Crosswalks, Sidewalks, and Accessibility**: Existing crosswalk placement is considered adequate, but the school is considering additional internal sidewalks to improve on-site pedestrian circulation between pick-up zones. The current ADA accommodations meet student needs—particularly since the building is single-level—but ADA curb ramps around the school could be improved or added at several corners.

**Outreach**: The SS4A team provided informational postcards for distribution at an upcoming staff meeting to encourage participation in the public survey and awareness of the citywide Safety Action Plan.

This discussion reinforced that Westmoor's on-site circulation procedures are well managed, but that improved school-zone signage, ADA ramp upgrades, and pedestrian connectivity would further enhance safety for students, staff, and families.

## St Agnes Catholic School

**Dates**: Tuesday, October 7, 2025
**Location**: St Agnes Catholic School

The Scottsbluff SS4A outreach team met with Principal Julie Brown of St. Agnes Catholic School to discuss existing school transportation conditions, safety issues near the campus, and opportunities for future improvements.

**Arrival and Dismissal Operations:**
St. Agnes operates from 8:00 a.m. to 3:15 p.m., with buses arriving around 7:30 a.m. to drop off students. The school's schedule is intentionally offset by about 15 minutes from Bluffs Middle School (BMS) to minimize conflicts between the two campuses.

**Traffic and Crossing Safety:** The intersection of 2nd Avenue and East 23rd Street was identified as a major concern. A crossing guard stationed at 2nd Avenue and 24th Street has helped to slow traffic somewhat, but Principal Brown noted that a 4-way stop at 2nd and 23rd would likely improve safety. Parking on both sides of residential avenues creates visibility and congestion issues, particularly near intersections; increasing no-parking zones near corners could help improve sight distance. Students also experience difficulty crossing at 23rd Street and 3rd/4th Avenues, and missing crosswalks along 23rd and 24th Streets east to 5th Avenue were noted as gaps. Additional yield or stop control at uncontrolled intersections would enhance pedestrian safety.

**Speeding and Parking Behavior:** The principal emphasized speeding on 2nd and 3rd Avenues, especially from high school drivers traveling to Scottsbluff High School (SHS). Parking along the narrow residential avenues also frustrates nearby residents and contributes to limited sight distance. It was suggested that along 3rd Avenue, added stop signs could help calm traffic. Team notes also discussed the possibility of retaining two-way traffic on 2nd Avenue while introducing other speed-remediation measures if one-way conversions were ever considered.

**Winter and Drainage Conditions:** During heavy snow events, snow piles up along 24th Street and 2nd Avenue, sometimes spilling into the intersection and obstructing visibility and pedestrian access near the school.

**Bus and Shared Campus Circulation:** St. Agnes students ride on BMS bus routes, and Principal Brown personally meets students at the BMS parking lot to escort them back to St. Agnes. Afternoon bus drop-off arrangements are still being reviewed to ensure safe and consistent procedures.

**Outreach and Coordination:** The SS4A team provided 75 informational postcards for distribution to families during parent–teacher conferences to encourage participation in the citywide Safety Action Plan survey.

In summary, crosswalk visibility, speeding, and parking near 2nd and 3rd Avenues emerged as St. Agnes's primary concerns. The discussion highlighted opportunities for additional stop control, expanded crosswalk markings, sight-distance improvements, and speed management coordination with nearby BMS and SHS campuses.

## Community Christian Elementary School

**Dates**: Thursday, October 16, 2025
**Location**: Community Christian School Administrator Building
**Grades Served**: Preschool–8th Grade
**Enrollment**: ~100 Students + Daycare Program (infants to toddlers)

### Overview

Community Christian School staff provided information on school operations, pickup and drop-off procedures, parking needs, pedestrian

activity, and safety concerns around the campus. The discussion included both school-day operations and daycare movements.

**School Operations & Traffic Patterns**

**School Day**: 8:00 AM–3:30 PM.

**Pickup/Drop-off Patterns**:

**Grades 1–8**: All pickup occurs along Avenue E, on the east side of the school. Staff monitor to prevent students from crossing the street to reach vehicles.

**Preschool–Kindergarten**: Pickup and drop-off occur at the front entrance, with parents required to walk in to sign children in/out.

**Daycare (Infants–Toddlers)**: Pickup/drop-off also at the front entrance on 14th Street, with peak times from 7–8 AM and 3:30–5:00 PM (open until 6 PM).

**Crossing Guards**: None are used or needed based on current operations.

**Congestion**: No major queuing or traffic conflicts; parking availability is a larger challenge.

**Parking & Site Circulation Issues**

**Parking Shortages**: The largest operational concern. CCS is considering adding parking north of 14th Street in an existing gravel area.

**Foot Traffic & Staff Safety**: Some safety concerns due to evening foot traffic in the area; teachers walking to cars after dark have experienced vehicle vandalism (e.g., windows broken).

**Pedestrian & Roadway Safety Concerns**

**15th Street**:

Speeding is a recurring issue.

Additional crosswalk markings and/or Children at Play warnings may be beneficial.

Students cross 15th Street to reach McCaffree Park for PE activities.

**14th Street**:

Lighting deficiencies noted; improved lighting would improve visibility and security.

General safety concerns after dark (lighting + desire for cameras).

**Seasonal and Weather Considerations**

Snow/Flooding on Playground: City snow removal on 15th Street is strong, while 14th Street takes longer to clear.

**Summer Walking Trips**: Daycare groups walk to the Zoo, parks, and occasionally downtown.

**Key Needs Identified for the SS4A Plan**

- Improved lighting on 14th Street for both safety and security.
- Speed management on 15th Street, including potential markings or signage.
- Crosswalk improvements on routes to McCaffree Park.
- Parking expansion north of 14th Street to serve school and daycare operations.
- General security improvements, including interest in cameras.

**Additional Notes**

CCS distributed project postcards at Parent–Teacher Conferences on October 28 and 30.

## A1.7 Public Safety Stakeholders

### Scottsbluff Police & Fire, Regional West EMS, Nebraska State Patrol

**Dates**: Thursday, November 6, 2025
**Location**: Scottsbluff PD Conference Room

**Present**: Captain Lance Kite, Captain Cody Enlow, Sgt. Philip Eckerberg, Chief of Police Krisa Brass, Marisa Nicol (RWHS), Sean Baumgartner (RWHS), Fire Chief Thomas Schingle, Nebraska State Patrol Captain Art Frerich

### 1. Public Safety Overview

**Common Concerns and Crash Patterns**

Participants identified speeding, red-light and stop sign running, distraction, and impaired driving (including an increase in daytime DUI) as the most frequent and severe traffic safety concerns in Scottsbluff. High-speed motorcycle



incidents were also cited as a growing risk. State Patrol noted that the divided US 26 corridor carries as much, or more, morning traffic between Mitchell and Scottsbluff as the interstate in western Nebraska, underscoring its regional role and congestion levels.

The pedestrian countdown signals on US 26 were described as both beneficial and problematic—helping some drivers slow down, while prompting others to accelerate to "beat the light."

**High-Crash Locations**

- Avenue I & US 26 – repeatedly described as the most problematic intersection.
- East 27th Street & US 26 – sight distance limited to approximately 700 ft due to the skewed angle.
- Avenue B & US 26 – recurring T-bone and injury crashes.
- 14th Avenue & 20th Street – issues with stop-sign compliance.
- Broadway between 20th and 27th Streets – excessive speeds and lane-weaving, with similar problems north of Beltline to the railroad tracks.

**Crash Characteristics**

T-bone collisions along the US 26 corridor were identified as producing the highest numbers of severe injury responses.

Primary contributing factors: inattention/ distraction, excessive speed, and impairment.

## 2. Enforcement & Driver Behavior

**Behavioral Issues**

Speeding, red-light running, distracted driving, and impaired driving dominate local enforcement efforts. Officers report limited staffing and competing service calls as barriers to consistent traffic enforcement.

**Enforcement Priorities & Support**

Grants such as the Selective Traffic Enforcement Program (STEP) help fund targeted operations and increased community engagement (e.g., National Night Out, school bicycle safety programs).

Visibility challenges are noted at angled intersections along US 26, particularly East 27th Street where sight distance is poor.

## 3. Emergency Response & Access

**Difficult Locations**

•Broadway & 24th Street: frequent driver non-compliance with the crossing guard. Enforcement presence in the median temporarily improves compliance.

- Broadway & 20th / 24th / 27th Streets: considered candidates for roundabout or signal improvements to slow and steady traffic flow.

- E 17th Street (5th – 21st Avenues): narrow geometry and tight turning radius at 5th Avenue hinder large-vehicle access.
- 2nd Avenue near the Middle School: functions effectively as a one-lane street; congestion improved since the Bearcub relocation, but parking management during school hours remains a challenge.
- Southeast neighborhoods: many non-conforming, narrow streets pose difficulties for fire and sanitation trucks.

**Public Compliance During Response**

Drivers often fail to yield appropriately to emergency vehicles, particularly on narrow or high-volume corridors.

## 4. Crash Scenes, Coordination & Communication

Fatal crashes remain the most challenging incidents to manage on scene. Agencies reported strong working relationships but emphasized the need for better direct communication with the Nebraska State Patrol, which currently requires routing through intermediaries rather than direct radio contact.

The group expressed interest in adopting E-ROC patch radio integration and in acquiring drones to assist with crash investigation and documentation. Two drones were cited as an appropriate local need.

## 5. Vulnerable Users & Community Safety

**Pedestrians, Cyclists, and E-Bikes**

- Increasing use of e-bikes has created enforcement and safety challenges. Current city ordinances mirror state statute but are difficult to interpret and enforce.
- Recommendation: simplify e-bike classifications, limit multi-use pathways to Class 1 e-bikes, and maintain the 15-mph pathway speed limit.
- Avenue I crossing guard position (vacant since 2020) was noted; while the need has declined, the position remains unfilled.

**School-Area Concerns**

- Inconsistent school-zone signage and speed limits citywide (some 15 mph, others 20 mph).
- Recommendation: standardize all school zones to a uniform speed (20 mph preferred), simplify ordinances for enforceability, and ensure flashing beacons operate consistently.
- Speeds are generally self-limited during active drop-off/pick-up due to congestion.

## 6. Infrastructure & Design Feedback

**Visibility, Lighting, and Safety Issues**

- Avenue I railroad crossing: poor visibility; vehicles can become airborne at higher speeds.
- Broadway bulb-outs: obstruct driver visibility near crosswalks.
- Lighting deficiencies:
  - Railway Street – entire corridor needs lighting upgrades.
  - West Overland & South Beltline – skewed alignment, limited sight distance, 45 mph limit too high.
  - 24th & Broadway – inadequate pedestrian visibility at night.
  - 14th & Broadway – poor visibility at railroad crossing.
  - 24th & Avenue B – dark eastbound approach, narrow roadway.
  - 24th & Avenue I – steep hump at rail crossing and low nighttime visibility.

**Signalization and Signage**

- US 26 corridor: add advance flashing signal-ahead warning lights at all major signals (not only at city limits) to alert heavy-vehicle drivers.
- Stop bars missing along US 26 — recommend installing per MUTCD.
- E 27th Street signal head does not meet

MUTCD standards and should be updated.

**Quick-Build & Enforcement Enhancements**

- Install double-fine zone signage in school and construction areas.
- Continue exploring roundabout feasibility at Broadway & 20th/24th/27th Streets.

**Rail Delays**

Trains continue to block emergency responses; an overpass at 5th Avenue was strongly recommended to maintain north–south access.

## 7. Data, Technology & Training

**Current Data Use**

- SPD maintains citation records from 2018 to present and will share for analysis.
  - 2025 to date: 6,003 citations/warnings (3,018 citations + 2,615 warnings).
  - SPD/Terrytown typically responds to ~700 crashes per year.
  - 2025 so far: ~838 total crashes (600+ PDO, 122 injury, 1 fatality).
  - Nebraska State Patrol reported 12 Panhandle fatalities in 2025.

**Technology & Equipment Needs**

- Drones for crash reconstruction (two recommended).
- Improved inter-agency radio connectivity (direct patch to State Patrol).
- Mapping and data-sharing tools to enhance coordination and analysis.

## 8. Programs, Education & Outreach

**Current Initiatives**

- SPD actively participates in National Night Out and school bicycle safety programs.
- STEP grants now sought annually rather than seasonally, increasing capacity for enforcement and outreach.
- Nebraska State Patrol performs 13k–14k traffic stops per year in western Nebraska using selective STEP operations.

**Educational Gaps & Opportunities**

- Driver's education no longer offered in schools; SPD expressed strong interest in reinstatement.
- Families face high private-course costs (~$300).
- Discussion of potential funding through SS4A or Nebraska Trauma Program to reintroduce school-based driver education.

## 9. Vision & Priorities

**Top Issues to Address**

- Corridor-wide speed management (especially US 26 and Broadway).
- Lighting and visibility upgrades on key urban arterials.
- Signal-ahead warning lights throughout the US 26 corridor.
- Railroad crossing safety and an additional grade-separated crossing (5th Avenue overpass).
- Standardized, enforceable school-zone speeds and signage.
- Enhanced inter-agency communication and data tools.

**Departmental Needs**

- Staffing and sustained enforcement funding.
- Updated signal and signage infrastructure.
- Technology investments (drones, mapping, communication).
- Consistent, simplified ordinances for enforceability (e-bikes, school zones).

**Overall Themes**

The discussion underscored that Scottsbluff's public safety professionals are highly aligned around a shared set of priorities:

1. Speed and visibility management on primary corridors (US 26, Broadway).
2. Consistent school-zone safety standards.
3. Improved lighting, signage, and access to

support safe operations and emergency response.

4. Enhanced interagency coordination through data sharing, communication upgrades, and joint planning.
5. Education and outreach, including youth driver programs and continued Safe Routes and bicycle safety efforts.

These insights will directly inform the SS4A Safety Action Plan's short- and mid-term strategies for engineering, enforcement, and education improvements.




## A1.8 Public Transit Stakeholder

### Public Transit Manager, Roadrunner Public Transit

**Dates**: Thursday, October 9, 2025
**Location**: MCS Family of Companies office

**Purpose**: Discuss operational needs, safety concerns, and transit related improvement opportunities for inclusion in the Scottsbluff SS4A Safety Action Plan.

**Overview**

The Public Transit Manager provided updates on Roadrunner operations, funding changes, planned routing adjustments, and key safety challenges affecting fixed-route and flex-route service. He also provided scanned rider and driver surveys and will supply ridership data, project lists, and sample questions for a future rider-focused survey.

**Operational and Funding Notes**

Funding changes are anticipated for the upcoming fiscal year; more information will be available from City Administration.

Planned transit-related projects will be forwarded for inclusion in the Safety Action Plan.

Roadrunner re-branded from Tri-City Roadrunner in approximately January 2018, aligning with the introduction of flex-route service.

**Planned Route Adjustments**

**Residency & Dome Rock Manor**: Due to schedule delays when entering complexes, stops will move out to the main roadway; flex-route deviations will continue to be available by advance request.

**E 24th → E 26th Alignment**: Routing will shift north to better serve the higher density of apartments along East 26th Street.

**Key Safety Concerns**

**Stopping in travel lanes:** On East Overland and 27th Street, the absence of parking lanes forces buses to stop in live traffic.

**Bus stop shelters and lighting**: Additional shelters and pedestrian-scale lighting are needed at high-volume stops. Six shelter structures have been donated (from a previous partnership), but installation funding remains a barrier.

**Driver behavior and enforcement**: Frequent failures to yield at 4-way stops and inconsistent compliance with bus right-of-way indicators (e.g., flashing lights).

**Parking conflicts at bus stops**: Vehicles park too close to stops, causing buses to block traffic when boarding passengers. A flexible "No Parking Within [i.e. **30**] Feet of a Bus Stop" ordinance is recommended.

**ADA access**: The Manager supports requiring ADA landing pads or mats at bus stops whenever sidewalks or curbs are replaced.

**Facilities and Coordination**

KCTS and Open Plains have discussed shared facility use (particularly the bus barn), but available space is insufficient.

**Major Priorities Identified for the SS4A Plan**

Bus turnouts/pull-outs at constrained or high-conflict stops.

Adoption of a no-parking buffer near bus stops to maintain accessibility and reduce operational conflict.

Consistent ADA improvements at and around bus stop locations.

**Survey and Data Notes**

The Public Transit Manager will provide:

- Ridership data (including flex-route vs. scheduled-route trips).
- A list of planned transit infrastructure and operational projects.
- A set of draft questions for a rider-facing public transit survey to be deployed on buses and at stops.

Copies of scanned rider and driver survey responses (already provided).

**Driver Survey – Key Safety Feedback**

Drivers identified several recurring safety challenges:

**Intersections and Driver Behavior**

- **Avenue I, 4-way stop**: Frequent failure of motorists to yield properly; buses are often cut off.
- **5th & East Overland**: Traffic control devices and signage are placed close to the intersection, reducing visibility.
- **School zones**: High congestion during start, lunch, and dismissal periods.

**Boarding and Stopping Challenges**

- **27th Street**: Heavy traffic makes boarding unsafe or difficult. Specific stops include SB Pawnshop, SB Subway, NB Arby's, NB Essential Fuel.
- **East Overland**: High-volume stops at Roosevelt, Eastwood, 5th & O, and Family Dollar; drivers report motorists often ignore flashing bus lights.
- **High-Speed and Visibility Issues**
- **42nd Street & Highway 71 (SB)**: Limited sight distance caused by bus A-frame design and fast-moving traffic; most severe around 7:30 AM.
- **YMCA & Beltline**: Difficult left-turn movements with limited sight lines.
- **Walmart Area**: High traffic volumes, fast-moving vehicles, and numerous conflict points when entering/exiting the lot.

## A1.9 Community Traffic Safety Comment Map Summary

As part of the Scottsbluff SS4A Safety Action Plan engagement process, the project team developed and hosted an interactive Community Traffic Safety Comment Map to allow residents to share location-specific safety concerns, observations, and suggestions (see Figure A1-1.). The map was available online throughout the public engagement period and complemented in-person outreach activities, surveys, and stakeholder meetings.

Participants were invited to drop pins and submit comments identifying locations where they experience safety challenges while walking, biking, driving, or accessing transit. This tool provided an accessible way for community members to share detailed, place-based input that might not be captured through traditional surveys alone.

**Key Themes from Map Comments**

Comments submitted through the interactive map showed strong consistency with crash analysis findings, High Injury Network (HIN) results, and input received through other outreach efforts. Common themes included:

- *Speeding and aggressive driving, particularly along major corridors such as US Highway 26, Broadway, and Avenue B*
- *Red-light and stop-sign violations at high-volume and skewed intersections*
- *Pedestrian crossing safety concerns, including limited visibility, lack of signals or warning devices, and poor nighttime lighting*
- *School-area safety issues, including congestion during arrival and dismissal, driver non-compliance, and inadequate crossing protection*
- *Sidewalk gaps and accessibility barriers, especially for people using mobility aids, strollers, or bicycles*
- *Railroad crossing safety and delay concerns, affecting both daily travel and emergency response*

Many comments referenced the same corridors and intersections identified through crash data and stakeholder interviews, reinforcing the systemic nature of these safety challenges.

**Geographic Patterns**

Map comments were concentrated along:

- *US Highway 26 and adjacent intersections*
- *Broadway corridor*
- *School areas and routes frequently used by students*
- *Railroad crossings and east–west travel routes*
- *Neighborhood streets experiencing cut-through traffic or speeding*

These geographic patterns closely matched the High Injury Network and Top 25 intersection analysis, providing additional validation that the plan's priority locations reflect lived experience.

**Role in Shaping the Safety Action Plan**

Input from the Community Traffic Safety Comment Map directly informed several components of the Safety Action Plan, including:

- *Identification of priority corridors and intersections for further analysis*
- *Development of project concepts emphasizing safer crossings, speed management, and visibility improvements*
- *Refinement of the Countermeasure Toolbox to reflect community-identified issues*
- *Consideration of equity and access, particularly in areas with known infrastructure gaps*

The interactive map also helped elevate concerns that may not be apparent in crash records alone, such as near-misses, perceived danger, and accessibility challenges.

**Key Takeaway**

The Community Traffic Safety Comment Map provided a valuable platform for residents to share firsthand experiences and location-specific safety concerns. When combined with crash data, stakeholder input, and survey results, the map confirmed that Scottsbluff's most pressing safety challenges are concentrated along major corridors, in school areas, and at high-conflict intersections. This community-driven input played a critical role in shaping the SS4A Safety Action Plan's priorities and recommendations.

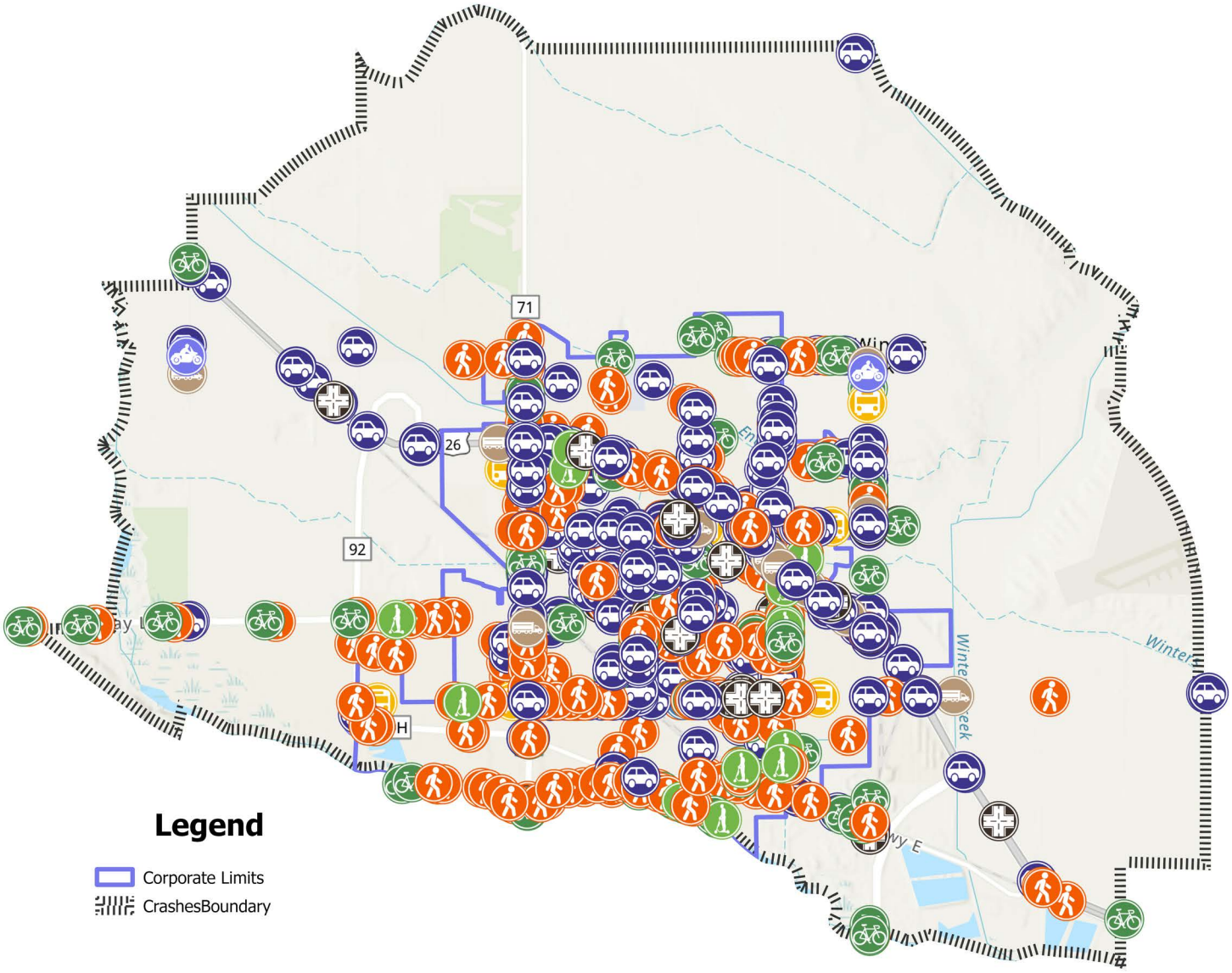



***Figure A1-1. Crowdsource Commenting Map***

## A1.10 Key Takeaways & Themes from Public Input

Across all engagement activities—including surveys, public events, stakeholder meetings, school outreach, and the Community Traffic Safety Comment Map—several consistent themes emerged. Regardless of how input was provided, residents, stakeholders, and regional users repeatedly identified the same safety challenges and priorities, reinforcing the plan's data-driven findings.

**Speeding and driver behavior** were the most frequently cited concerns. Community members consistently described excessive speeds, red-light running, and failure to yield—particularly along major corridors such as US Highway 26 and Broadway—as everyday safety issues that increase crash risk for all users.

**Intersections and crossings** were widely viewed as the most stressful and dangerous locations. Residents expressed concern about visibility, signal timing, and the lack of pedestrian-focused treatments at high-volume intersections, especially where school routes, commercial access, or skewed approaches are present.

**School-area safety** emerged as a top priority. Parents, school staff, and residents emphasized congestion during arrival and dismissal, inconsistent school-zone standards, and the need for clearer, more predictable traffic control and crossing protection near schools.

**Pedestrian and bicycle safety** was a recurring theme across engagement methods. Participants highlighted sidewalk gaps, limited crossing opportunities, poor nighttime lighting, and discomfort sharing the roadway, particularly for children, older adults, and people with disabilities. At the same time, there was strong support for expanding pathways and improving connectivity.

**Major corridors and railroad crossings** were repeatedly identified as barriers to safe and efficient travel. Input consistently pointed to US Highway 26, Avenue I, 27th Street, Broadway, and railroad crossings as locations where geometry, speed, visibility, and delays create both safety and access challenges.

**Enforcement, education, and visibility** were frequently mentioned as necessary complements to infrastructure improvements. Many participants called for stronger enforcement of speed and signal compliance, improved lighting and signage, and expanded safety education—particularly for young drivers and in school areas.

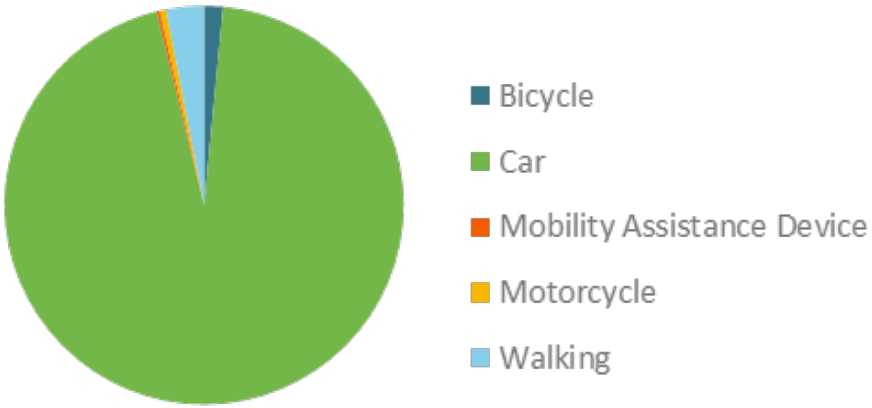
Collectively, these themes demonstrate strong alignment between public input, crash analysis, and High Injury Network findings. Community members clearly support a balanced approach that combines engineering improvements, operational strategies, education, and enforcement to address systemic safety risks. These recurring themes directly informed the prioritization of corridors, intersections, and strategies included in the Scottsbluff SS4A Safety Action Plan.

## *Table A1-1. Outreach methods and participation counts*

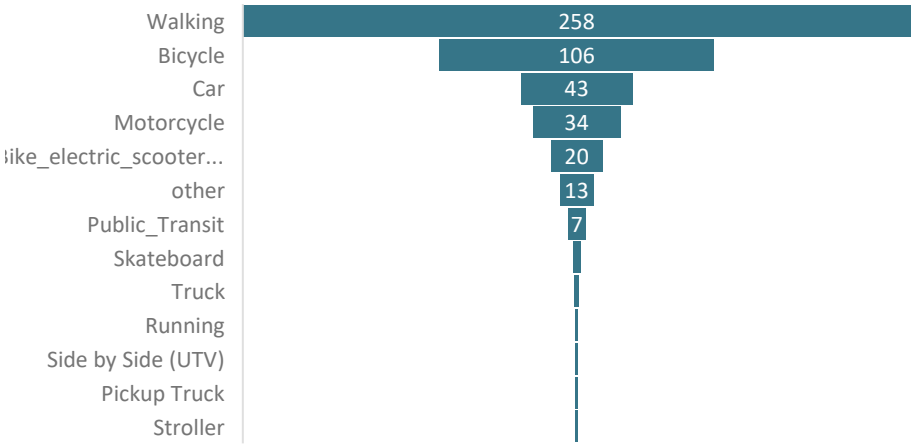
| Outreach Method | Description | Participation / Responses | Notes |
|---|---|---|---|
| **Online Community Survey (Long)** | Project-specific SS4A survey distributed online and promoted through City channels | **395** responses | Captured broad input on safety concerns, priorities, and locations |
| **In-Person Short Survey & Voting Activities** | Paper surveys and interactive voting (e.g., jars, boards) used at public events | **720** participants | Allowed quick, accessible participation at community events |
| **Community Traffic Safety Comment Map** | Interactive online map allowing users to submit location-based safety concerns | **2,166** comments | Provided place-based input tied to specific corridors and intersections |
| **Public Open House / Pop-Up Events** | Outreach booths at community events and gatherings | **7** events / **1,530** attendees | Engagement conducted in English and Spanish |
| **School Outreach Meetings** | Meetings and discussions with school staff, parents, and students | **13** meetings / **217** participants | Focused on school zones, crossings, and arrival/dismissal safety |
| **Stakeholder & Agency Meetings** | Meetings with City departments, law enforcement, fire, EMS, transit, and partner agencies | **2** meetings | Provided operational, enforcement, and emergency-response perspectives |
| **Task Force Meetings** | Formal SS4A Task Force meetings guiding plan development | **4** meetings | Reviewed data, priorities, and draft recommendations |
| **Comprehensive Plan Update Survey (City-Led)** | Citywide survey conducted as part of the ongoing Comprehensive Plan Update (Oct 2024–Mar 2025) | **~300** respondents (≈290 transportation responses) | Independent input reinforcing SS4A findings |
| **Comment & Follow-Up Emails** | Direct emails and written comments submitted to the project team | **6** comments | Included corridor- and issue-specific feedback |
| **Regional Input** | Feedback from commuters and regional users accessing Scottsbluff for work, school, shopping, and services | Included across methods | Reflects Scottsbluff's regional role as a service hub |
| **Total Engagement Reach** | **Combined participation across all outreach methods** | **~2100 individuals** | **Includes in-person and online participation** |

## A1.12 Summary Charts from Public Input Survey

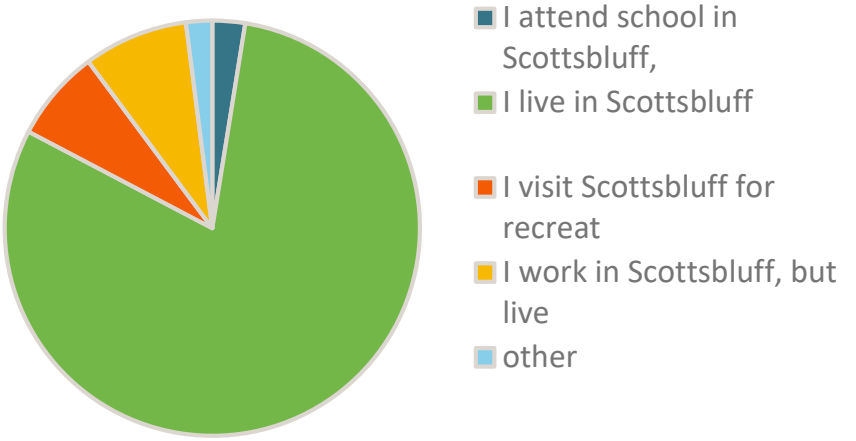
**2. What is your PRIMARY mode of transportation?**



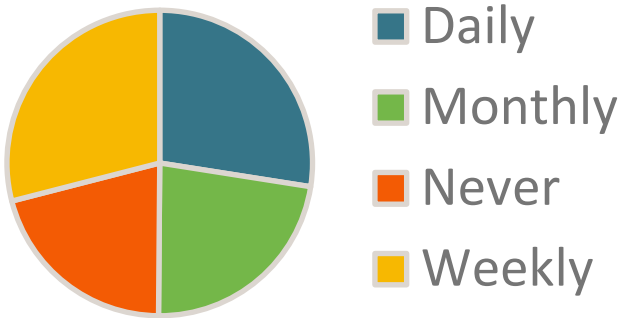

**3. Please also select all other transportation modes you TYPICALLY use.**

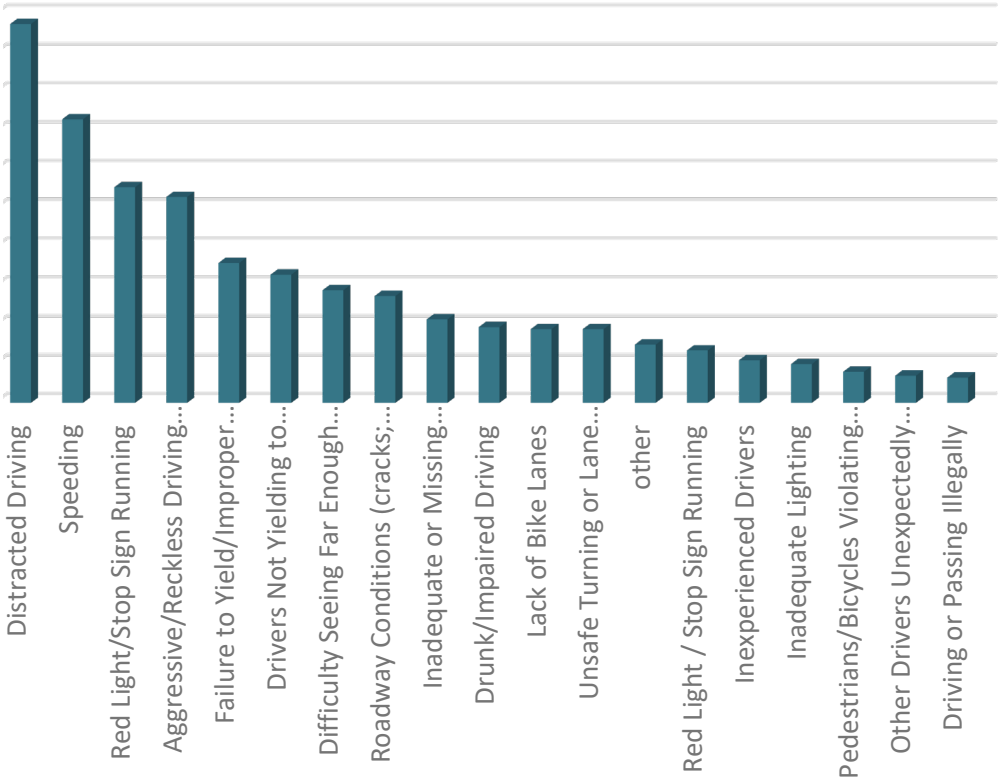



**4. What is your PRIMARY connection to Scottsbluff, Nebraska? Please select one.**

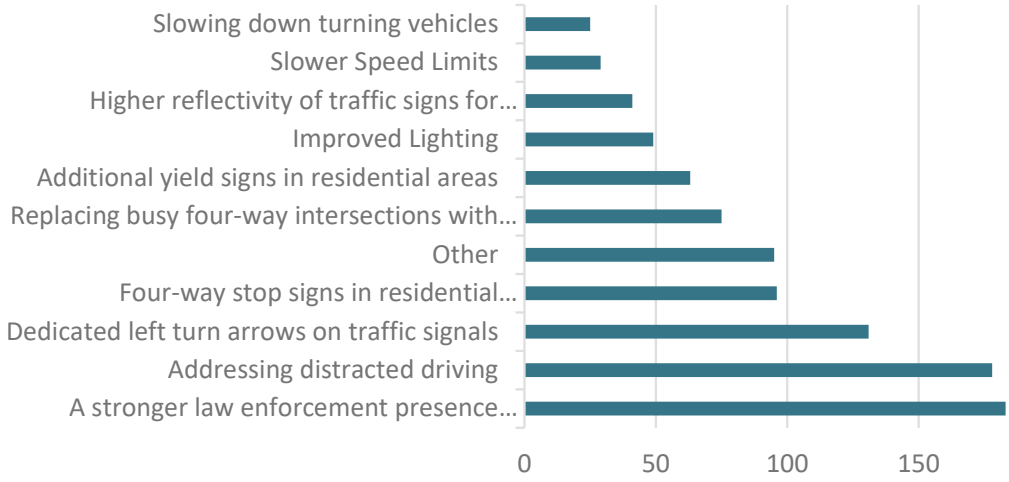



**8. How often do you travel by WALKING in Scottsbluff (i.e. for work, school, shopping, recreation, etc.)?**

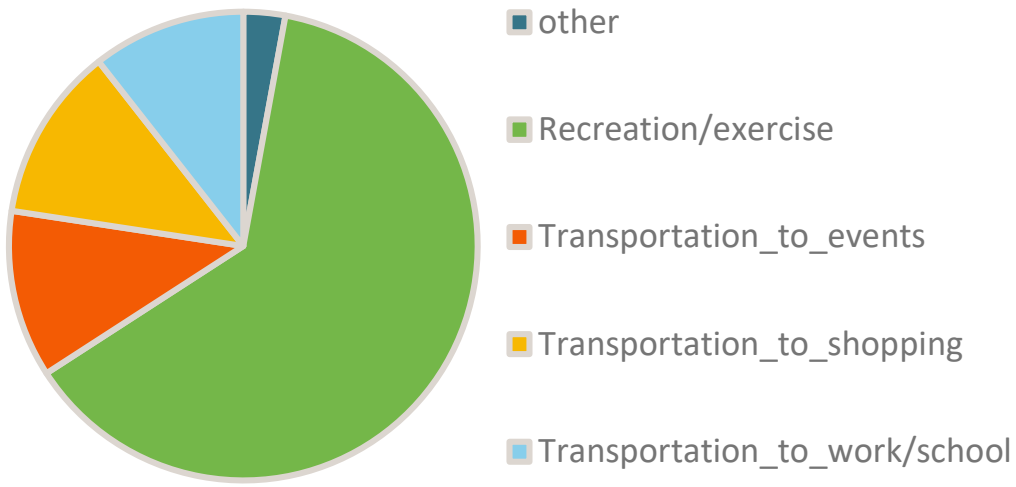





**5. What are your top safety CONCERNS when traveling on Scottsbluff roads?**




**6. What would IMPROVE driving safety in Scottsbluff?**

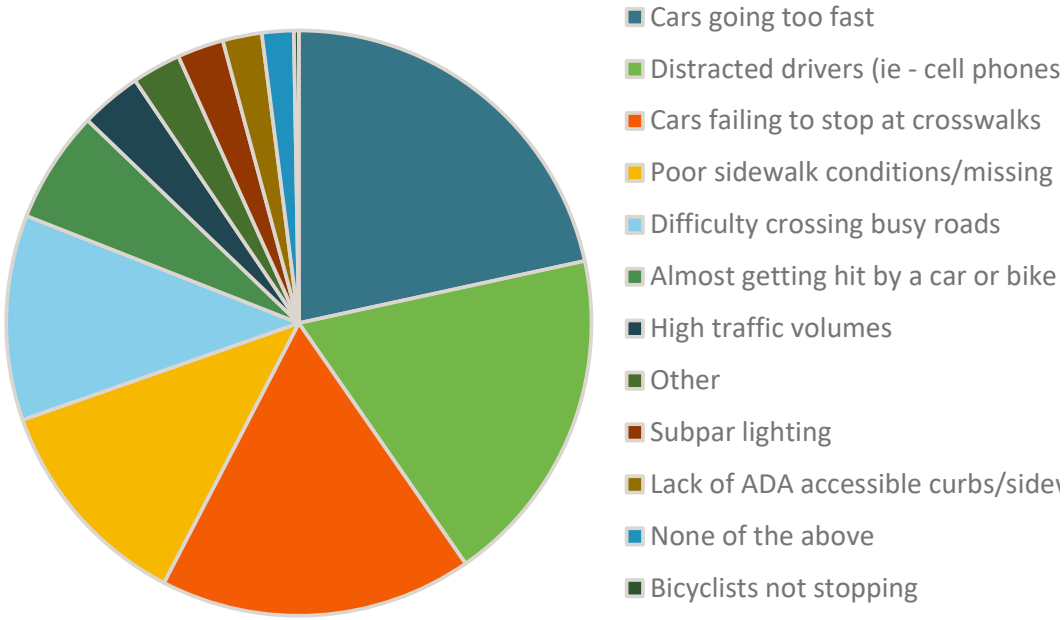



**9. What do you tend to use walking for?**

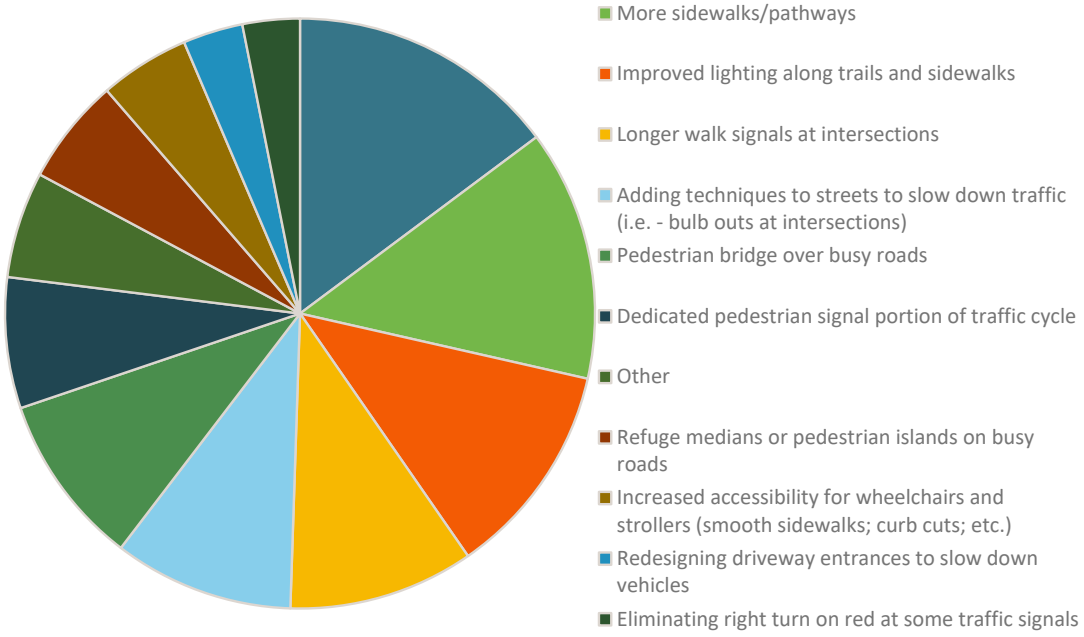
**10. 10.On a scale of 1-5, how safe do you feel WALKING in Scottsbluff?**

| Safety Level | Counts | Total |
|---|---|---|
| 1 | 13 | 13 |
| 2 | 37 | 74 |
| 3 | 121 | 363 |
| 4 | 101 | 404 |
| 5 | 39 | 195 |
| AVERAGE SAFETY COUNT | | |
| 3.37 | | |

**11. Think of the times you have been a PEDESTRIAN in Scottsbluff in the last 6 months. What safety problems did you experience if any?**

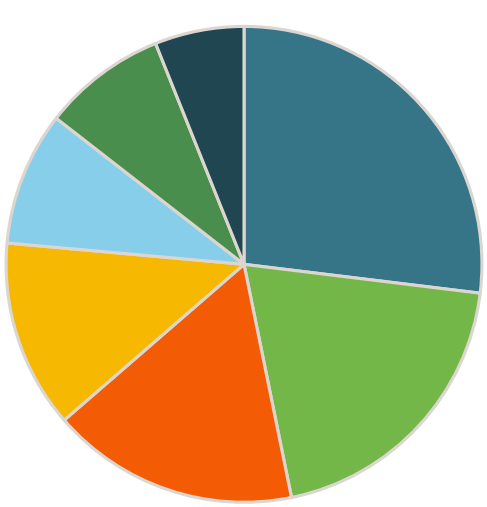



**12. What would improve your safety while WALKING:**



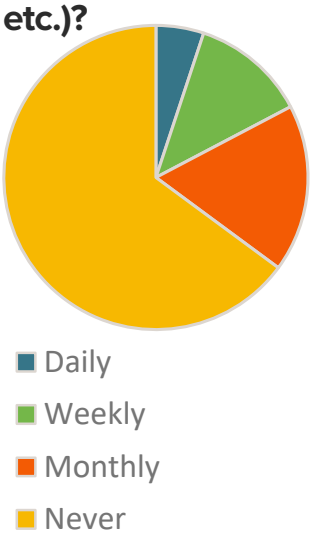
| Safety Level | Counts | Total |
|---|---|---|
| 5 | 11 | 55 |
| 4 | 25 | 100 |
| 3 | 49 | 147 |
| 2 | 37 | 74 |
| 1 | 16 | 16 |
| AVERAGE SAFETY COUNT | | |
| 2.84 | | |

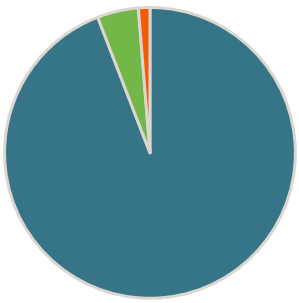
**14. On a scale of 1-5, how safe do you feel bicycling in Scottsbluff?**



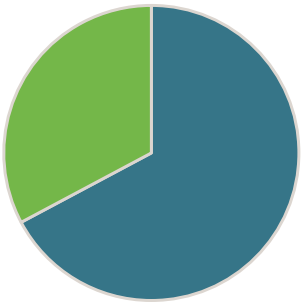

**15. What would improve your safety and comfort while BIKING in Scottsbluff?**

**13. How often do you travel by BICYCLING in Scottsbluff (i.e. for work, school, shopping, recreation, etc.)?**



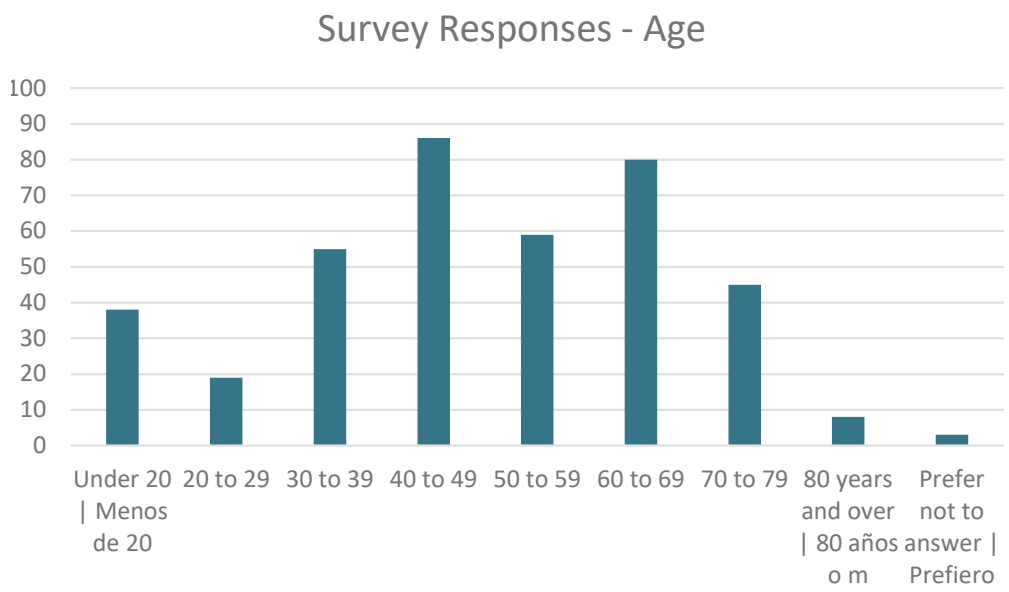




**17. Do you use public transportation to get into or around Scottsbluff? (roadrunner bus, KCTS shuttle, etc)**

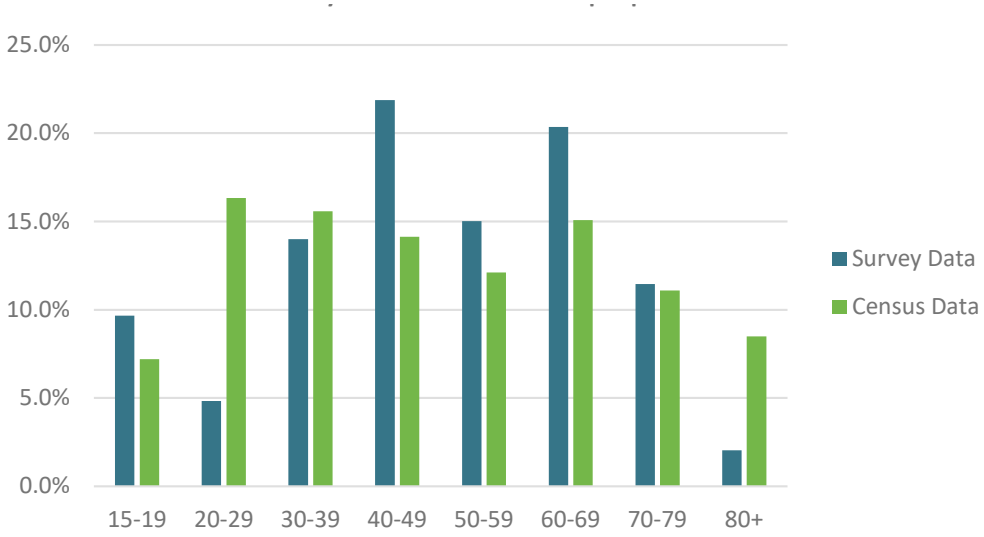



**20. Have you experienced areas on Scottsbluff roadways/ pathways that need lighting upgrades?**

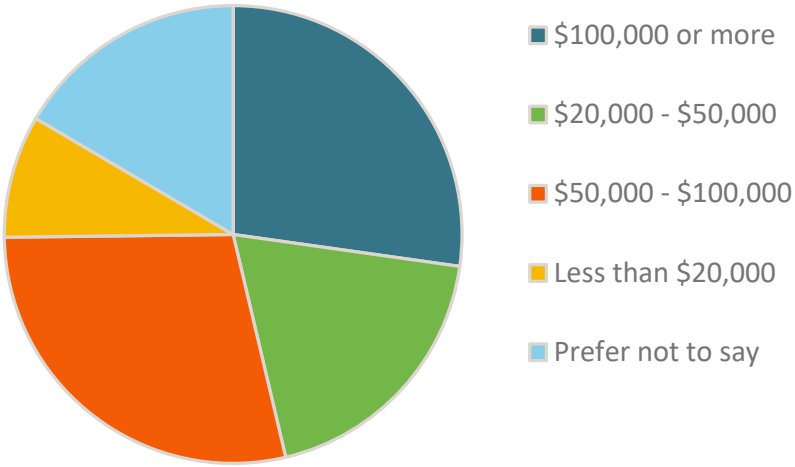
**24. What is your age?**

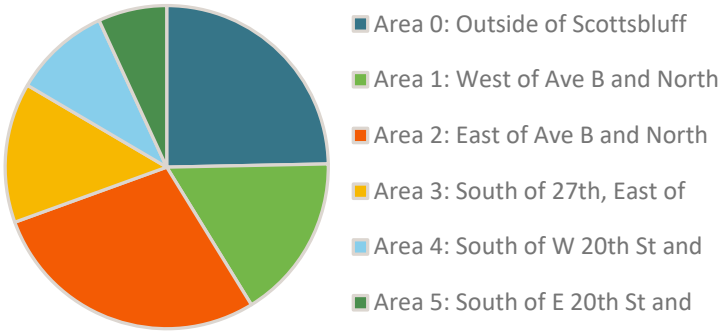



**25. Help us ensure we are hearing from all ethnicities in our community.**

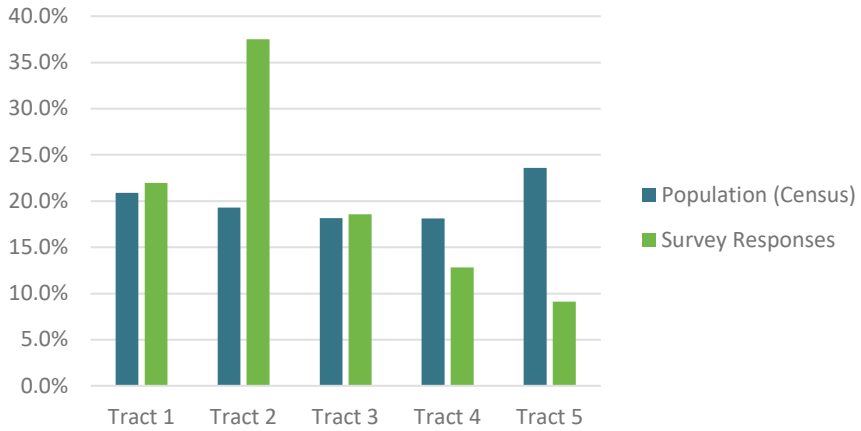



**26. What income level best describes you?**

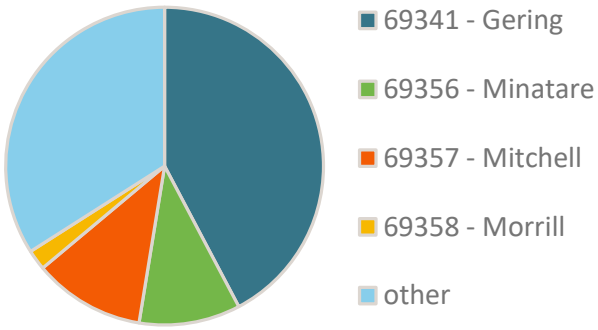





**27. Where do you reside? (Area 0-5)**




**Proportion of Surveys vs. Actual Population**




**28. If "Area 0": What is your HOME zipcode?**

## A1.12 Free Responses to Public Input Survey

Due to space constraints, free responses are not included, however, a summary of all free response comments is provided in Chapter 2.

**7. Are there any intersections in Scottsbluff where you tend to have near misses while driving? If so, where?**

**16. Are there parts of town where you avoid walking or bicycling for safety reasons? What makes them feel unsafe?**

**18. If #17 "yes/sometimes": What would improve the safety and comfort of using public transportation?**

**19. If #17 "no": Is there anything that would enable you to use public transportation more frequently?**

**21. If "yes": Which Scottsbluff roadway locations need lighting upgrades?**

**22. If you had the power to do so, what is the #1 thing you would do to make Scottsbluff's roads and streets safer?**

**23. Please share any additional thoughts, questions, or concerns related to roadway safety in the area of Scottsbluff, Nebraska.**

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# A2

# collisions

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## A2.1 Overview of Crash Trends (10-Year and 5-Year Review)

To understand systemic safety risks in Scottsbluff, crash data were evaluated over both a **10-year period** (2014–2023) and a **5-year period** (2019–2023). Reviewing two time horizons allows the City to identify persistent patterns while also detecting emerging trends.

Over the **10-year** analysis period (2014-2023), within the corporate limits, Scottsbluff experienced:

- Total crashes: 4,907
- Fatal crashes: 9
- Serious injury crashes: 62
- Total KSI (Fatal + Serious Injury) crashes: 71
- People killed or seriously injured (KSI persons): 9 fatalities, 128 serious injuries

During the most recent **5-year** period (2019–2023), the City experienced:

- Total crashes: 2,354
- Fatal crashes: 5
- Serious injury Crashes: 35
- Total KSI crashes: 40

### Trend Summary

Crash frequency over time has shown:

- Overall crash trend: Increasing
- KSI trend: Stable
- PDO trend: Stable

While total crash counts are important, SS4A prioritization emphasizes fatal and serious injury crashes (KSI) as the primary performance measure.

### Key Finding

Severe crashes are concentrated along high-volume arterial corridors, particularly US 26 and major signalized intersections.

## A2.2 Crash Severity Distribution

Crash severity distribution provides insight into the relative burden of different crash types.

### 10-Year Severity Breakdown (ETJ Project Area)

- Property Damage Only (PDO): 4,134; 77.1%
- Possible/Minor Injury: 1,134; 21.2%
- Serious Injury: 79; 1.5%
- Fatal: 14, 0.3%

Although fatal crashes represent a small percentage of total crashes, they account for a disproportionate share of community impact and are the primary focus of Vision Zero and SS4A strategies.

### Key Observation

A relatively small percentage of crashes account for the majority of severe outcomes, reinforcing the need for targeted corridor and intersection interventions.

## A2.3 Contributing Factors

Crash reports were reviewed to identify primary contributing factors. The most common contributing factors in Scottsbluff include:

- Speeding
- Failure to Yield / Left Turn
- Distracted Driving
- Impaired Driving
- Red-Light Running

| Contributing Factor | Percent Involved | Percent Unknown |
|---|---|---|
| Failure to Yield | 57.0% | 2.2% |
| Speeding | 9.7% | 48.4% |
| Impairment | 14.0% | 5.4% |
| Red Light or Stop Sign Running | 20.4% | 10.8% |
| Distracted Driving | 9.7% | 71.0% |

### Behavioral Patterns Identified

- T-bone/angle crashes are common at signalized intersections.
- Rear-end crashes occur frequently along high-volume corridors.
- Speed and distraction increase both crash frequency and crash severity.

### Key Finding

The majority of severe crashes are associated with predictable, preventable behaviors—reinforcing the need for a balanced approach combining engineering, enforcement, and education.

## A2.4 High-Risk Users and Vulnerable Populations Mode Involvement

**Over the 10-year period:**

- Crashes involving pedestrians: 51
- Crashes involving bicyclists: 36
- Crashes involving motorcycles: 15 (known for KSI crashes only)

Although pedestrians and bicyclists represent a smaller portion of total crashes, their risk of serious injury or fatality per crash is significantly higher.

**Age-Based Trends - KSI Crashes**

- 152 total drivers involved in KSI crashes (93 crashes)
- Youth drivers (under 20): 17 total, 11.1%
- Drivers under 25: 25 total, 16.4%
- Older drivers (65+): 33 total, 21.7%

**Equity Considerations**

Crash exposure and vulnerability were evaluated alongside demographic data. Areas with:

- Higher concentrations of lower-income households
- School zones
- Transit-dependent populations
- Older adults

require additional consideration in prioritizing investments.

**Key Finding**

Protecting vulnerable road users is central to achieving the City's Vision Zero goal.

## A2.5 High Injury Network (HIN)

A High Injury Network (HIN) was developed to identify corridors and intersections that account for a disproportionate share of severe crashes.

**Network Findings**

- Total roadway miles evaluated: 203.8 miles
- HIN mileage (intersections): 12.3 miles
- Percent of KSI crashes occurring on HIN corridors: 96.8%

Top-ranked intersections (based on 10Y Severity-Weighted Sum):

- US-26 & East 27th Street
- 20th Street & Broadway
- US-26 & Avenue I
- US-26 & 5th Avenue

The HIN analysis confirms that severe crashes are concentrated along:

- US Highway 26
- Avenue I
- Avenue B
- 27th Street
- 20th Street
- Broadway
- 5th Avenue
- 21st Avenue
- East Overland
- South Beltline Highway

Several intersections remain high-ranked in both the 10-year and 5-year severity analyses, indicating persistent systemic risk rather than short-term fluctuation.

**Key Finding**

A relatively small portion of the network accounts for a large share of severe crashes, supporting corridor-based and intersection-focused interventions.

## A2.6 Railroad-Related and Special Context Crashes

Railroad crossings and skewed approaches present unique operational challenges. While total crash counts at railroad crossings may be low relative to major corridors, surface condition, visibility, and delay concerns increase overall safety risk and driver frustration.

Additional context on railroad operations, crossing conditions, and related safety considerations is provided in **APPENDIX A12 – SUPPLEMENTAL ASSESSMENTS.**

## A2.7 Key Collision Analysis Takeaways

The collision analysis reveals several consistent themes:

- Severe crashes are concentrated along high-volume arterial corridors.
- Signalized intersections account for a large share of injury crashes.
- Speeding, distraction, and failure to yield are dominant contributing factors.
- Vulnerable users face disproportionately severe outcomes.
- Community perceptions of high-risk locations strongly align with crash data findings.

These findings directly informed the prioritization of capital projects (J-series), programs (P-series), and policy updates (O-series) included in the Safety Action Plan.

## A2.8 Top crash locations or corridors

Analysis of the High Injury Network (HIN) identifies key corridors and intersections where crashes—particularly fatal and serious injury (KSI) crashes—are concentrated. These locations reflect recurring patterns of exposure, traffic volume, and conflict, and represent the highest-priority areas for safety improvements.

**Primary East–West KSI Corridors** include US-26, West 27th Street, 24th Street (near Bluffs Middle School and Lincoln Heights), 20th Street, East and West Overland, and South Beltline Highway.

**Primary North–South KSI Corridors** include Avenue I (Highway 71), Avenue B, Broadway, 5th Avenue, 10th Avenue, and 21st Avenue.

Spatial patterns indicate that the central and southeastern portions of Scottsbluff experience a higher concentration of KSI crashes, particularly along US-26, Avenue I, Broadway, and corridors serving schools and commercial areas. Across the community, KSI crashes are disproportionately concentrated along arterial and higher-speed roadways rather than local residential streets, where lower speeds generally result in lower severity outcomes.

Intersection-level analysis further highlights critical locations. Using 10 years of crash data (2014–2023), the highest-ranked intersections include:

- US-26 & East 27th Street
- 20th Street & Broadway
- US-26 & Avenue I
- US-26 & 5th Avenue

A 5-year analysis (2019–2023) shows similar patterns, with the following intersections consistently ranking among the highest severity locations:

- South Beltline & Broadway
- West 27th Street & Avenue B
- South Beltline & 21st Avenue

These corridors and intersections represent persistent safety challenges and serve as the foundation for the project and program recommendations identified in this plan.

## A2.9 Equity overlays (analyzed by demographics or geography)

An equity overlay analysis was conducted to compare crash patterns with demographic and geographic indicators, including areas identified as historically disadvantaged. This analysis highlights a concentration of crashes—particularly along local streets—within the southeast portion of Scottsbluff, where several census block groups meet criteria for higher vulnerability.

While high-crash corridors are present throughout the community, the southeast neighborhood stands out for the presence of Tier 1 and Tier 2 High Injury Network (HIN) segments on local streets, combined with factors such as incomplete sidewalk infrastructure, proximity to high-speed corridors (e.g., East Overland), and increased pedestrian exposure. These conditions contribute to elevated risk for vulnerable users in an area with fewer built-in safety redundancies.

This finding reinforces the importance of pairing corridor-level improvements with neighborhood-scale investments. Projects such as the Southeast Neighborhood Improvements (**J11**) and the Southeast Pathway Spine (**J5**) are directly responsive to these conditions, improving connectivity, reducing exposure, and addressing safety needs in areas where both crash risk and community vulnerability are present.

## A2.10 Understanding Crash Density (Heat Maps)

Crash heat maps illustrate where crashes are most concentrated across Scottsbluff's transportation network. Warmer colors (yellow and dark orange) indicate higher crash density, helping to quickly identify corridors and intersections where crashes are recurring—not just isolated events.

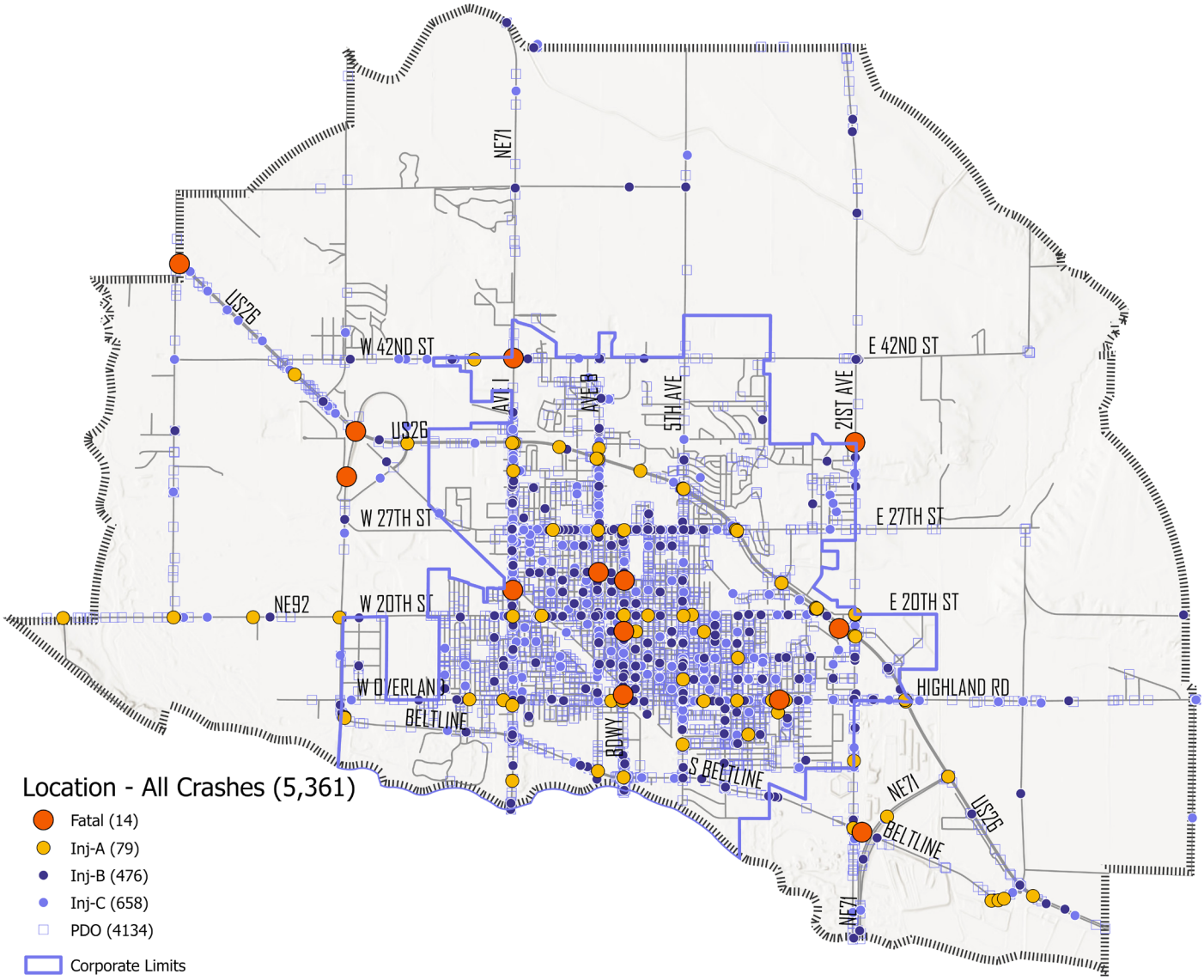
## A2.11 Heat Maps and Crashes by Crash Types

While the preceding map highlights individual crashes by severity (including fatal and serious injury crashes), the heat maps provide a broader view of systemic risk by showing where crashes cluster over time. These patterns help distinguish between one-time incidents and locations with consistent safety concerns.

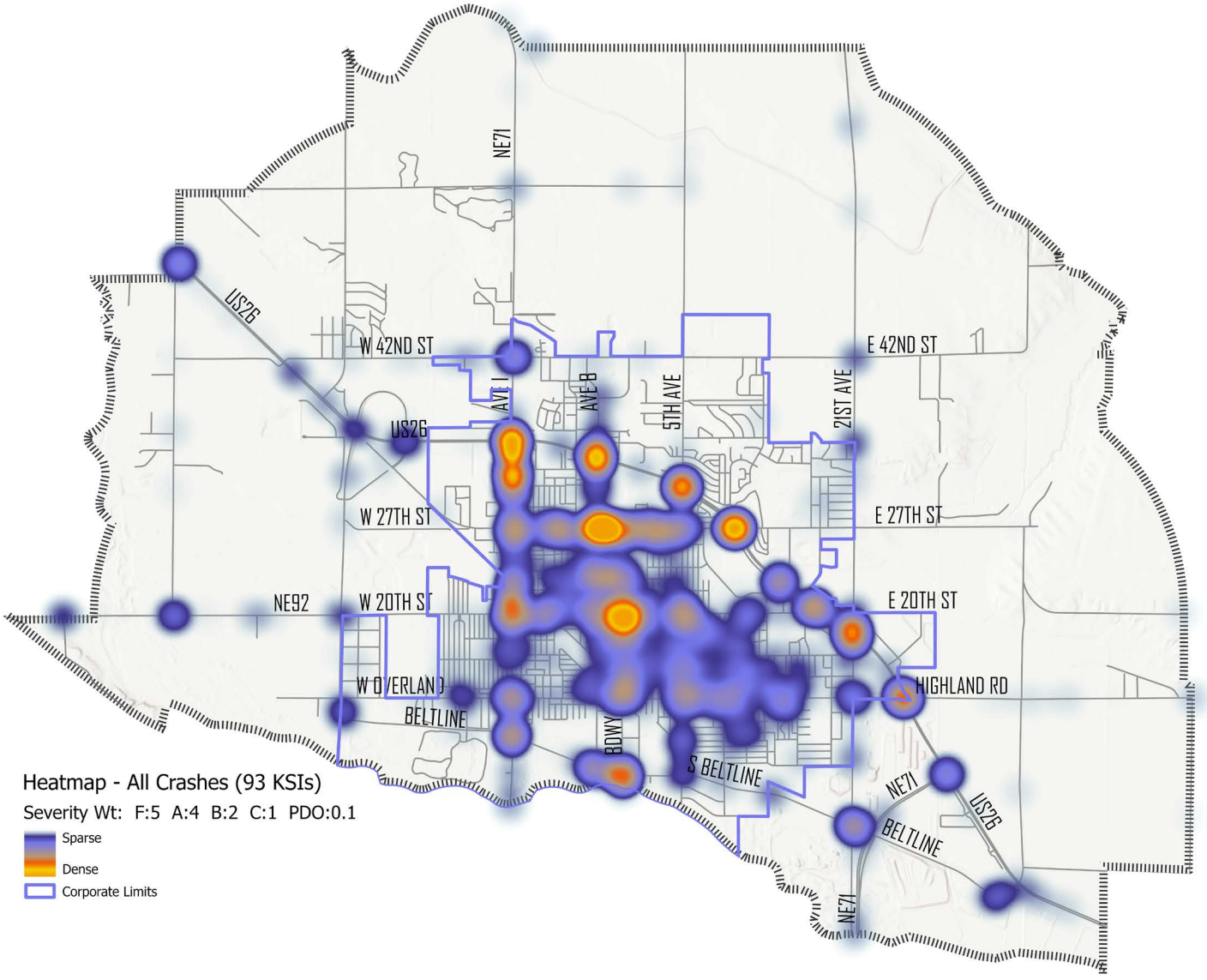
It is important to note that crash density does not always equate to crash severity. High-density areas often reflect higher traffic volumes and more conflict points, while severe crashes may also occur in lower-density locations. For this reason, heat maps are used in combination with severity analysis to identify priority areas for safety improvements.

The following pages present crash heat maps by crash type, offering additional insight into the underlying causes and patterns of crashes across the city. This information supports the development of targeted, data-driven safety strategies aligned with the Safe System approach.

> *Locations that appear consistently across multiple heat maps and severity analyses represent the highest priority candidates for safety improvements.*



# All Crashes Heatmap




| All Crashes Modes (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| *Mode* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Motor Vehicle in Transport | 4 | 57 | 331 | 549 | 2468 | **3409** |
| Parked Motor Vehicle | 0 | 0 | 22 | 21 | 749 | **792** |
| Single Vehicle - Pedestrian | 3 | 5 | 28 | 13 | 2 | **51** |
| Single Vehicle - Bicycle | 0 | 1 | 17 | 10 | 8 | **36** |
| Single Vehicle (non-pedestrian/bicycle) | 6 | 16 | 73 | 54 | 701 | **850** |
| Other/Unknown | 1 | 0 | 5 | 11 | 206 | **223** |
| ***Totals*** | ***14*** | ***79*** | ***476*** | ***658*** | ***4134*** | ***5361*** |

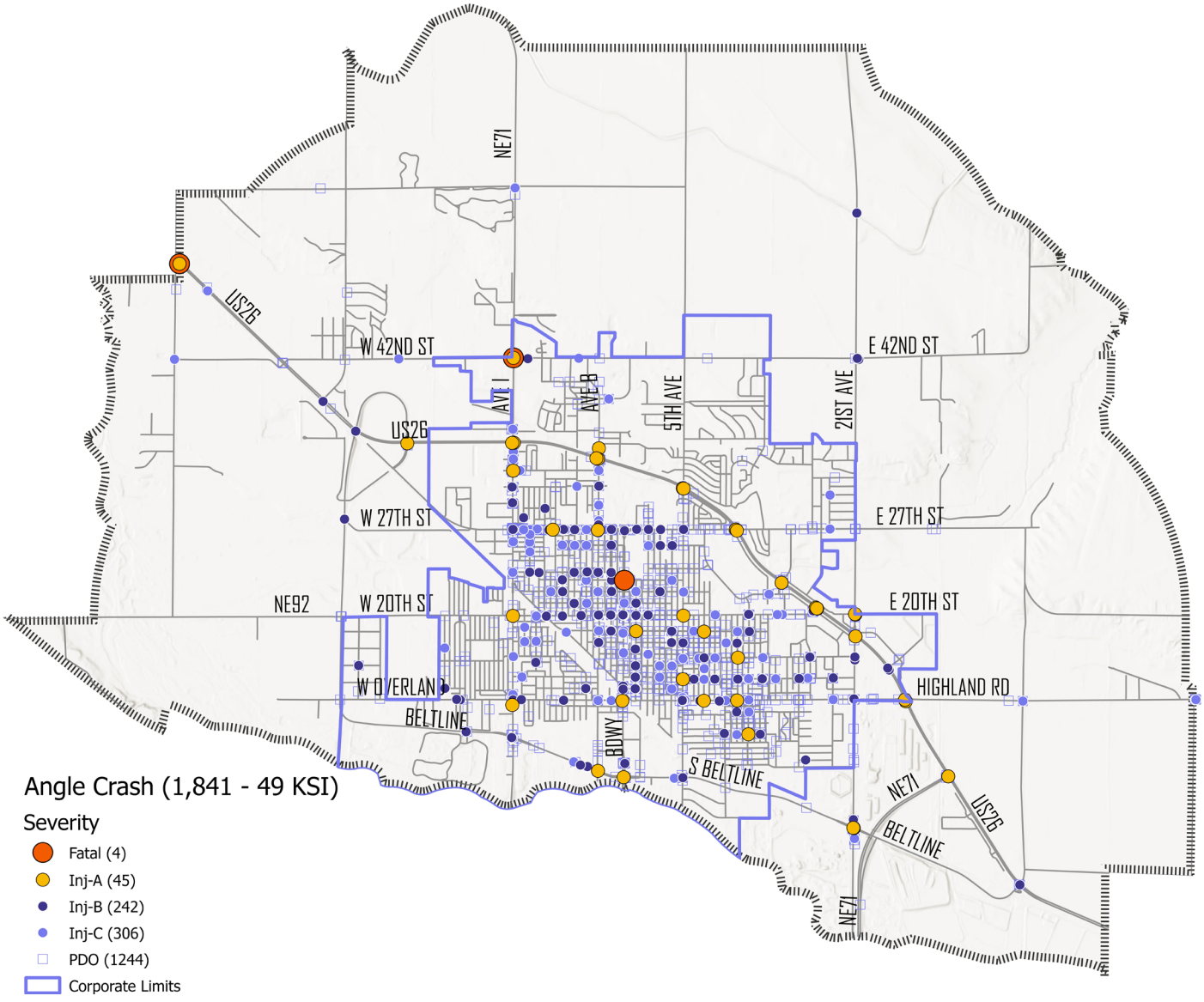
## A2.11.1 Angle Crashes

## 1,841 Crashes, 49 KSIs

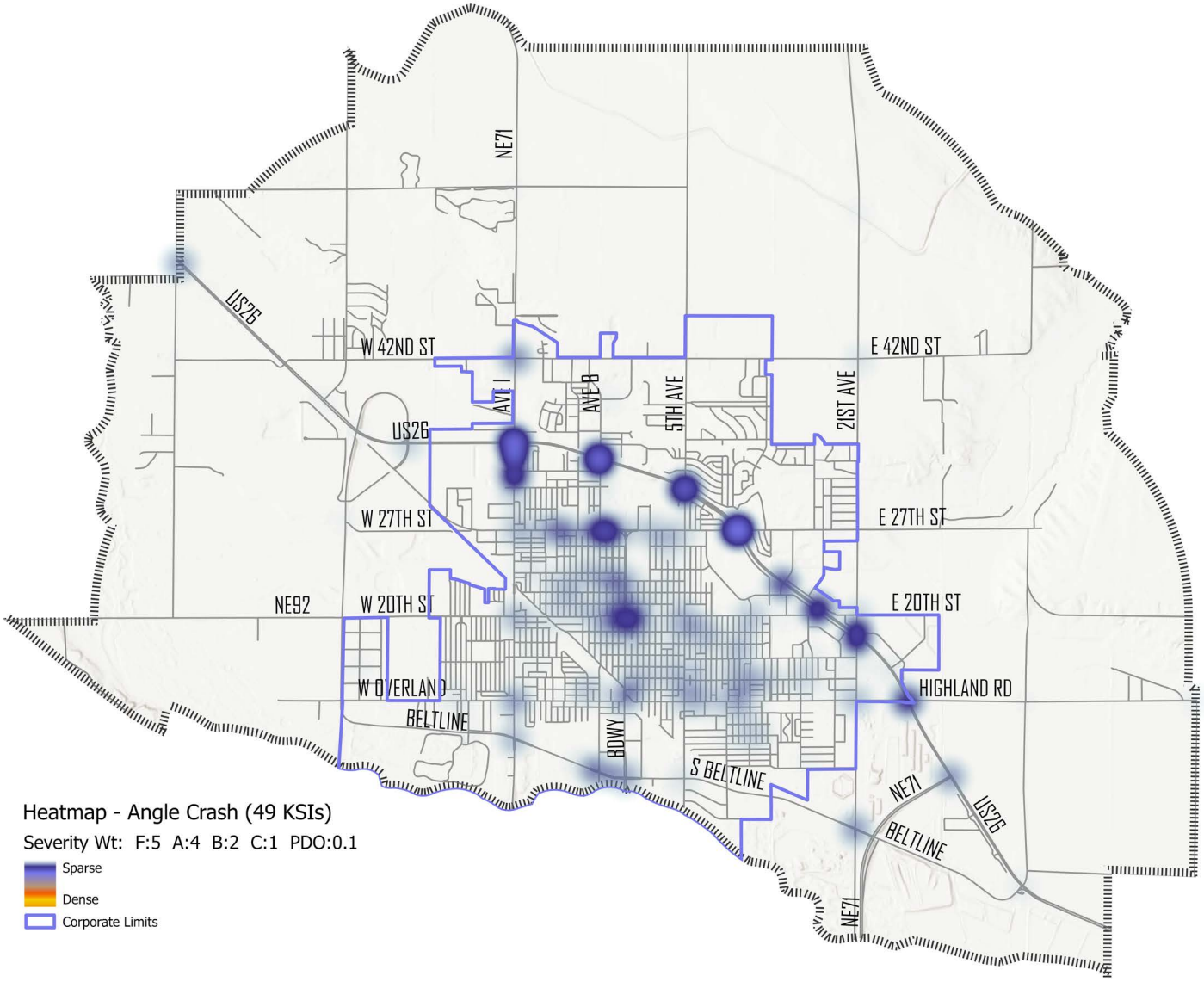
Angle crashes represent one of the most common and highest-risk crash types in Scottsbluff, with 1,841 total crashes and 49 fatal and serious injury crashes (KSIs) over the study period. These crashes typically occur at intersections and are often associated with left-turn conflicts, failure to yield, and signal or stop-control violations. While many angle crashes result in property damage only, they account for a disproportionate share of severe outcomes due to the side-impact nature of these collisions.

The crash map and heat map show strong clustering along major corridors and signalized intersections, particularly where traffic volumes and turning movements are highest. The concentration of angle crashes in these areas highlights the importance of improving intersection operations and visibility. The first harmful event data indicates that the vast majority involve collisions between moving vehicles, reinforcing the need for countermeasures such as protected turn phases, improved signal timing, high-visibility crosswalks, and enhanced intersection control to reduce conflict points and crash severity.

> *Angle crashes are concentrated at high-volume intersections and are a leading contributor to serious injuries—making intersection-focused improvements a top safety priority.*



# Angle Crashes Heatmap




| Angles Crashes First Harmful Event (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| *FHE* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Motor Vehicle in Transport | 4 | 45 | 236 | 304 | 1170 | **1759** |
| Parked Motor Vehicle | 0 | 0 | 6 | 2 | 73 | **81** |
| Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle | 0 | 0 | 0 | 0 | 1 | **1** |
| ***Totals*** | ***4*** | ***45*** | ***242*** | ***306*** | ***1244*** | **1841** |

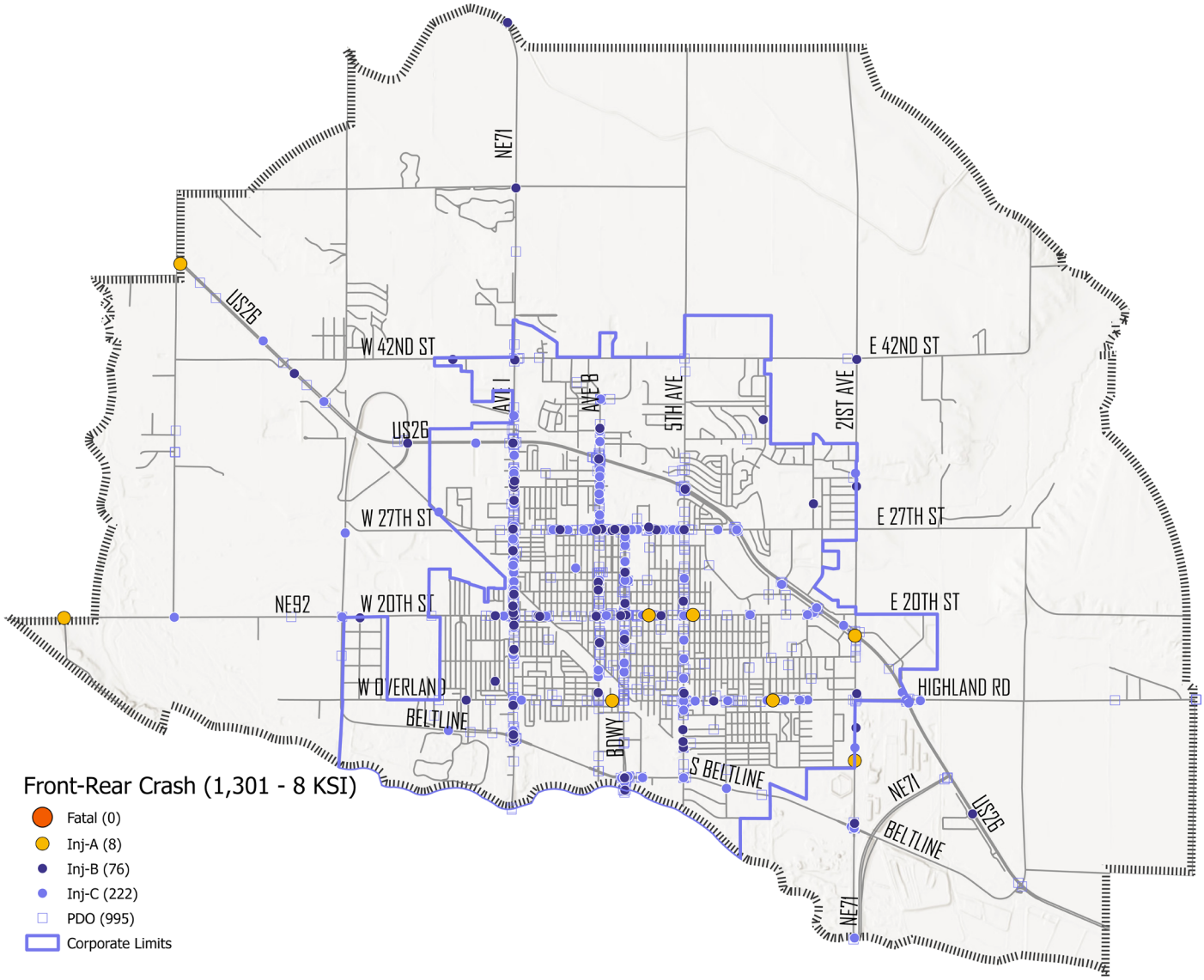
## A2.11.2 Front-Rear Crashes
## 1,301 Crashes, 8 KSIs

Front-rear crashes account for 1,301 total crashes in Scottsbluff, but only 8 fatal and serious injury crashes (KSIs), indicating that while frequent, they are generally lower in severity. These crashes are typically associated with following too closely, sudden stopping, and congestion-related conditions, particularly along higher-volume corridors and near signalized intersections.

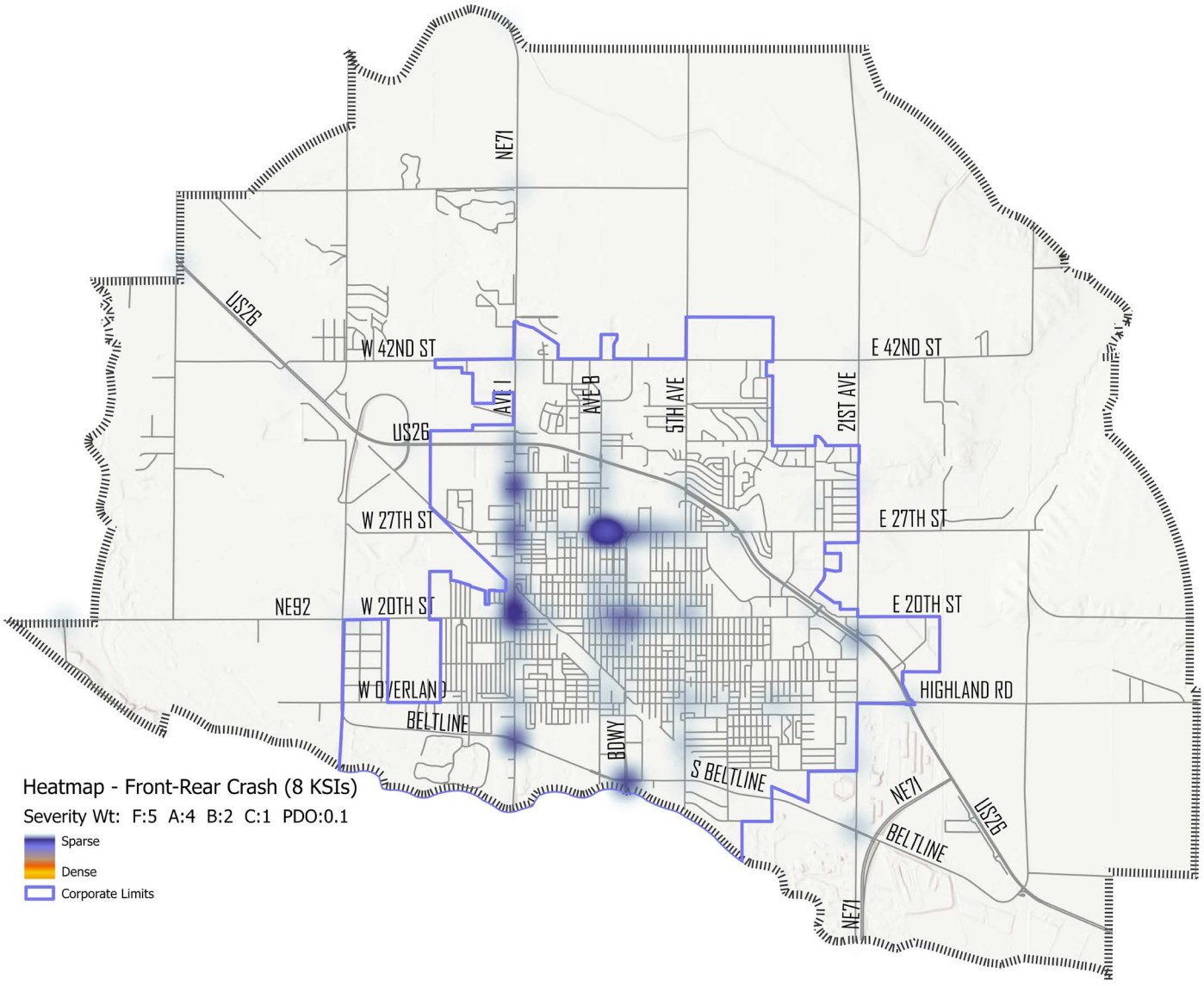
The crash map and heat map show concentrations along major routes where traffic queues and turning movements are common. The first harmful event data confirms that most front-rear crashes involve vehicle-to-vehicle contact with relatively low injury severity. While these crashes are less likely to result in serious injuries, their frequency contributes to overall system inefficiency and can indicate operational issues such as signal timing, access density, or driver expectancy.

Targeted improvements such as signal coordination, access management, improved signage, and speed management can help reduce the occurrence of these crashes.

> *Front-rear crashes are frequent but typically less severe, often signaling congestion and operational issues rather than high-risk crash conditions.*



# Front-Rear Crashes Heatmap




| Front-Rear Crashes First Harmful Event (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| *FHE* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Motor Vehicle in Transport | 0 | 8 | 73 | 219 | 971 | **1271** |
| Parked Motor Vehicle | 0 | 0 | 3 | 3 | 24 | **30** |
| ***Totals*** | ***0*** | ***8*** | ***76*** | ***222*** | ***995*** | **1301** |

## A2.11.3 Single Vehicle Crashes

## 1,519 Crashes, 31 KSIs

Single vehicle crashes account for 1,519 total crashes in Scottsbluff, including 31 fatal and serious injury crashes (KSIs), representing a higher severity rate compared to many other crash types. These crashes typically involve a vehicle leaving the roadway and striking a fixed object, overturning, or otherwise losing control. Common contributing factors include speed, impairment, weather conditions, and roadway characteristics such as curves, shoulders, and roadside hazards.

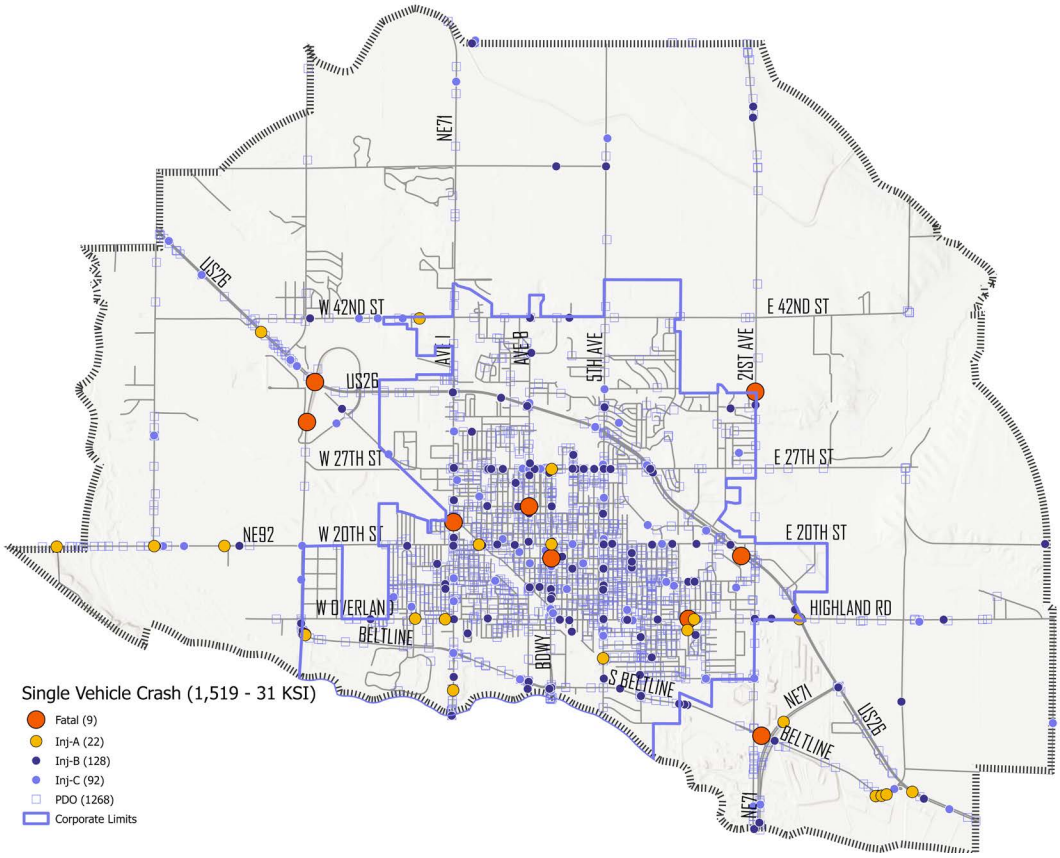
The crash map and heat map show that single vehicle crashes are more dispersed than other crash types but tend to cluster along higher-speed corridors and at the edges of the developed area. The first harmful event data indicates that many crashes involve collisions with fixed objects such as poles, utility supports, fences, and ditches, reinforcing the role of roadside conditions in crash outcomes. Effective countermeasures may include speed management, improved delineation and signage, shoulder and clear zone enhancements, and targeted roadway design improvements to reduce the likelihood and severity of run-off-road crashes.

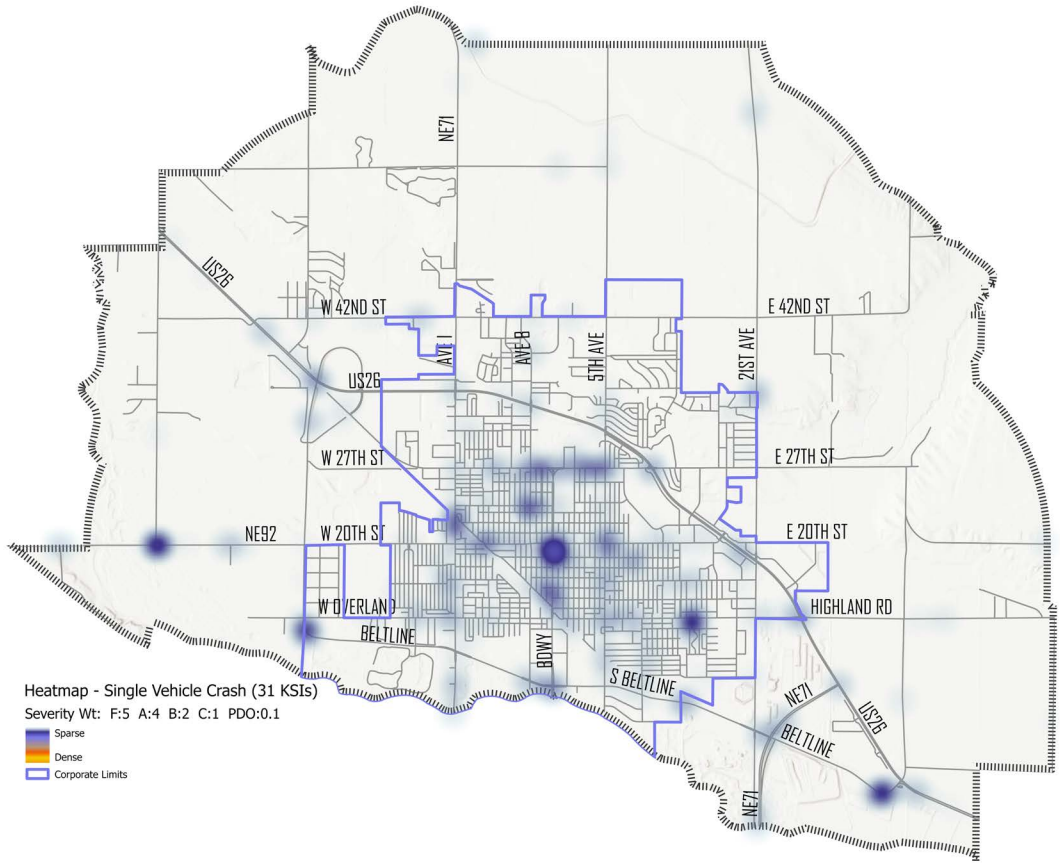
*Single vehicle crashes are less concentrated but more severe, often linked to speed and roadside hazards along higher-speed corridors.*

**Single Vehicle Crashes First Harmful Event (2014-23)**

| *FHE* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
|---|---|---|---|---|---|---|
| Animal (Live) | | 1 | 1 | 5 | 119 | **126** |
| Bridge Pier or Support | | | | | 1 | **1** |
| Bridge Rail | | | 2 | | 13 | **15** |
| Cable Barrier | | 1 | | | 4 | **5** |
| Cargo/Equipment Loss or Shift | | | | | 2 | **2** |
| Culvert | | 1 | 3 | | 2 | **6** |
| Curb | 1 | | | 3 | 14 | **18** |
| Ditch | | | 3 | 2 | 23 | **28** |
| Embankment | | 1 | 1 | 2 | 2 | **6** |
| Fell/Jumped from Motor Vehicle | | 1 | | | | **1** |
| Fence | | | 7 | 1 | 60 | **68** |
| Fire/Explosion | | | | | 2 | **2** |
| Guardrail End Terminal | | | | | 1 | **1** |
| Guardrail Face | | 1 | 3 | | 8 | **12** |
| Immersion, Full or Partial | | | | | 1 | **1** |
| Jackknife | | | | | 2 | **2** |
| Mailbox | | | 2 | | 10 | **12** |
| Other Fixed Object (wall, building, tunnel, etc.) | 1 | | 8 | 6 | 65 | **80** |
| Other Non-Collision | | | 4 | 4 | 5 | **13** |
| Other Non-Fixed Object | 1 | | 3 | 1 | 50 | **55** |
| Other Post, Pole, or Support | | 2 | 3 | 3 | 47 | **55** |
| Overturn/Rollover | 2 | 3 | 13 | 13 | 35 | **66** |
| Parked Motor Vehicle | | | 10 | 15 | 557 | **582** |
| Pedalcycle | | 1 | 17 | 10 | 8 | **36** |
| Pedestrian | 3 | 5 | 28 | 13 | 2 | **51** |
| Railway Vehicle (train, engine) | | | | 1 | 1 | **2** |
| Strikes Object at Rest from MV in Transport | | | | | 1 | **1** |
| Traffic Sign Support | | 3 | 5 | 3 | 123 | **134** |
| Tree (standing) | | 1 | 3 | | 25 | **29** |
| Utility Pole/Light Support | 1 | 1 | 12 | 10 | 84 | **108** |
| Work Zone/Maintenance Equipment | | | | | 1 | **1** |
| ***Totals*** | ***9*** | ***22*** | ***128*** | ***92*** | ***1268*** | **1519** |

# Single Vehicle Crashes and Heatmap



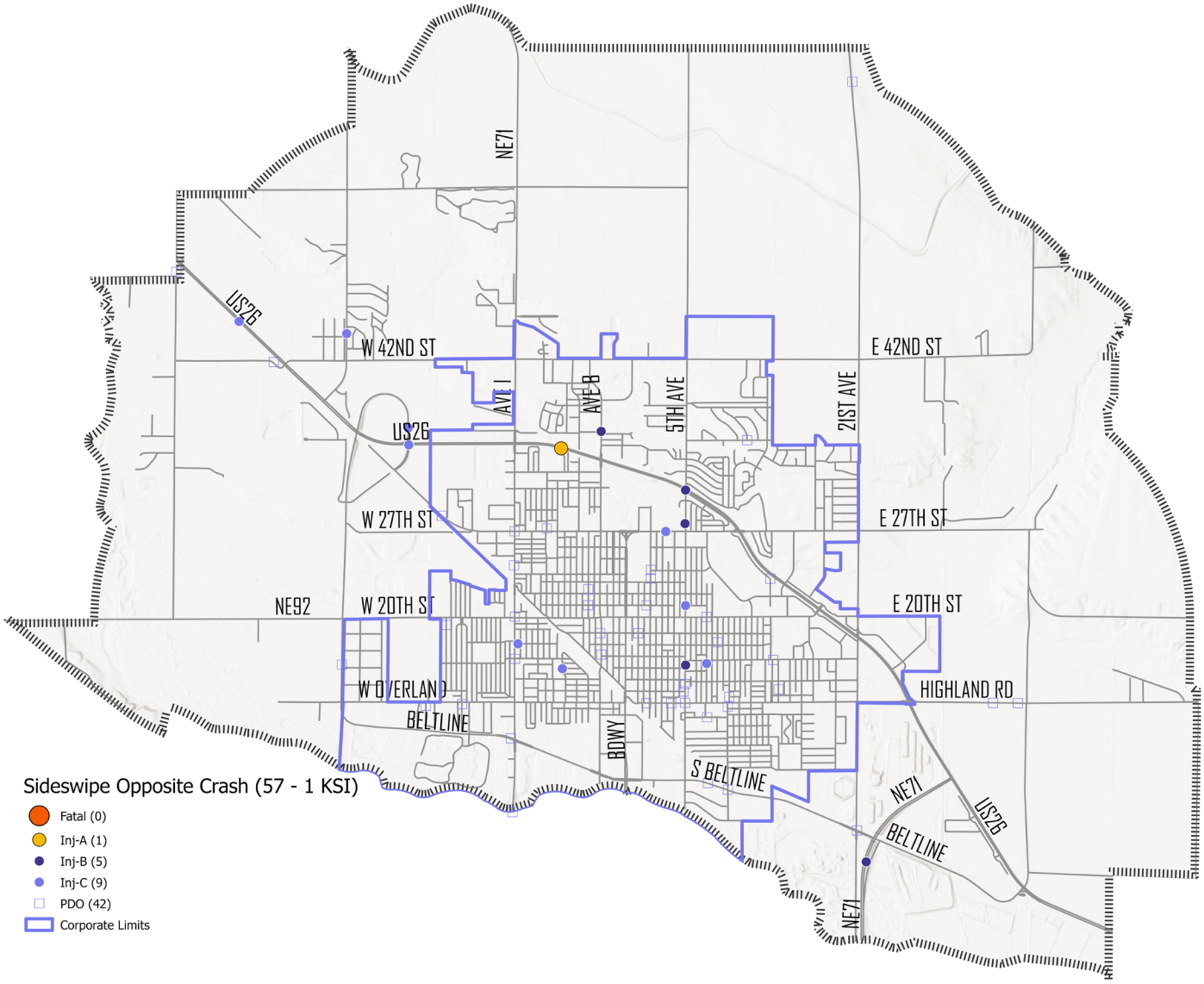



## A2.11.4 Sideswipe Opposite Crashes 57 Crashes, 1 KSIs

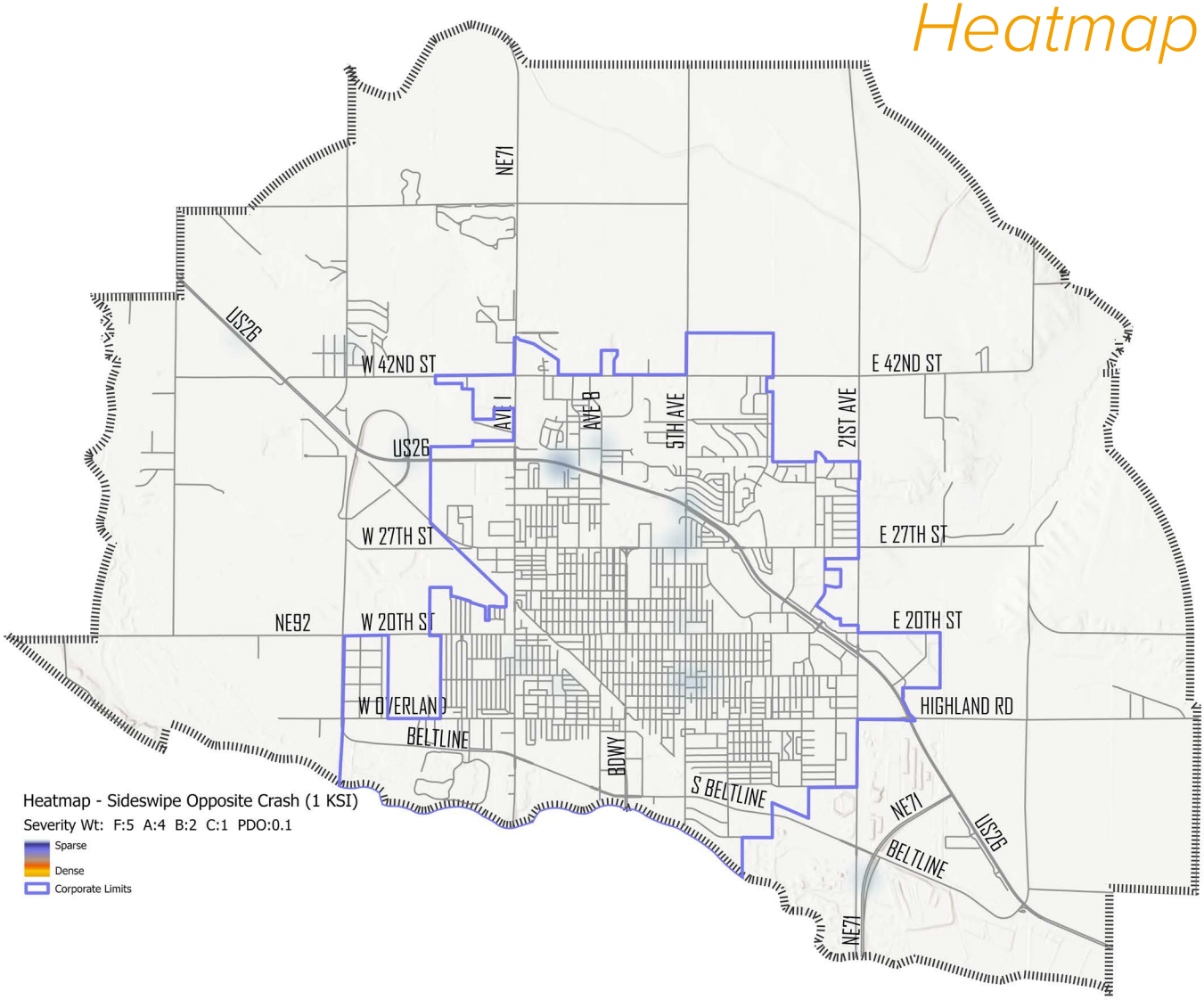
Sideswipe opposite-direction crashes are relatively uncommon in Scottsbluff, with 57 total crashes and only 1 fatal or serious injury crash (KSI) over the study period (2014-2023). These crashes typically occur when vehicles traveling in opposite directions encroach into the opposing lane, often due to improper passing, lane drift, or loss of control.

The crash map and heat map show these incidents are dispersed across the network, with occasional clustering along higher-speed or undivided corridors where opposing traffic is in close proximity. The first harmful event data indicates that most involve vehicle-to-vehicle contact with limited severity. While infrequent, these crashes can be serious when they occur at higher speeds. Potential countermeasures include centerline delineation, edge line striping, speed management, and targeted corridor treatments to reinforce lane discipline and reduce the likelihood of crossover conflicts.

> *Sideswipe opposite crashes are rare but often linked to lane departure on higher-speed, undivided roadways.*



# Sideswipe Opposite Crashes Heatmap




| Sideswipe (Opposite) Crashes First Harmful Event (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| *FHE* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Cargo/Equipment Loss or Shift | 0 | 0 | 0 | 0 | 1 | **1** |
| Motor Vehicle in Transport | 0 | 1 | 5 | 9 | 36 | **51** |
| Parked Motor Vehicle | 0 | 0 | 0 | 0 | 4 | **4** |
| Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle | 0 | 0 | 0 | 0 | 1 | **1** |
| ***Totals*** | ***0*** | ***1*** | ***5*** | ***9*** | ***42*** | **57** |

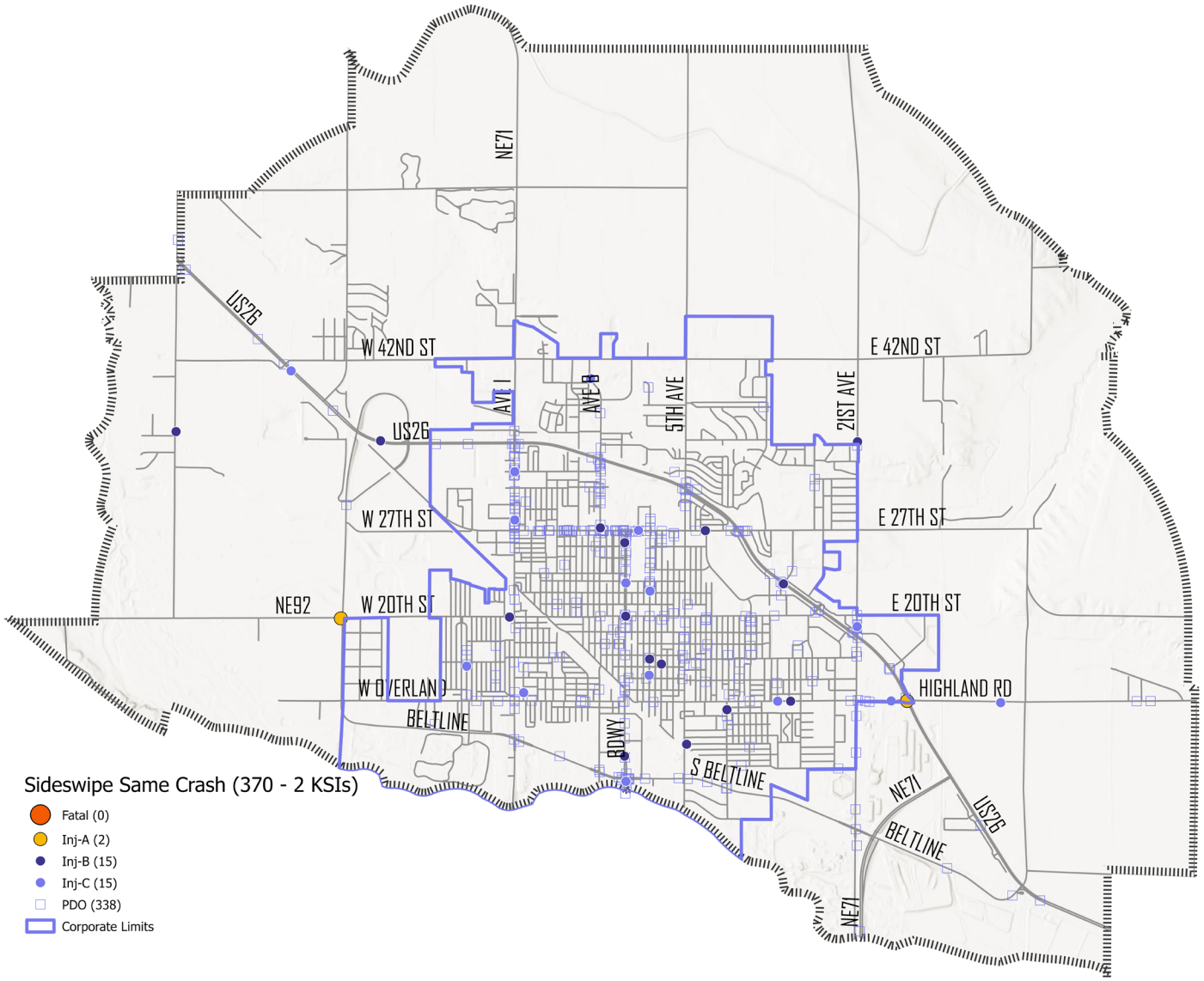
## A2.11.5 Sideswipe (Same) Crashes 370 Crashes, 2 KSIs

Sideswipe crashes involving vehicles traveling in the same direction account for 370 total crashes in Scottsbluff, with only 2 fatal or serious injury crashes (KSIs), indicating generally low severity outcomes. These crashes typically occur during lane changes, merging, or when drivers fail to maintain their lane position, often in areas with multiple lanes, turning movements, or higher traffic volumes.

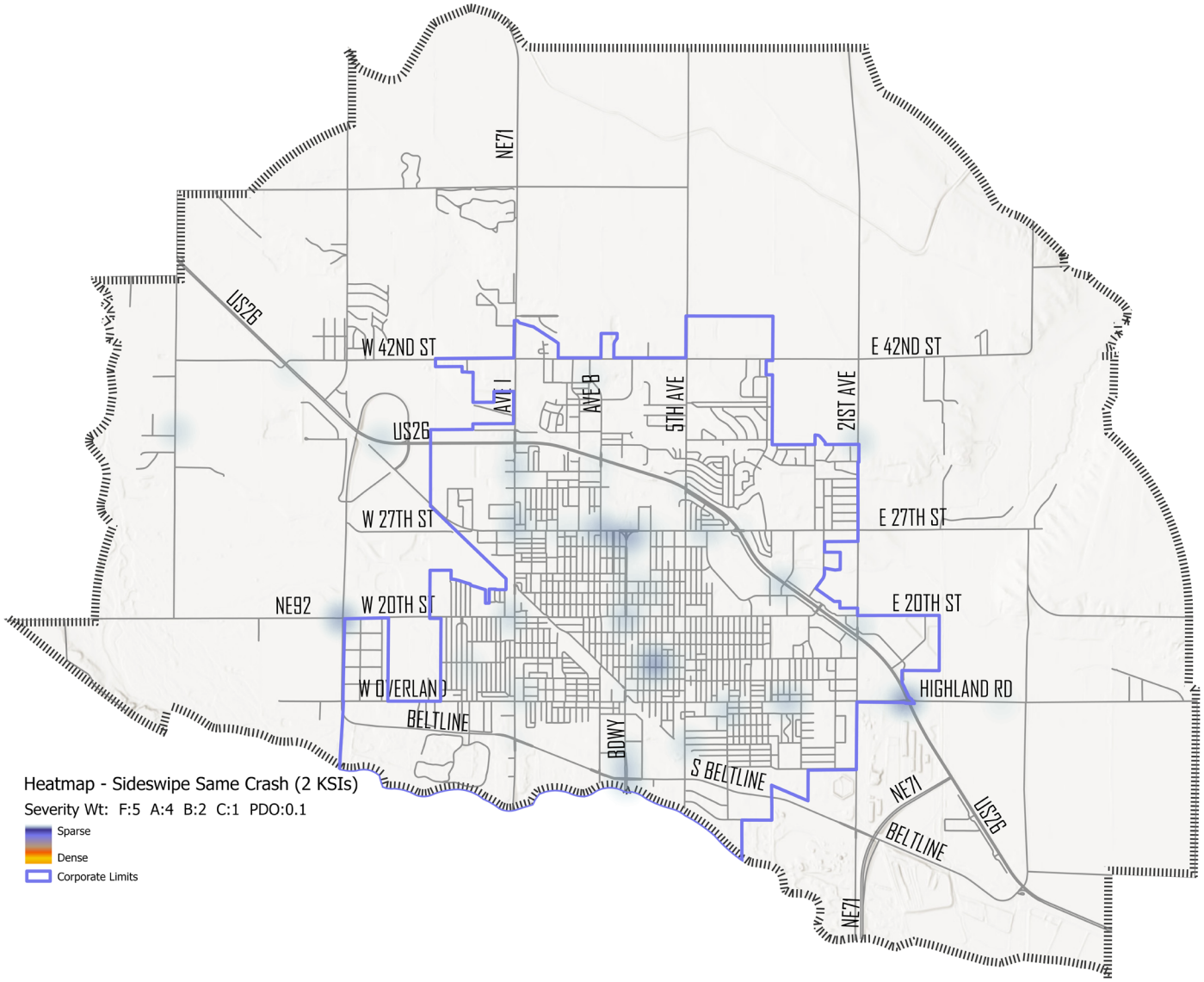
The crash map and heat map show these crashes are concentrated along major corridors and multi-lane roadways, where traffic density and lane-changing activity are greatest. The first harmful event data confirms that most involve vehicle-to-vehicle contact with limited injury severity. While not typically severe, these crashes can indicate issues related to lane clarity, driver expectancy, and corridor operations.

Potential countermeasures include improved lane markings, access management, turn lane delineation, and corridor design strategies that reduce unnecessary weaving and conflict points.

*Sideswipe same-direction crashes are common on multi-lane corridors and are typically linked to lane changes and merging behavior.*



# Sideswipe (Same) Crashes Heatmap



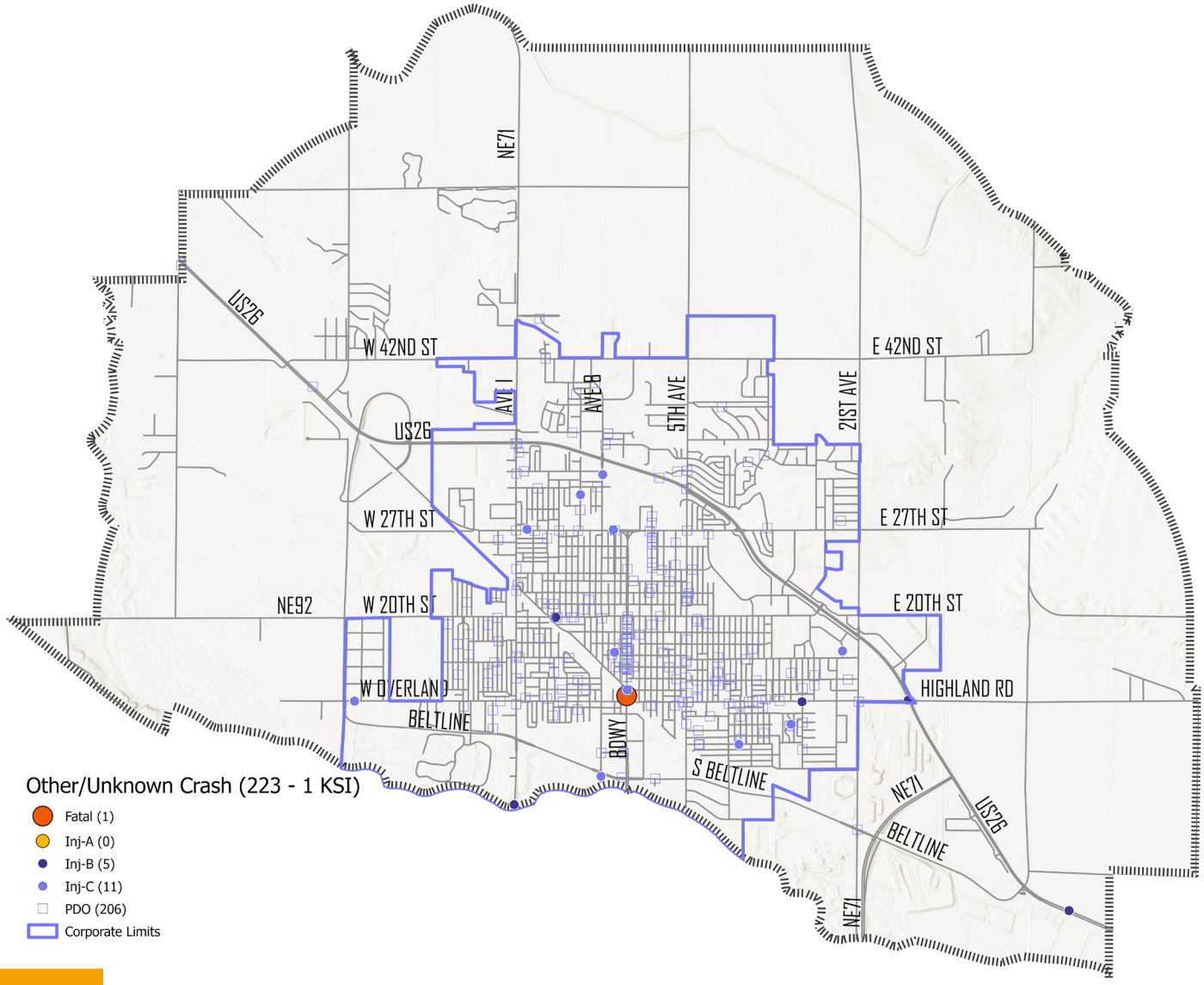

| Sideswipe (Same) Crashes First Harmful Event (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| *FHE* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Motor Vehicle in Transport | 0 | 2 | 12 | 14 | 267 | **295** |
| Parked Motor Vehicle | 0 | 0 | 2 | 1 | 71 | **74** |
| Work Zone/Maintenance Equipment | 0 | 0 | 1 | 0 | 0 | **1** |
| ***Totals*** | ***0*** | ***2*** | ***15*** | ***15*** | ***338*** | **370** |

## A2.11.6 Other / Unknown Crashes 223 Crashes, 1 KSIs

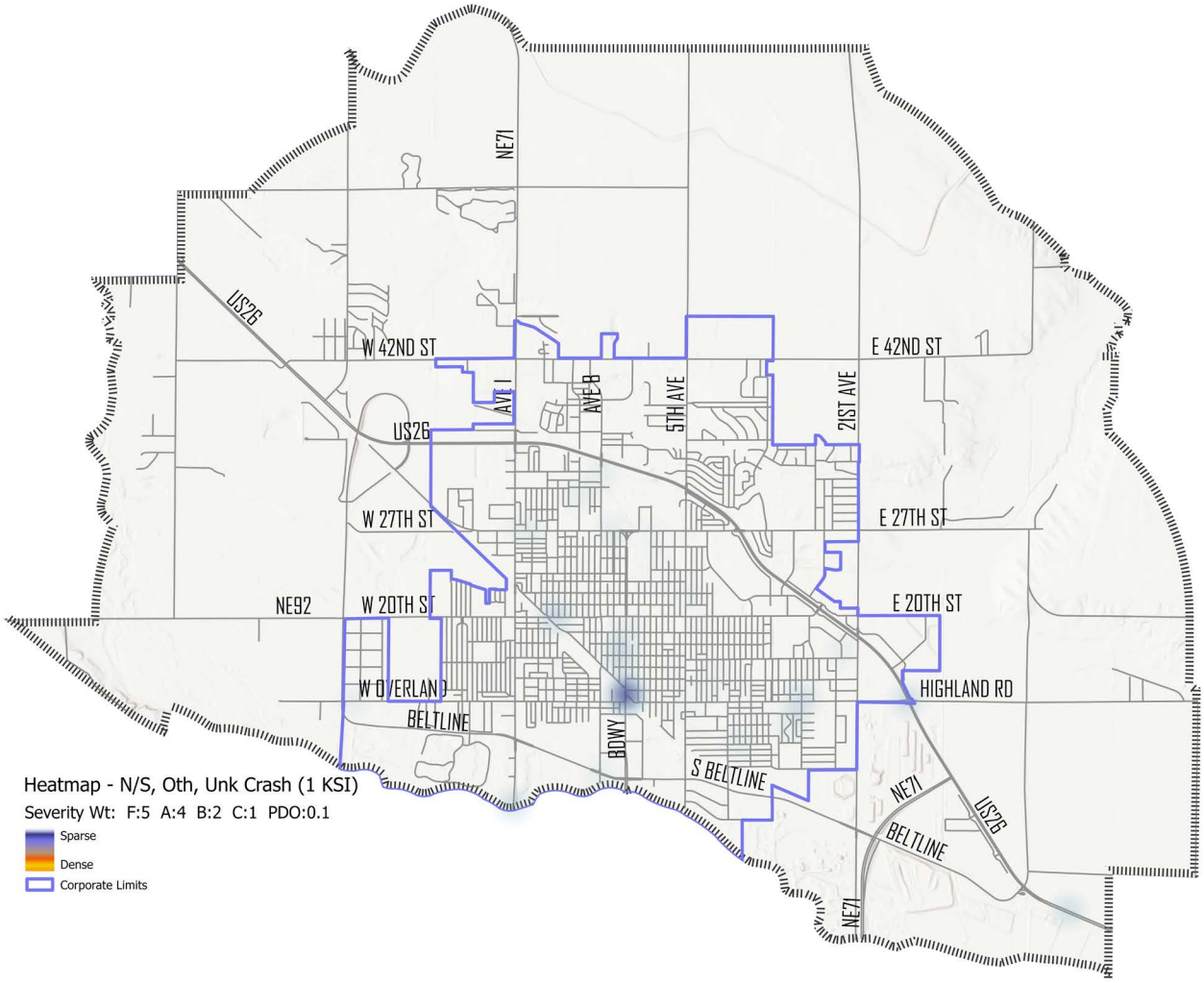
Crashes categorized as “Other” or “Unknown” account for 223 total crashes in Scottsbluff, including 1 fatal or serious injury crash (KSI). These crashes include incidents that do not fit standard collision categories or where sufficient detail was not recorded to classify the crash type. As a result, this category represents a mix of conditions and contributing factors.

The crash map and heat map show a relatively dispersed pattern with no strong clustering, reflecting the varied nature of these incidents. The first harmful event data indicates a mix of vehicle-related and miscellaneous impacts, with the majority resulting in property damage only. While these crashes provide less actionable insight individually, they still contribute to overall system risk and underscore the importance of continued data quality improvements and consistent reporting. Safety strategies for these crashes are generally addressed through broader system-wide improvements, including roadway design consistency, driver awareness, and ongoing monitoring.

> *“Other/Unknown” crashes are diverse and dispersed, reinforcing the need for consistent data collection and system-wide safety improvements.*



# Other/Unknown Crashes Heatmap



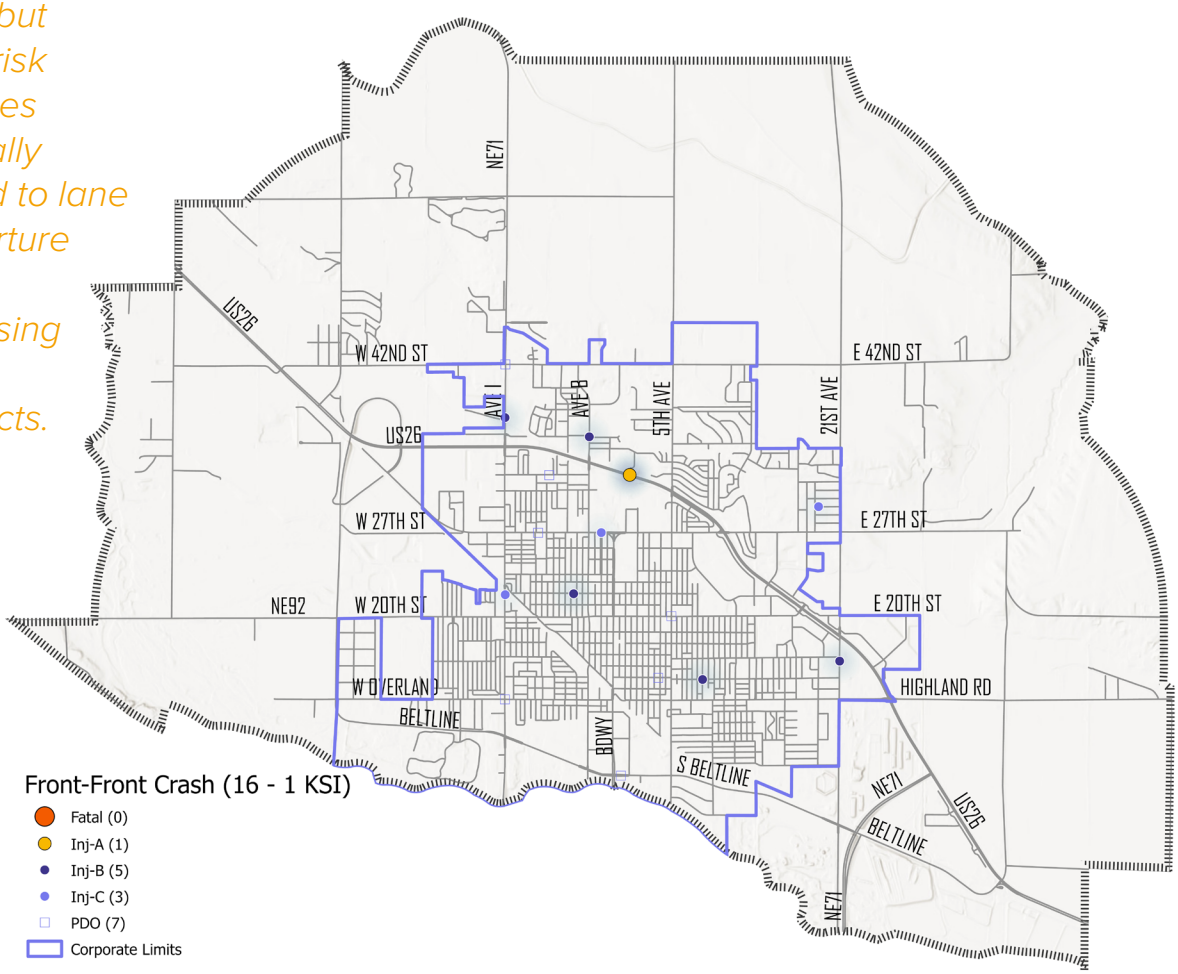

| Other/Unknown/Non-Specified Crashes First Harmful Event (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| *FHE* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Motor Vehicle in Transport | 0 | 0 | 5 | 11 | 152 | **168** |
| Parked Motor Vehicle | 0 | 0 | 0 | 0 | 52 | **52** |
| Railroad - Train and Pedestrian | 1 | 0 | 0 | 0 | 0 | **1** |
| Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle | 0 | 0 | 0 | 0 | 1 | **1** |
| Work Zone/Maintenance Equipment | 0 | 0 | 0 | 0 | 1 | **1** |
| ***Totals*** | ***1*** | ***0*** | ***5*** | ***11*** | ***206*** | **223** |

## A2.11.7 Front-Front Crashes
## 16 Crashes, 1 KSIs

Front-front crashes are among the least common crash types in Scottsbluff, with 16 total crashes and 1 fatal or serious injury crash (KSI) over the study period (2014-2023). These crashes typically occur when a vehicle crosses the centerline into opposing traffic, often due to loss of control, distraction, impairment, or passing maneuvers.

The crash map shows these incidents are rare and widely dispersed, with no strong clustering pattern. Despite their low frequency, front-front crashes can result in severe outcomes due to the combined speeds of opposing vehicles. The first harmful event data confirms most involve direct vehicle-to-vehicle impact. Preventative strategies focus on maintaining lane discipline and reducing crossover risk through measures such as centerline delineation, speed management, and targeted treatments on higher-speed or undivided roadways.

*Rare but high-risk crashes typically linked to lane departure and opposing traffic conflicts.*



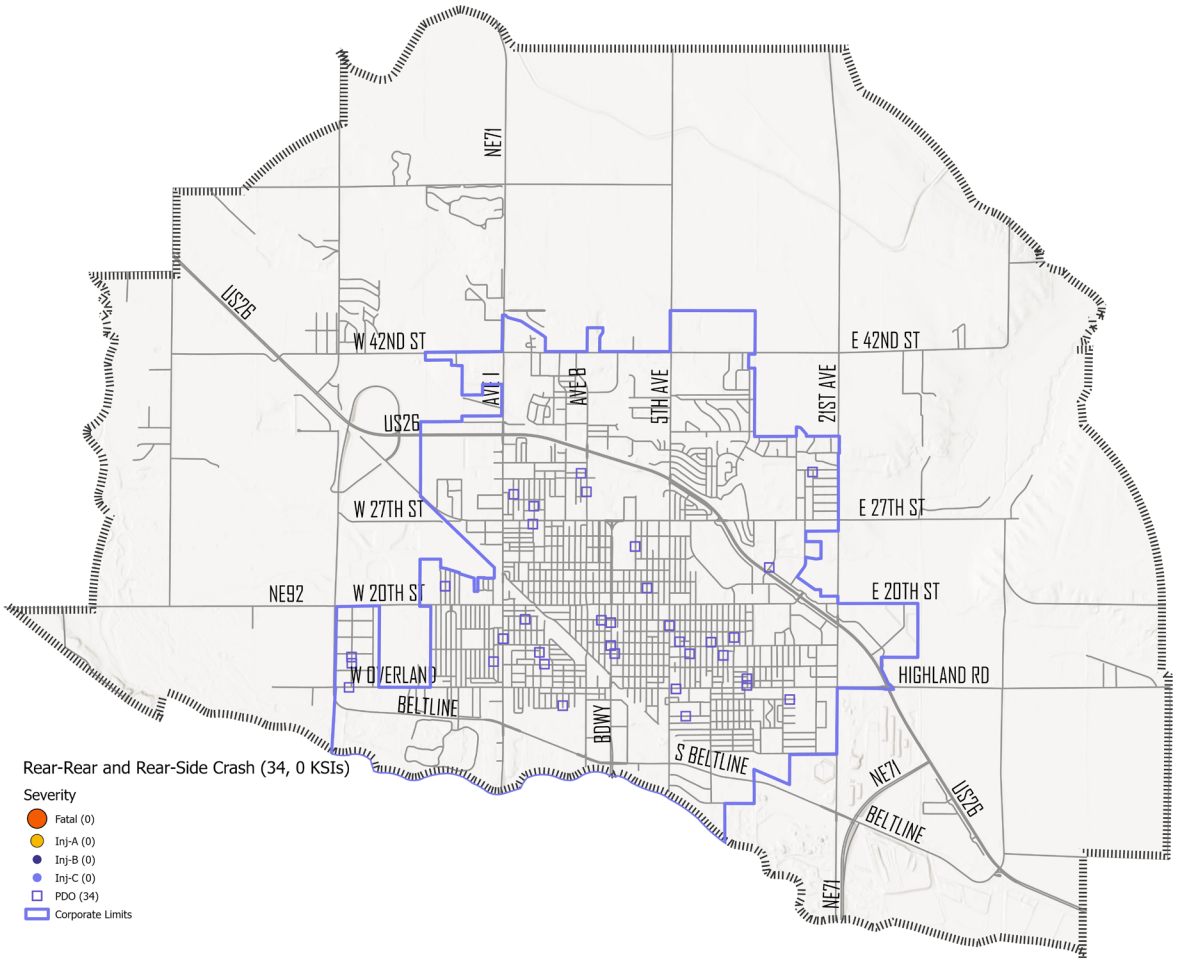

| Front-Front Crashes First Harmful Event (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| *FHE* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Motor Vehicle in Transport | 0 | 1 | 4 | 3 | 6 | **14** |
| Parked Motor Vehicle | 0 | 0 | 1 | 0 | 1 | **2** |
| ***Totals*** | ***0*** | ***1*** | ***5*** | ***3*** | ***7*** | **16** |

## A2.11.8 Rear-Rear and Rear-Side Crashes 34 PDO Crashes, 0 KSIs

Rear-rear and rear-side crashes are relatively infrequent, with 34 total crashes and no fatal or serious injury crashes (KSIs) recorded (2014-2023). These crashes generally occur at low speeds and are often associated with parking maneuvers, queuing conditions, or constrained spaces such as intersections, driveways, or parking areas.

The crash map indicates a dispersed pattern with minor clustering in more developed areas where vehicle interactions are more frequent. The first harmful event data shows these crashes are overwhelmingly property damage only, reflecting their lower severity. While not a primary safety concern in terms of serious injuries, these crashes may indicate localized operational or access issues. Improvements such as clearer pavement markings, access management, and improved visibility can help reduce their occurrence.

> *Low-speed, low-severity crashes often tied to parking, access, and tight maneuvering conditions.*




**Rear-Rear and Rear-Side Crashes First Harmful Event (2014-23)**

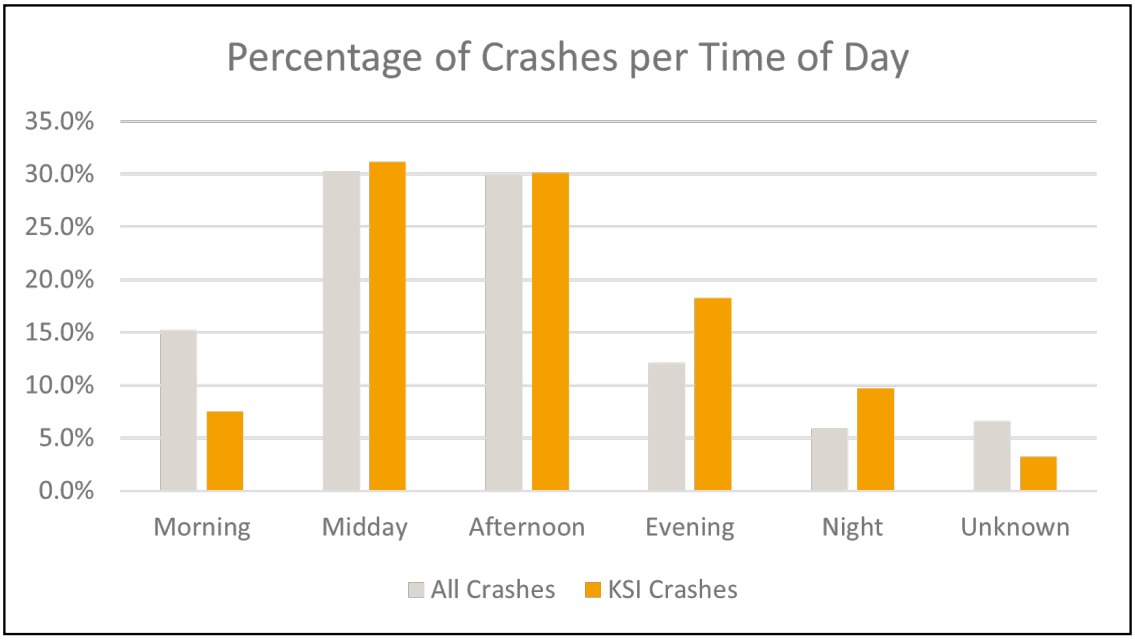
| *FHE* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
|---|---|---|---|---|---|---|
| Motor Vehicle in Transport | 0 | 0 | 0 | 0 | 15 | **15** |
| Parked Motor Vehicle | 0 | 0 | 0 | 0 | 19 | **19** |
| ***Totals*** | ***0*** | ***0*** | ***0*** | ***0*** | ***34*** | **34** |

## A2.12 Crashes by Time of Day

Crash patterns in Scottsbluff vary by time of day, with the highest concentration of crashes occurring during the midday and afternoon periods. Together, these timeframes account for the majority of total crashes, reflecting increased traffic volumes, daily activity patterns, and a higher number of vehicle interactions across the system.

While fewer crashes occur during the evening and nighttime hours, these periods show a relatively higher proportion of fatal and serious injury crashes (KSIs), suggesting more severe outcomes when crashes do occur. In contrast, morning crashes account for a smaller share of severe crashes relative to their total volume. This variation highlights the influence of factors such as speed, lighting conditions, and driver behavior at different times of day. Understanding these patterns supports targeted safety strategies, including speed management, visibility improvements, and enforcement efforts aligned with higher-risk time periods.

*Most crashes occur during midday and afternoon travel, but crashes in the evening and nighttime are more likely to result in serious injuries.*

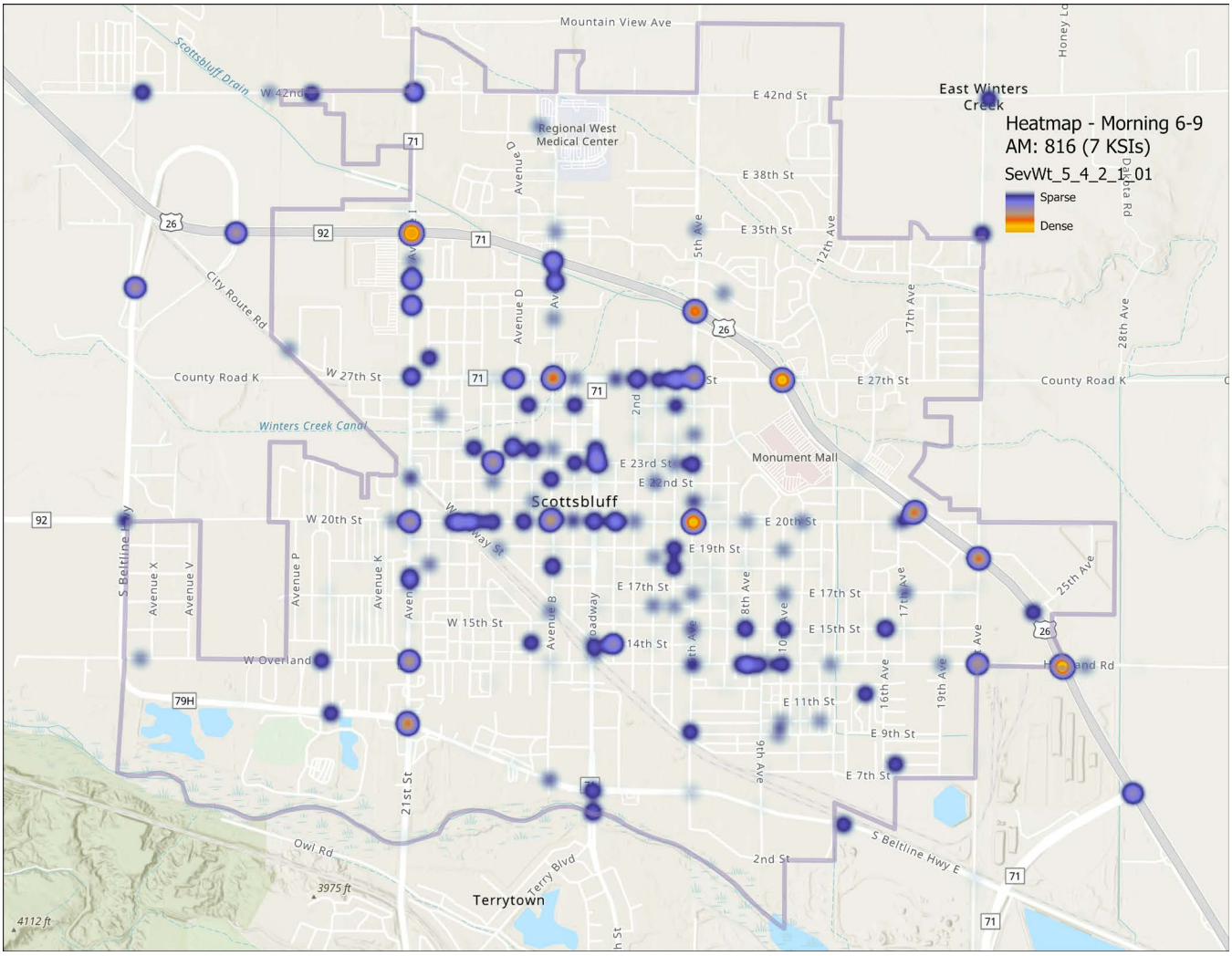



**All Crashes by Weekday and Time of Crash (2014-23)**

| *Weekday* | Morning (6–9 AM) | Midday (10 AM–2 PM) | Afternoon (3–6 PM) | Evening (7–10 PM) | Night (11 PM–5 AM) | Unknown | **Totals** |
|---|---|---|---|---|---|---|---|
| Sun | 26 | 136 | 143 | 64 | 60 | 50 | **479** |
| Mon | 125 | 267 | 262 | 67 | 32 | 48 | **801** |
| Tue | 170 | 263 | 235 | 68 | 34 | 44 | **814** |
| Wed | 132 | 241 | 273 | 79 | 30 | 49 | **804** |
| Thu | 156 | 257 | 290 | 79 | 31 | 51 | **864** |
| Fri | 145 | 276 | 269 | 154 | 61 | 44 | **949** |
| Sat | 62 | 183 | 132 | 138 | 68 | 67 | **650** |
| ***Totals*** | ***816*** | ***1623*** | ***1604*** | ***649*** | ***316*** | ***353*** | **5361** |

## A2.12.1 Morning - 6 to 9 AM
## 816 Crashes, 7 KSIs

Morning crashes are largely commute-related and tend to be lower severity, reflecting more predictable traffic patterns and daylight conditions.




*Despite steady crash volumes, morning crashes result in fewer severe outcomes, likely due to lower speeds and more consistent traffic flow during commute hours.*

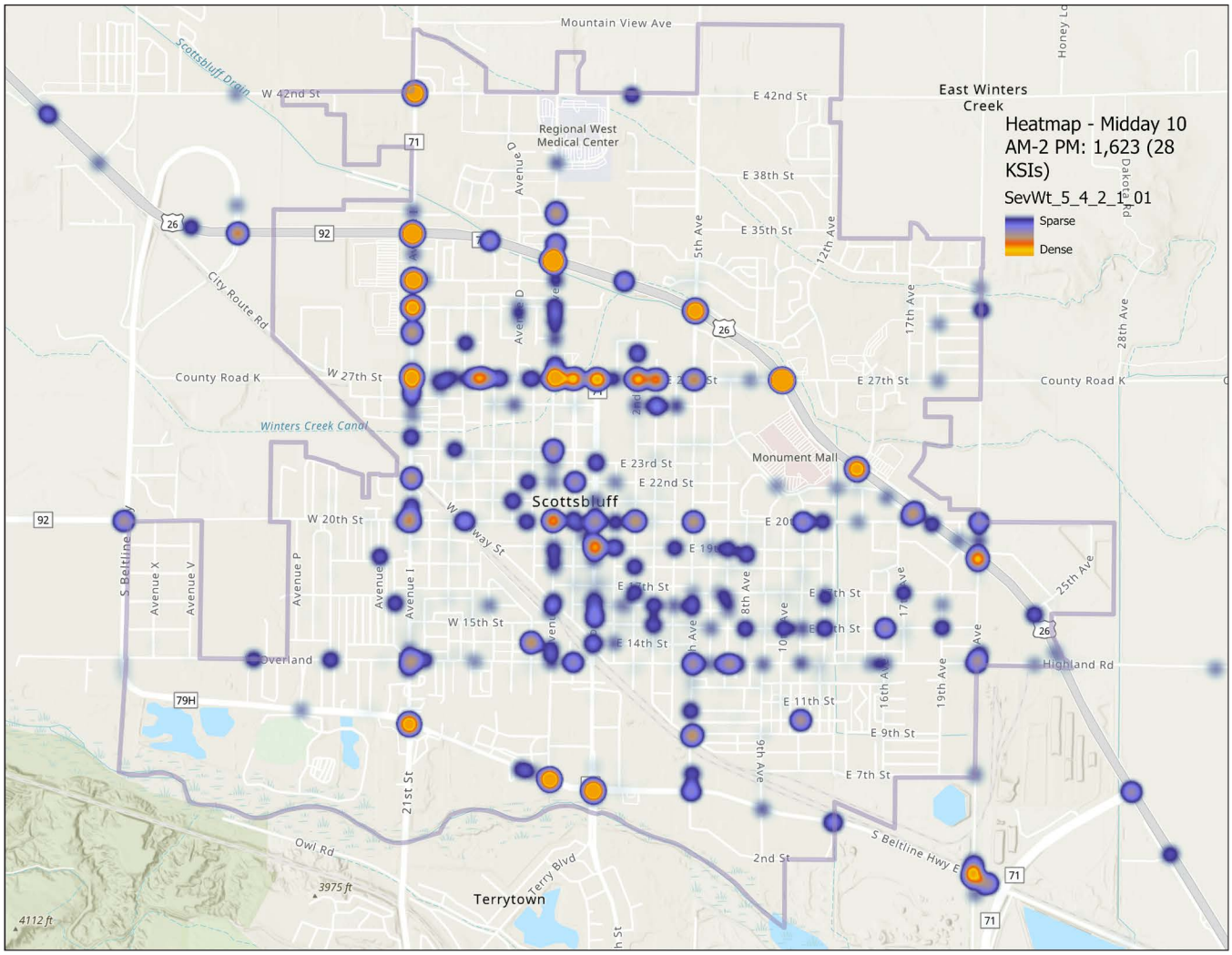
**Morning Crashes by Weekday and Severity (2014-23)**

| | Fatal | Inj-A | Inj-B | Inj-C | PDO | Totals |
|---|---|---|---|---|---|---|
| Sun | | 1 | 4 | 3 | 18 | **26** |
| Mon | | 1 | 12 | 23 | 89 | **125** |
| Tue | 1 | 1 | 21 | 24 | 123 | **170** |
| Wed | | 1 | 8 | 16 | 107 | **132** |
| Thu | | 1 | 13 | 24 | 118 | **156** |
| Fri | | 1 | 13 | 19 | 112 | **145** |
| Sat | | | 6 | 7 | 49 | **62** |
| ***Totals*** | ***1*** | ***6*** | ***77*** | ***116*** | ***616*** | **816** |

## A2.12.2 Midday - 10 AM to 2 PM
## 1,623 Crashes, 28 KSIs

Midday crashes are steady and broadly distributed, reflecting routine daytime travel with moderate volumes and generally lower severity outcomes.

*While midday accounts for a high share of total crashes, it does not show a proportional increase in severe injury crashes.*

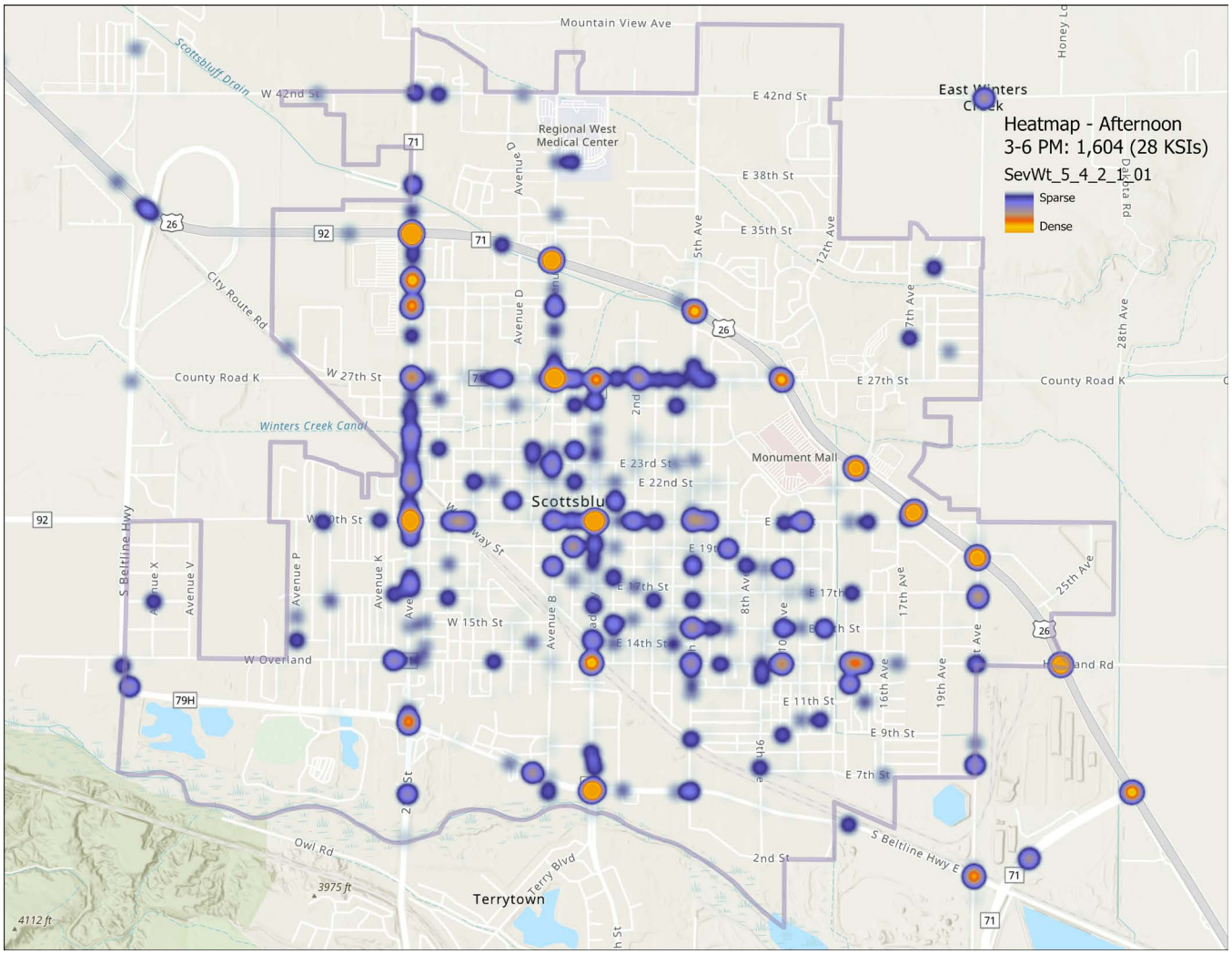



| Midday Crashes by Weekday and Severity (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Sun | 1 | 2 | 9 | 17 | 107 | **136** |
| Mon | | 3 | 28 | 38 | 198 | **267** |
| Tue | 1 | 6 | 23 | 33 | 200 | **263** |
| Wed | 1 | 2 | 17 | 36 | 185 | **241** |
| Thu | 1 | 4 | 24 | 36 | 192 | **257** |
| Fri | | 4 | 21 | 37 | 214 | **276** |
| Sat | | 4 | 14 | 17 | 148 | **183** |
| ***Totals*** | ***4*** | ***25*** | ***136*** | ***214*** | ***1244*** | **1623** |

## A2.12.3 Afternoon - 3 to 6 PM
## 1,604 Crashes, 28 KSIs

Afternoon crashes increase in concentration and severity, aligning with peak traffic volumes, congestion, and higher conflict at key intersections.

*The afternoon period combines high crash frequency with elevated severity, making it the most critical window for safety improvements.*

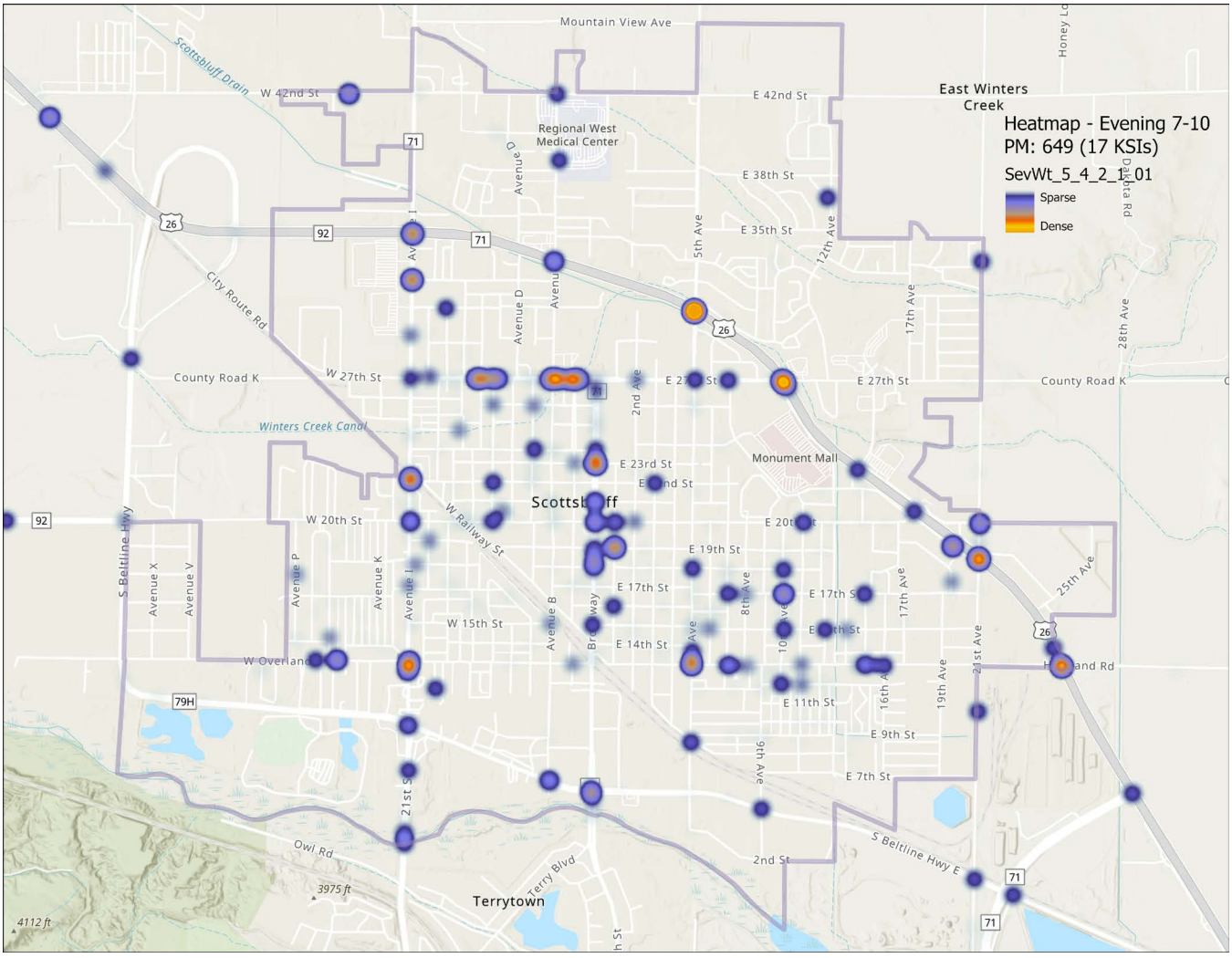



| Afternoon Crashes by Weekday and Severity (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Sun | | 4 | 15 | 21 | 103 | **143** |
| Mon | | 3 | 19 | 36 | 204 | **262** |
| Tue | 2 | | 23 | 33 | 177 | **235** |
| Wed | | 4 | 15 | 29 | 225 | **273** |
| Thu | | 11 | 23 | 37 | 219 | **290** |
| Fri | | 4 | 37 | 29 | 199 | **269** |
| Sat | | | 10 | 20 | 102 | **132** |
| ***Totals*** | ***2*** | ***26*** | ***142*** | ***205*** | ***1229*** | **1604** |

## A2.12.4 Evening - 7 to 10 PM
## 649 Crashes, 17 KSIs

Evening crashes are moderately frequent and more dispersed, with activity extending beyond core corridors into local streets and activity areas.

*Despite fewer total crashes than peak periods, the evening shows a noticeable increase in severe crash proportion.*

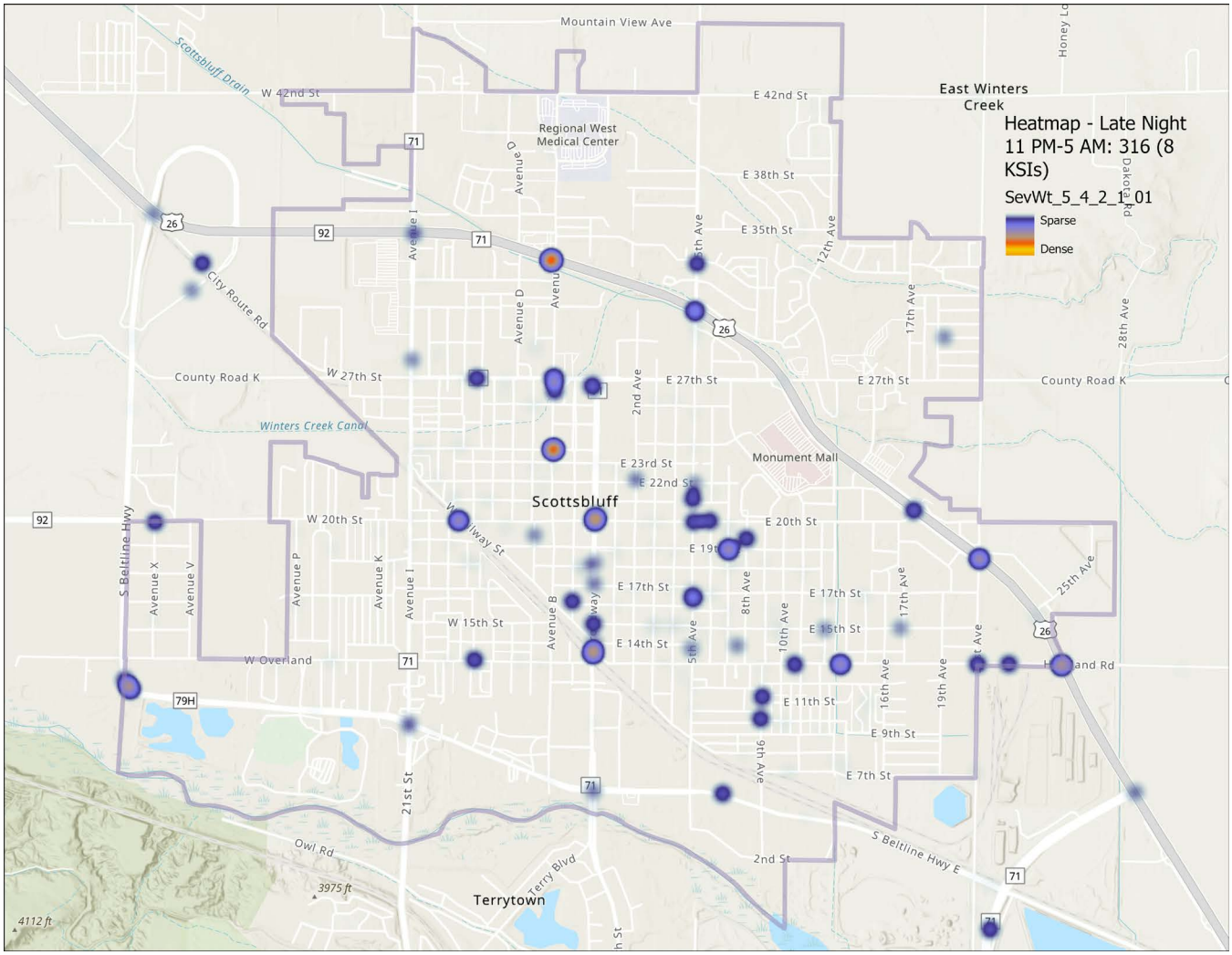



| Evening Crashes by Weekday and Severity (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Sun | 2 | 2 | 8 | 10 | 42 | **64** |
| Mon | | 2 | 9 | 8 | 48 | **67** |
| Tue | | 4 | 14 | 8 | 42 | **68** |
| Wed | | | 6 | 11 | 62 | **79** |
| Thu | | 2 | 7 | 14 | 56 | **79** |
| Fri | | | 20 | 12 | 122 | **154** |
| Sat | 1 | 4 | 9 | 17 | 107 | **138** |
| ***Totals*** | ***3*** | ***14*** | ***73*** | ***80*** | ***479*** | **649** |

## A2.12.5 Late Night - 11 PM to 5 AM
## 316 Crashes, 8 KSIs

Late night crashes are relatively infrequent but widely scattered, often occurring along higher-speed corridors and lower-visibility locations.

*Late night has the highest severity rate relative to total crashes, indicating elevated risk despite low traffic volumes.*

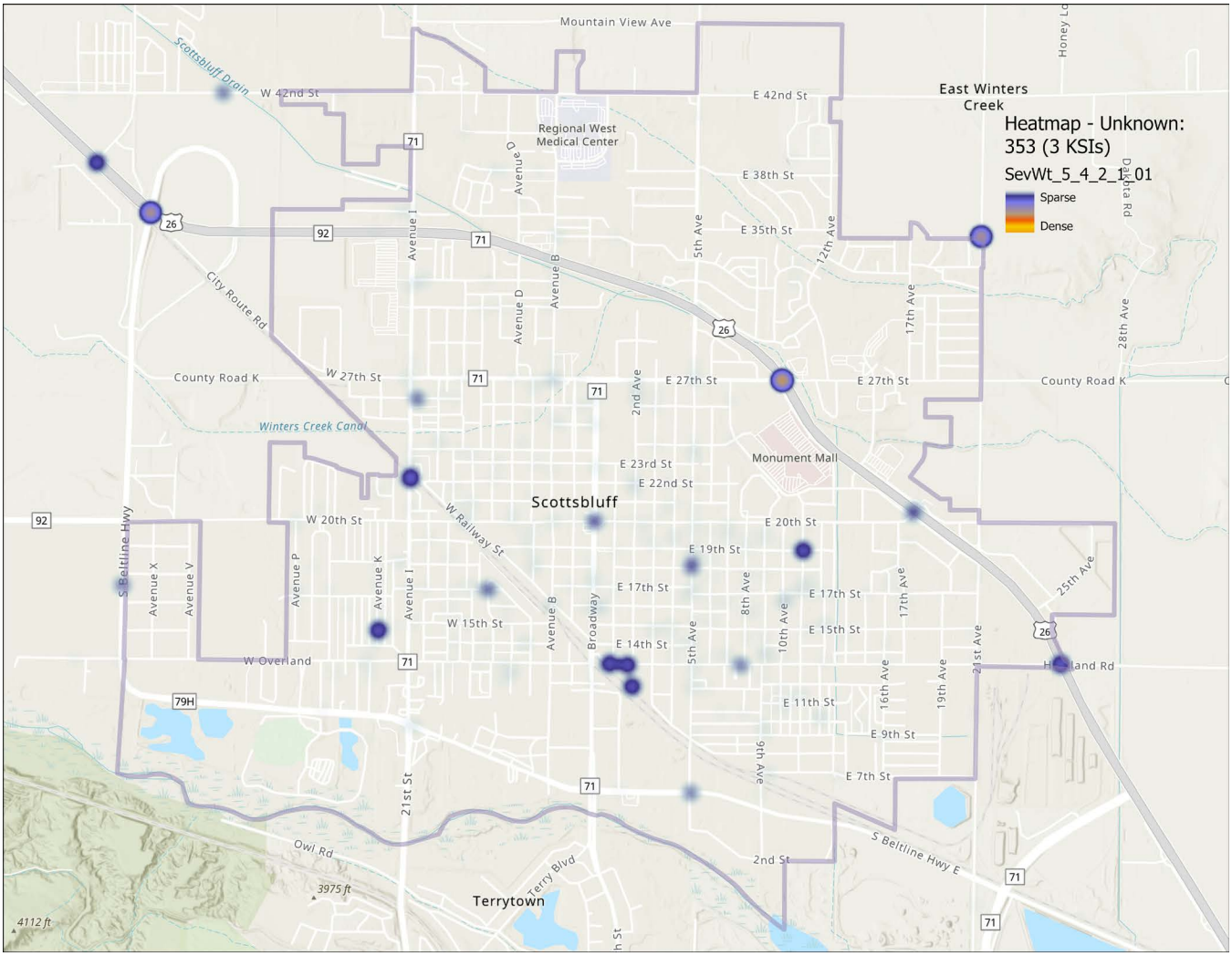



| Late Night Crashes by Weekday and Severity (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Sun | | 1 | 10 | 7 | 42 | **60** |
| Mon | 1 | 1 | 7 | 3 | 20 | **32** |
| Tue | | | 3 | 3 | 28 | **34** |
| Wed | 1 | 1 | 3 | 4 | 21 | **30** |
| Thu | | | 5 | 4 | 22 | **31** |
| Fri | | 2 | 3 | 4 | 52 | **61** |
| Sat | | 2 | 6 | 7 | 53 | **68** |
| ***Totals*** | ***2*** | ***7*** | ***37*** | ***32*** | ***238*** | **316** |

## A2.12.6 Unknown Time Frame
## 353 Crashes, 3 KSIs

Crashes with unknown time of day are limited in number and broadly dispersed, reflecting gaps in reporting rather than a distinct temporal pattern.

*Unknown-time crashes represent a small share of total incidents and do not significantly influence overall time-of-day trends.*




| Unknown Crashes by Weekday and Severity (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| Sun | 1 | | 2 | 2 | 45 | **50** |
| Mon | | | 2 | 1 | 45 | **48** |
| Tue | 1 | 1 | | 1 | 41 | **44** |
| Wed | | | 3 | 4 | 42 | **49** |
| Thu | | | | 2 | 49 | **51** |
| Fri | | | 1 | | 43 | **44** |
| Sat | | | 3 | 1 | 63 | **67** |
| ***Totals*** | ***2*** | ***1*** | ***11*** | ***11*** | ***328*** | **353** |

| KSI Crashes by Year and Severity (2014-23) | | | |
|---|---|---|---|
| *Year* | Fatal | Inj-A | **Totals** |
| 2014 | | 8 | **8** |
| 2015 | 2 | 6 | **8** |
| 2016 | | 6 | **6** |
| 2017 | | 6 | **6** |
| 2018 | 3 | 10 | **13** |
| 2019 | 2 | 13 | **15** |
| 2020 | 4 | 9 | **13** |
| 2021 | | 4 | **4** |
| 2022 | 2 | 9 | **11** |
| 2023 | 1 | 8 | **9** |
| ***Totals*** | ***14*** | ***79*** | **93** |

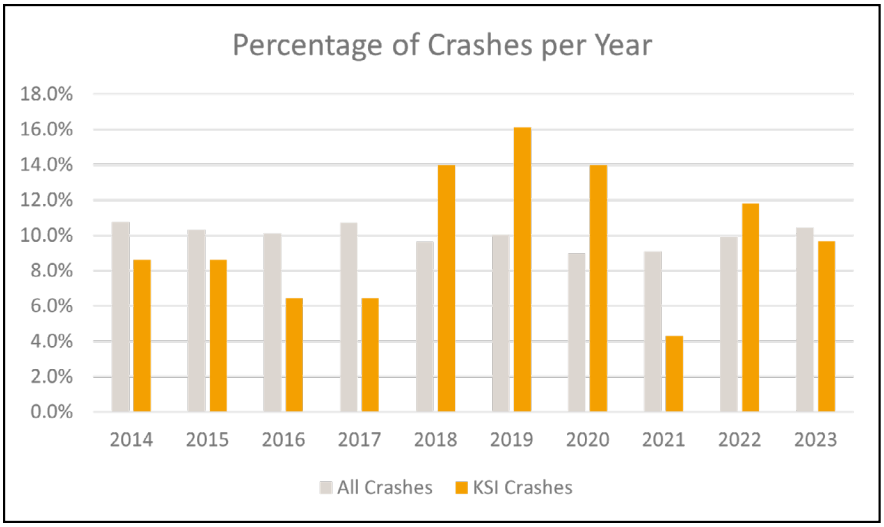
## A2.13 Crashes by Year

Annual crash totals remain relatively consistent over the study period, with moderate fluctuations and no sustained upward or downward trend. Total crashes peaked in 2014 and declined to their lowest level in 2020, with volumes generally stabilizing in the years that followed.

Fatal and serious injury (KSI) crashes show greater variability year to year, with the highest concentrations occurring between 2018 and 2020 and a peak in fatalities observed in 2020.

| All Crashes by Year and Severity (2014-23) | | | | | | |
|---|---|---|---|---|---|---|
| *Year* | Fatal | Inj-A | Inj-B | Inj-C | PDO | **Totals** |
| 2014 | | 8 | 25 | 72 | 471 | **576** |
| 2015 | 2 | 6 | 37 | 92 | 417 | **554** |
| 2016 | | 6 | 52 | 75 | 410 | **543** |
| 2017 | | 6 | 45 | 93 | 430 | **574** |
| 2018 | 3 | 10 | 37 | 66 | 400 | **516** |
| 2019 | 2 | 13 | 45 | 82 | 396 | **538** |
| 2020 | 4 | 9 | 32 | 76 | 360 | **481** |
| 2021 | | 4 | 62 | 27 | 394 | **487** |
| 2022 | 2 | 9 | 75 | 37 | 408 | **531** |
| 2023 | 1 | 8 | 66 | 38 | 448 | **561** |
| ***Totals*** | ***14*** | ***79*** | ***476*** | ***658*** | ***4134*** | **5361** |

The lack of a consistent downward trend in total crashes—despite year-to-year variation—suggests that systemic risk factors have remained largely unchanged, reinforcing the need for targeted, systemwide safety interventions rather than isolated improvements.



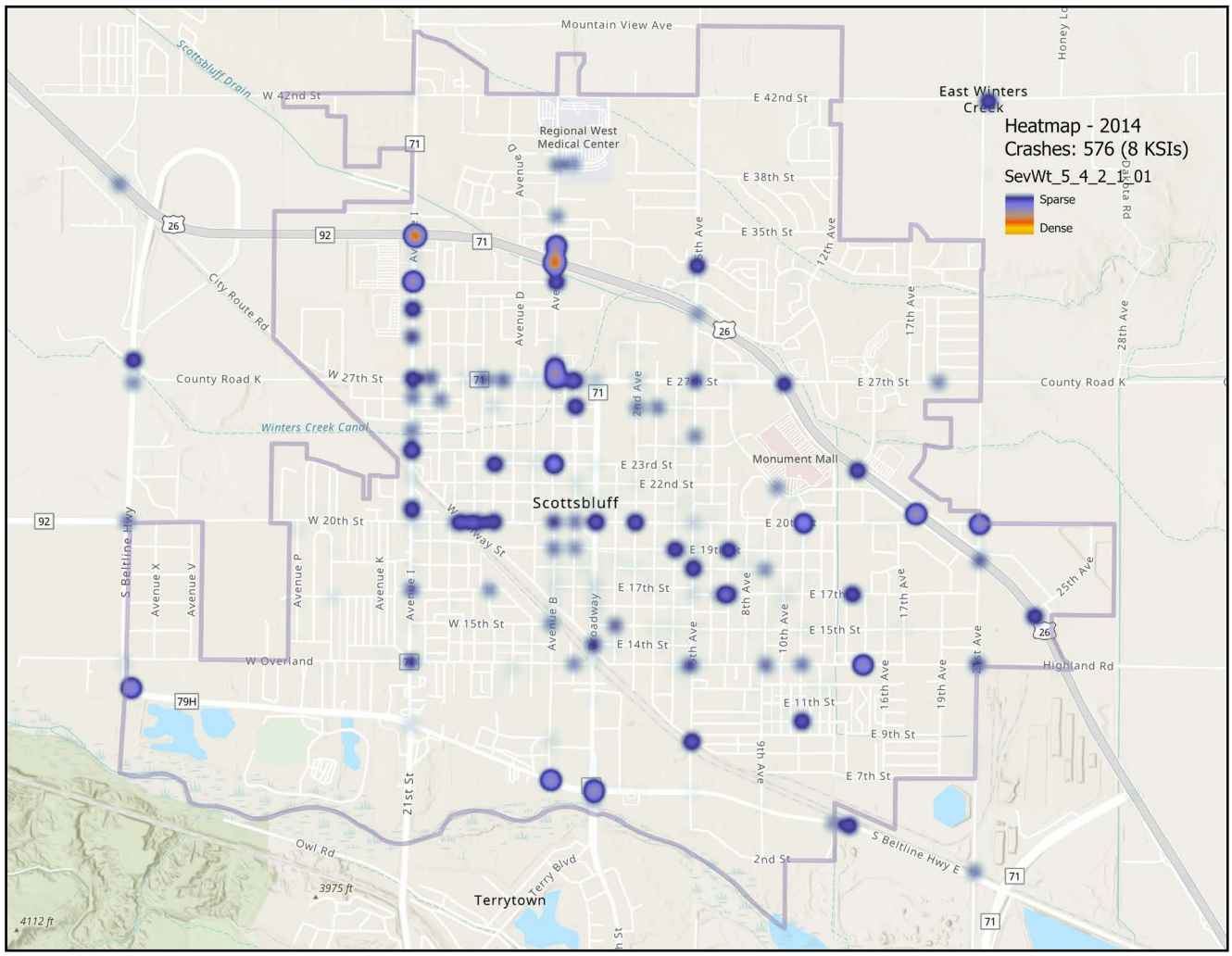

*While total crashes are relatively stable, the variability in KSI crashes highlights the importance of focusing on severity—not just frequency—when identifying priority safety improvements.*

## A2.13.1 2014
## 576 Crashes, 8 KSIs

Crashes in 2014 are broadly distributed, with the highest concentrations along primary corridors and within the central street grid. Corridors such as US-26 and major north–south routes show recurring clusters, reflecting higher traffic volumes and turning conflicts at signalized intersections. Neighborhood streets show fewer crashes but still reflect localized risk near activity centers and corridor connections.

Monthly distribution is relatively steady, with modest increases in late summer and fall. No single month dominates, indicating crash risk is present year-round rather than driven by isolated spikes.

> *As the highest crash year in the study period, 2014 establishes a baseline of systemwide risk and recurring high-crash locations.*



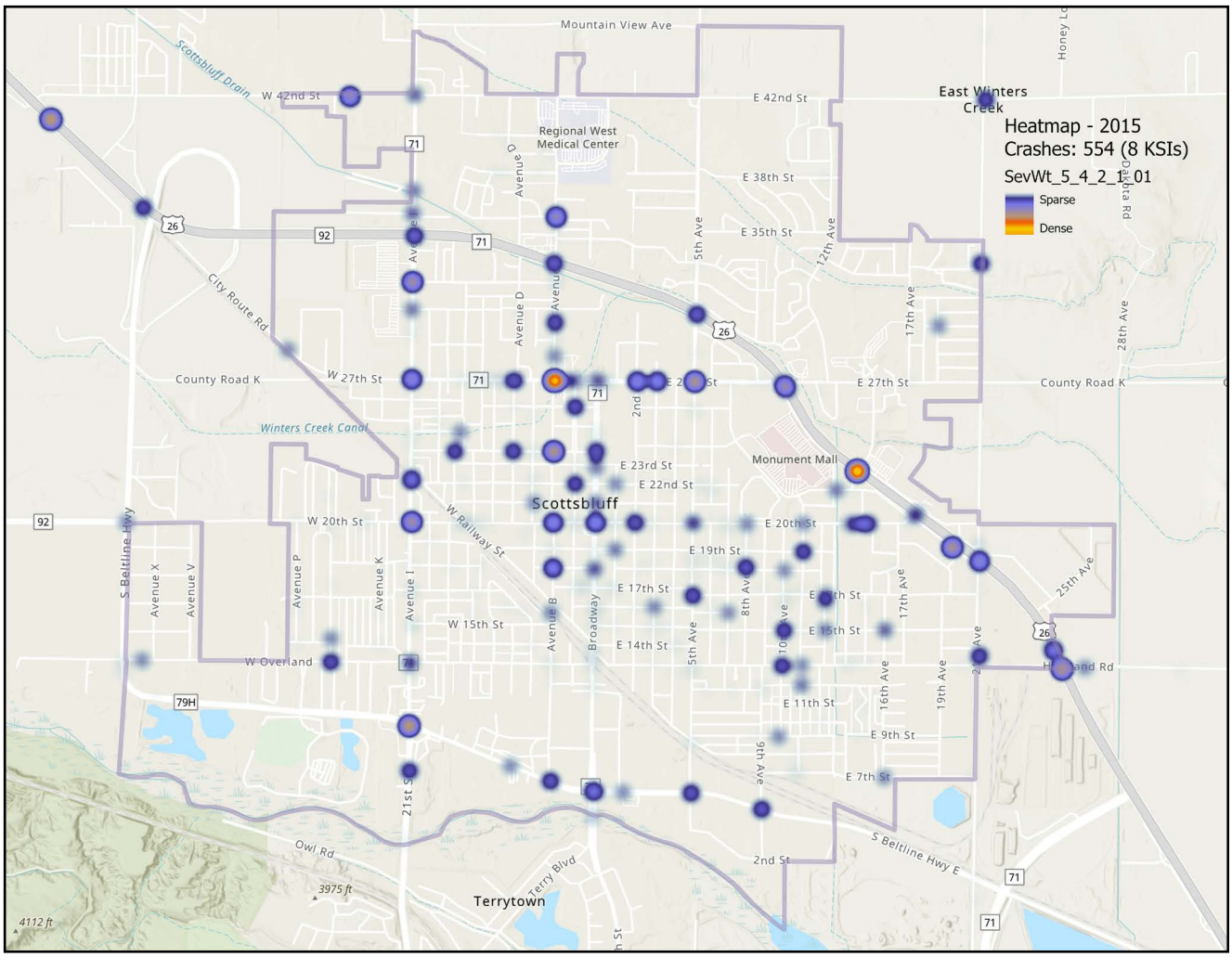

| 2014 Crashes by Month and Severity | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
| Fatal | | | | | | | | | | | | | **0** |
| Inj-A | | | | | | 1 | 2 | 1 | | | 3 | 1 | **8** |
| Inj-B | 1 | | 2 | 2 | 5 | | 1 | 1 | 1 | 5 | 6 | 1 | **25** |
| Inj-C | 3 | 10 | 5 | 5 | 7 | 5 | 2 | 3 | 5 | 11 | 7 | 9 | **72** |
| PDO | 39 | 56 | 35 | 27 | 36 | 29 | 33 | 29 | 34 | 33 | 51 | 69 | **471** |
| ***Totals*** | ***43*** | ***66*** | ***42*** | ***34*** | ***48*** | ***35*** | ***38*** | ***34*** | ***40*** | ***49*** | ***67*** | ***80*** | **576** |

## A2.13.2 2015
## 554 Crashes, 8 KSIs

Crash patterns in 2015 closely mirror 2014, with concentrations again along major corridors and within the central grid. While total crashes decreased slightly, the spatial distribution remains largely unchanged, indicating the same roadway segments continue to experience recurring conflicts tied to volumes, access, and design.

Monthly trends remain relatively even, with minor fluctuations but no strong seasonal spike. This consistency reinforces that crashes occur throughout the year, particularly in locations with ongoing exposure and user conflict.

> *Persistent crash locations from 2014 to 2015 show that reduced totals alone do not reflect improved safety without changes in underlying risk conditions.*




**2015 Crashes by Month and Severity**

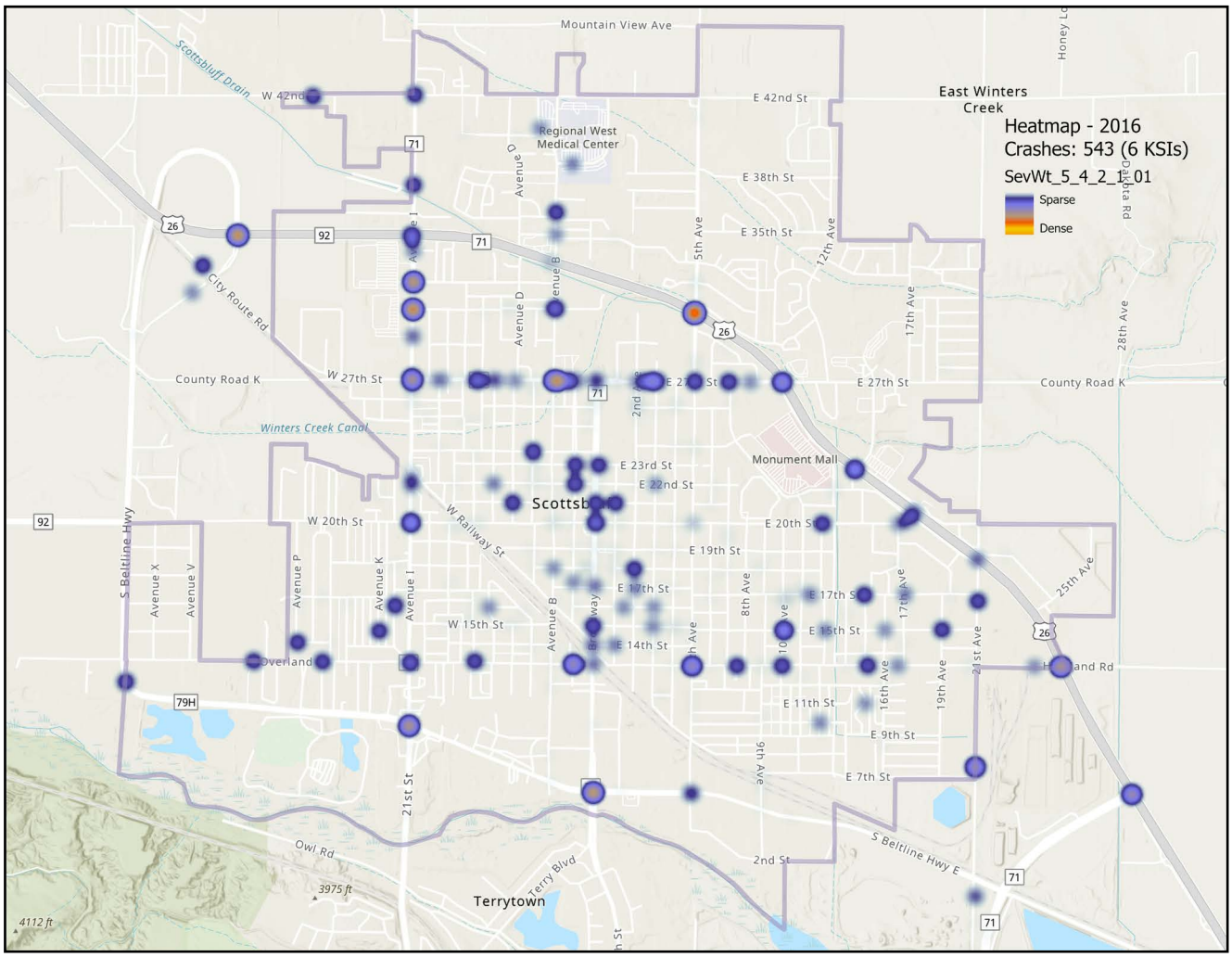
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fatal | | | | | | 1 | | 1 | | | | | **2** |
| Inj-A | | | | 1 | | 1 | | 2 | 1 | | | 1 | **6** |
| Inj-B | 4 | 1 | 1 | | 5 | 5 | 5 | 3 | 8 | | 2 | 3 | **37** |
| Inj-C | 4 | 3 | 9 | 9 | 10 | 9 | 6 | 10 | 5 | 8 | 9 | 10 | **92** |
| PDO | 47 | 32 | 28 | 28 | 39 | 31 | 25 | 26 | 34 | 30 | 47 | 50 | **417** |
| ***Totals*** | ***55*** | ***36*** | ***38*** | ***38*** | ***54*** | ***47*** | ***36*** | ***42*** | ***48*** | ***38*** | ***58*** | ***64*** | **554** |

## A2.13.3 2016
## 543 Crashes, 6 KSIs

Crashes in 2016 show a slight reduction in overall volume, but the spatial pattern remains consistent, with concentrations along primary corridors and within the central street grid. Key intersections and corridor segments continue to experience recurring conflicts, indicating persistent exposure and operational challenges.

Monthly distribution remains relatively even, with modest variation throughout the year and no dominant peak period. This reinforces that crash risk is ongoing and tied more to location and roadway conditions than to seasonal spikes.

> *The reduction in total crashes does not correspond to a shift in where crashes occur, indicating continued systemic risk at established high-crash locations.*



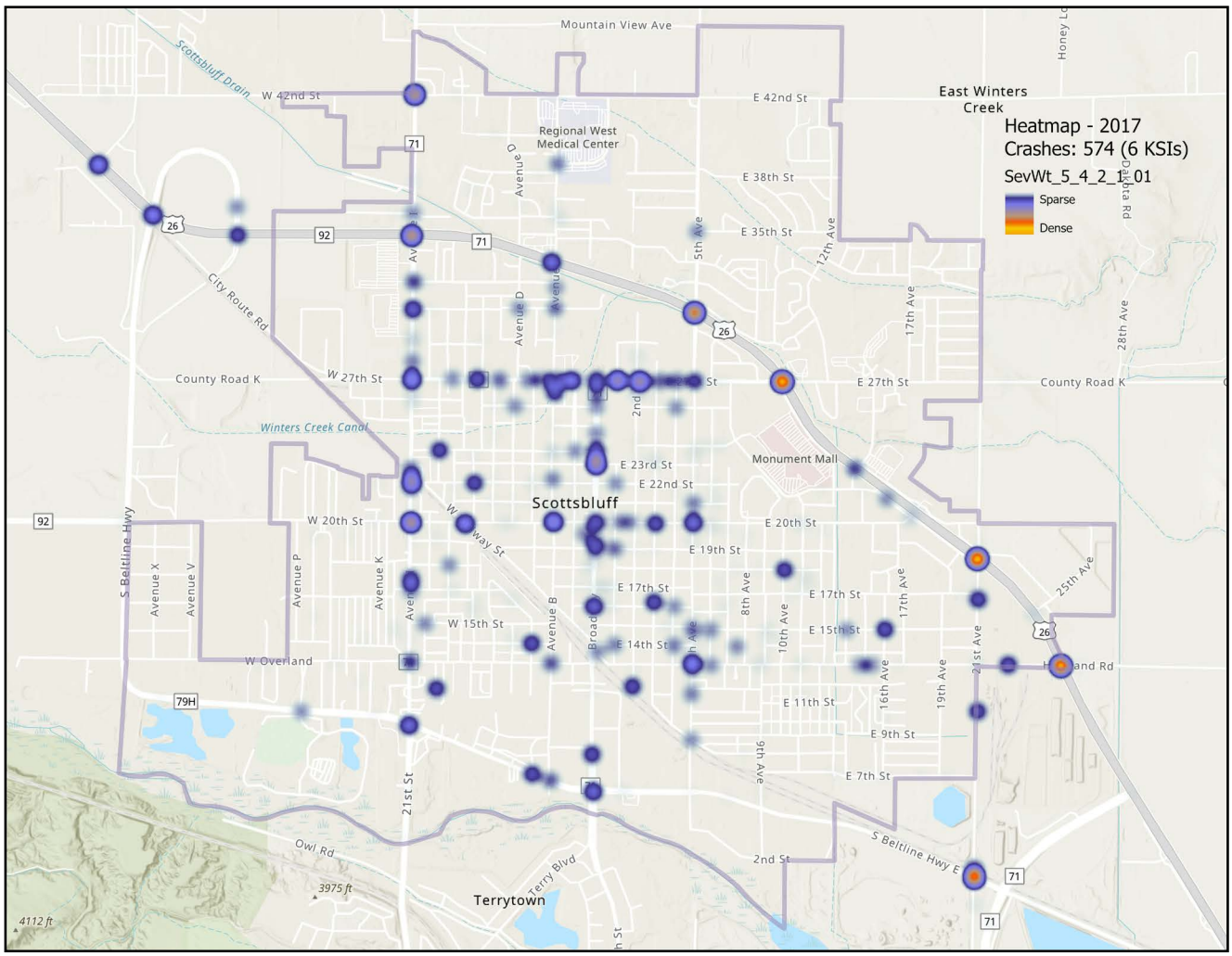

| 2016 Crashes by Month and Severity | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
| Fatal | | | | | | | | | | | | | **0** |
| Inj-A | 1 | 1 | | | | | 1 | 1 | | 1 | 1 | | **6** |
| Inj-B | 2 | 6 | 4 | 3 | 5 | 5 | 5 | 5 | 7 | 5 | 1 | 4 | **52** |
| Inj-C | 5 | 6 | 11 | 4 | 8 | 5 | 4 | 8 | 8 | 7 | 2 | 7 | **75** |
| PDO | 23 | 41 | 38 | 39 | 29 | 29 | 33 | 29 | 35 | 33 | 35 | 46 | **410** |
| ***Totals*** | ***31*** | ***54*** | ***53*** | ***46*** | ***42*** | ***39*** | ***43*** | ***43*** | ***50*** | ***46*** | ***39*** | ***57*** | **543** |

## A2.13.4 2017
## 574 Crashes, 6 KSIs

Crash patterns in 2017 reflect a return to higher total volumes, with continued clustering along major corridors and intersections. The central grid and key east–west routes remain focal points for crash activity, consistent with prior years and indicative of sustained traffic demand and turning conflicts.

Monthly trends show typical variation, with slightly higher activity during late summer and fall, but no significant deviation from established patterns. Crashes remain consistently distributed across the year.

> *The increase in crashes from 2016 to 2017, without a change in spatial pattern, reinforces that underlying risk factors remain unchanged across the network.*




**2017 Crashes by Month and Severity**

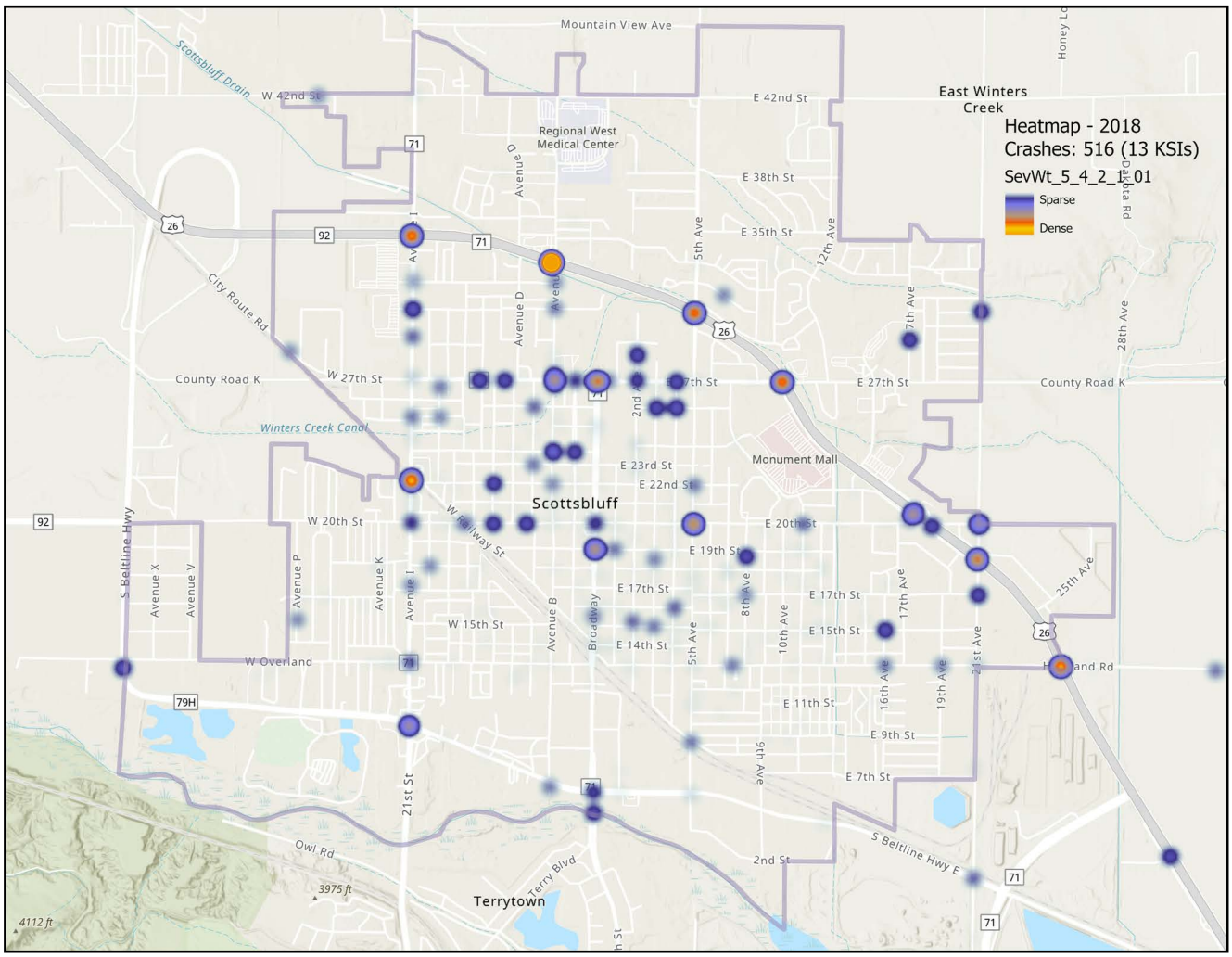
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fatal | | | | | | | | | | | | | **0** |
| Inj-A | 1 | 1 | 1 | | | 1 | | | | | 1 | 1 | **6** |
| Inj-B | 5 | 4 | 2 | 5 | 5 | | 2 | 7 | 2 | 7 | 1 | 5 | **45** |
| Inj-C | 6 | 8 | 7 | 6 | 6 | 8 | 10 | 11 | 10 | 6 | 5 | 10 | **93** |
| PDO | 55 | 36 | 28 | 24 | 38 | 38 | 29 | 23 | 33 | 38 | 28 | 60 | **430** |
| ***Totals*** | ***67*** | ***49*** | ***38*** | ***35*** | ***49*** | ***47*** | ***41*** | ***41*** | ***45*** | ***51*** | ***35*** | ***76*** | **574** |

## A2.13.5 2018
## 516 Crashes, 13 KSIs

Crashes in 2018 show a slight decrease in total volume, but the spatial pattern remains consistent, with concentrations along primary corridors and within the central street grid. Key intersections continue to exhibit recurring crash activity, reflecting ongoing exposure and turning conflicts.

Monthly distribution remains relatively even, though several late-year months show increased crash totals. Overall, crash occurrence continues to reflect consistent systemwide conditions rather than isolated spikes.

> *While total crashes declined, the increase in KSI crashes signals a shift toward higher severity outcomes at familiar high-risk locations.*



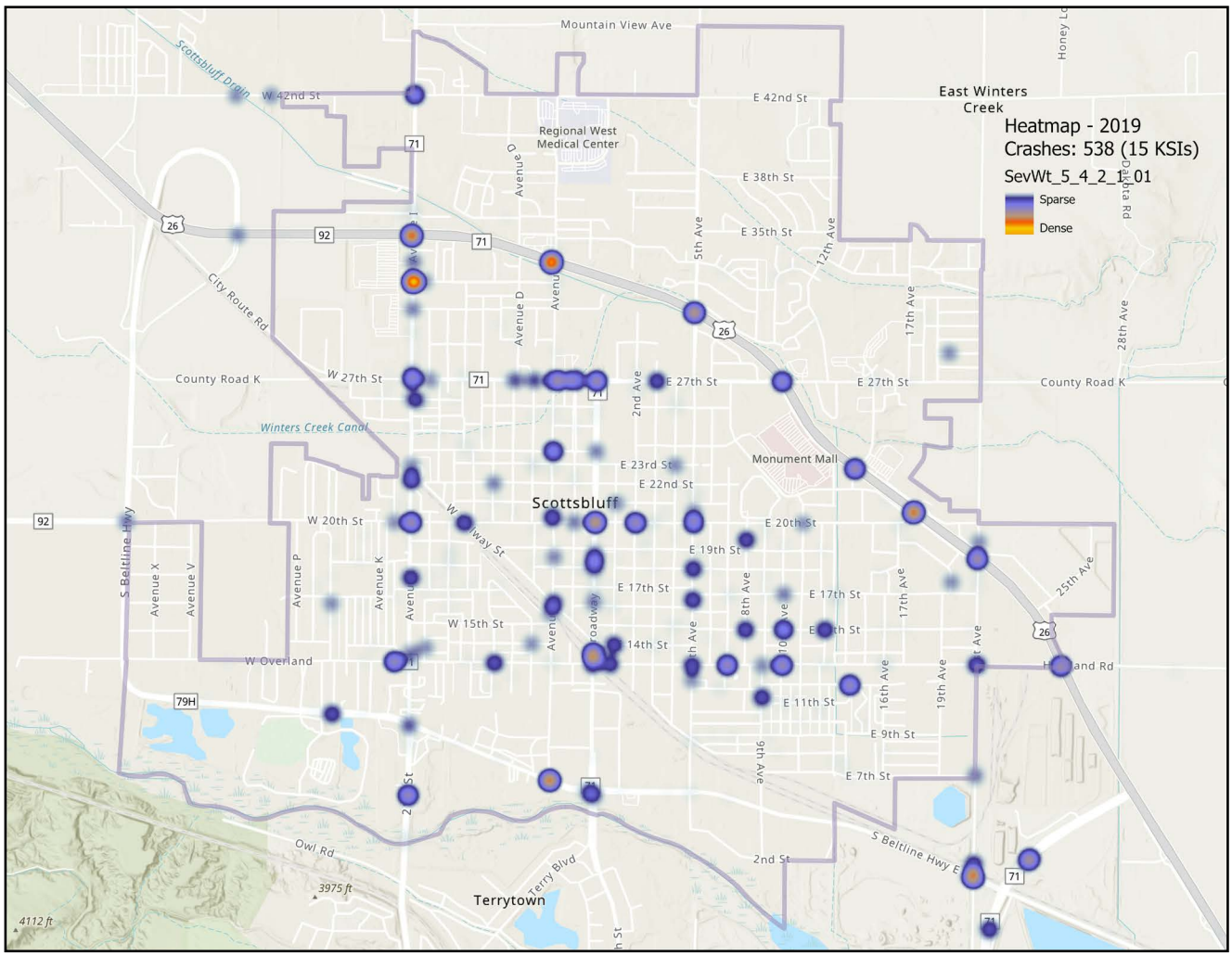

| 2018 Crashes by Month and Severity | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
| Fatal | 1 | | | | | | | | | 1 | | 1 | **3** |
| Inj-A | | 1 | 1 | | | 1 | 1 | 4 | 1 | | | 1 | **10** |
| Inj-B | 1 | | 3 | 6 | 5 | | 2 | 8 | 4 | 1 | 4 | 3 | **37** |
| Inj-C | 2 | 3 | 3 | 5 | 5 | 3 | 7 | 5 | 4 | 10 | 10 | 9 | **66** |
| PDO | 41 | 45 | 27 | 35 | 28 | 30 | 24 | 31 | 34 | 44 | 34 | 27 | **400** |
| ***Totals*** | ***45*** | ***49*** | ***34*** | ***46*** | ***38*** | ***34*** | ***34*** | ***48*** | ***43*** | ***56*** | ***48*** | ***41*** | **516** |

## A2.13.6 2019
## 538 Crashes, 15 KSIs

Crash patterns in 2019 remain concentrated along major corridors and intersections, with continued clustering in the central grid and along key east–west routes. Total crashes increased slightly from 2018, but the overall spatial distribution remains stable, indicating persistent conflict points.

Monthly trends show moderate variability, with several higher-activity months distributed throughout the year. No single period dominates, reinforcing consistent exposure across the network.

> *2019 represents a peak in KSI crashes within the study period, highlighting increasing severity despite relatively stable overall crash patterns.*




**2019 Crashes by Month and Severity**

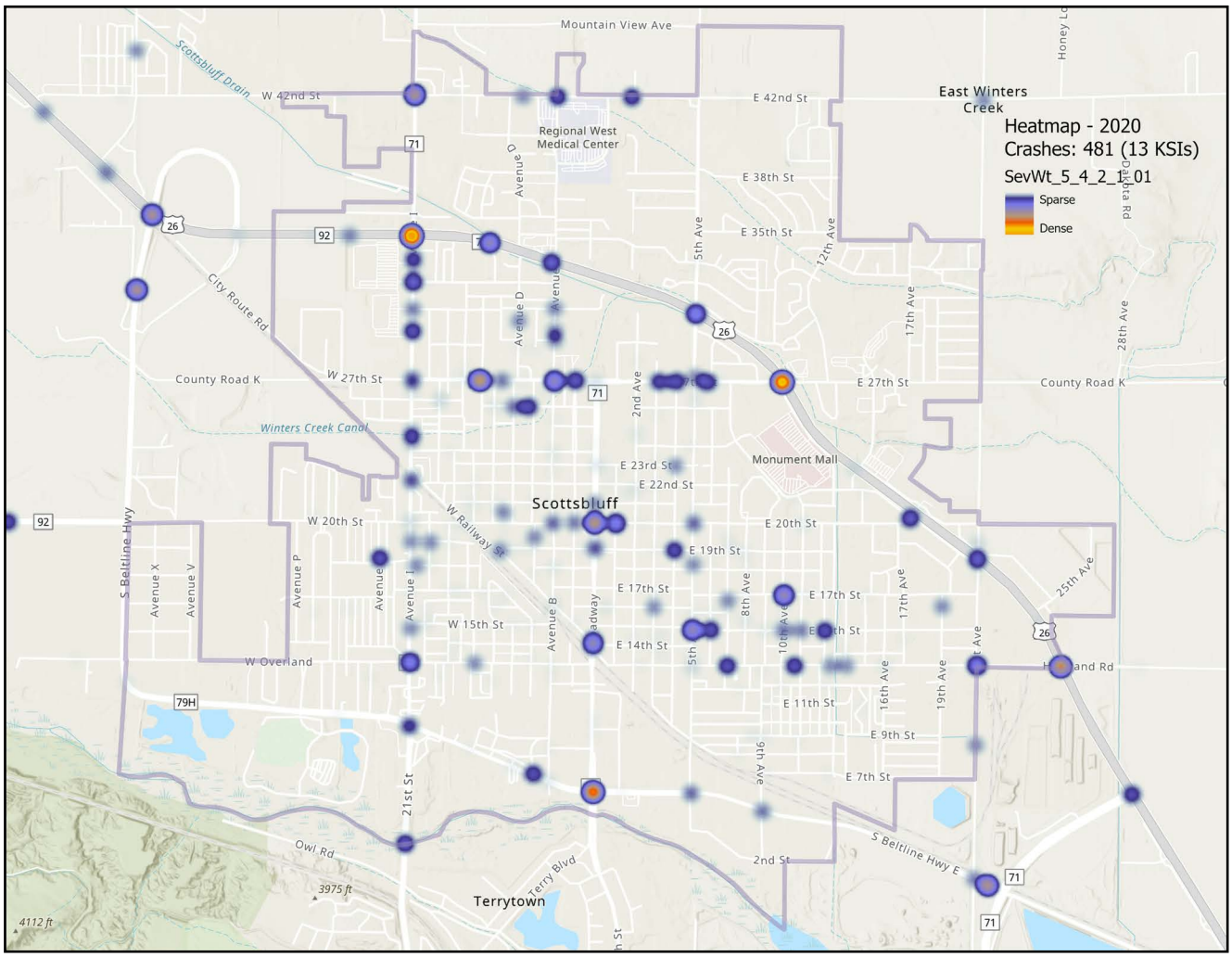
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fatal | | 1 | | | | | | | | | 1 | | **2** |
| Inj-A | 1 | 1 | 1 | 1 | | 4 | 1 | | 2 | 1 | 1 | | **13** |
| Inj-B | 4 | 1 | 4 | 4 | 2 | 1 | 6 | 6 | 6 | 5 | 1 | 5 | **45** |
| Inj-C | 7 | 3 | 5 | 6 | 11 | 4 | 5 | 7 | 9 | 6 | 8 | 11 | **82** |
| PDO | 37 | 36 | 43 | 29 | 26 | 28 | 30 | 21 | 34 | 32 | 39 | 41 | **396** |
| ***Totals*** | ***49*** | ***42*** | ***53*** | ***40*** | ***39*** | ***37*** | ***42*** | ***34*** | ***51*** | ***44*** | ***50*** | ***57*** | **538** |

## A2.13.7 2020
## 481 Crashes, 13 KSIs

Crashes in 2020 reached the lowest total in the study period, yet the spatial pattern remained consistent, with activity concentrated along major corridors and within the central street grid. Despite reduced overall traffic volumes, key intersections and corridor segments continued to experience recurring crashes.

Monthly trends show variability throughout the year, but no clear seasonal pattern. The persistence of crash locations suggests that reduced volumes alone did not eliminate underlying roadway risks.

> *2020 demonstrates that lower traffic volumes do not necessarily result in safer outcomes, as KSI crashes remained elevated and fatalities peaked during this year.*




**2020 Crashes by Month and Severity**

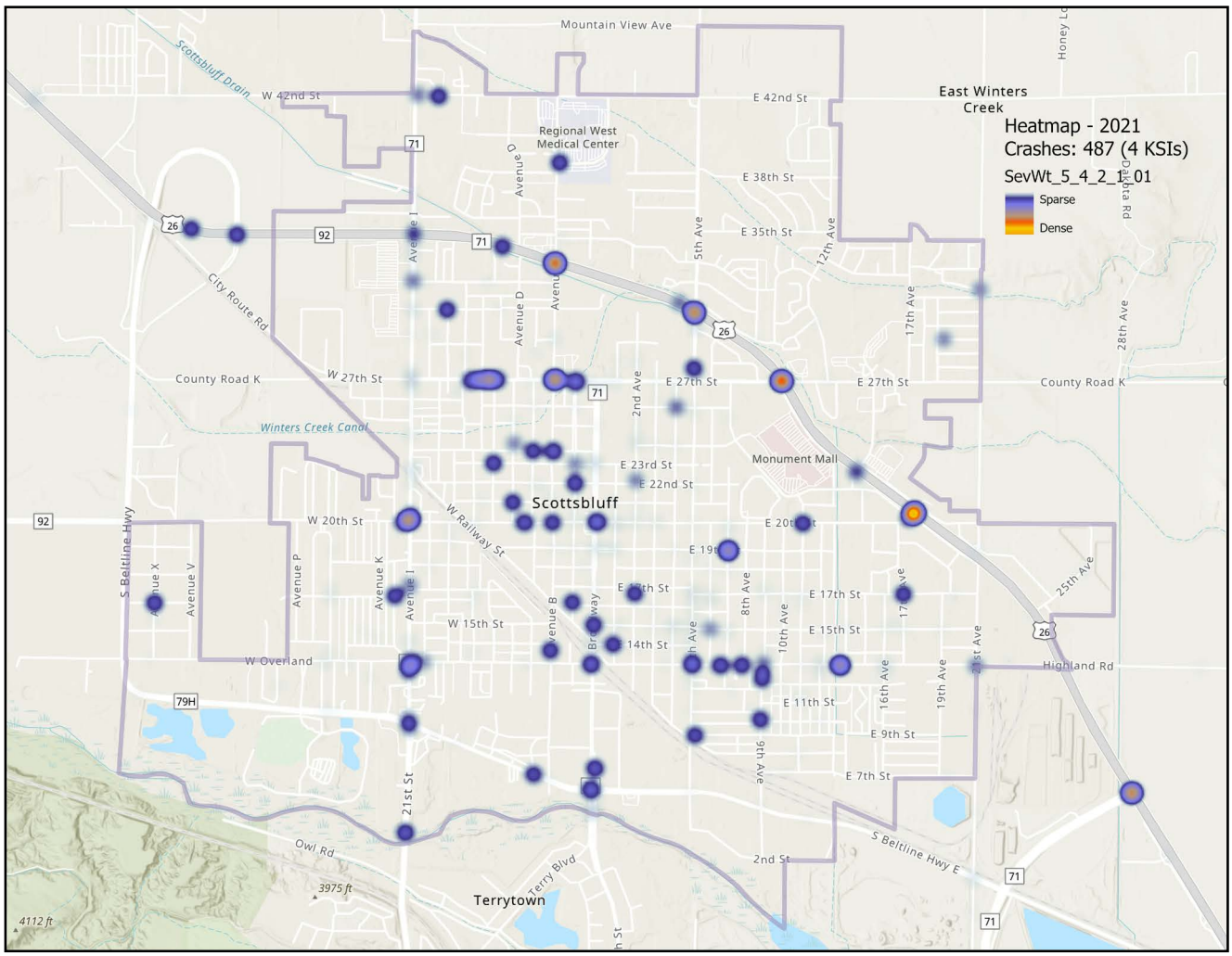
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fatal | | | | | | 1 | | 1 | | 1 | 1 | | **4** |
| Inj-A | 1 | | 1 | 3 | | | 1 | 2 | | | | 1 | **9** |
| Inj-B | 6 | 3 | 2 | | 2 | 2 | 3 | 4 | 3 | 3 | 2 | 2 | **32** |
| Inj-C | 7 | 8 | 1 | 4 | 1 | 9 | 2 | 7 | 10 | 7 | 7 | 13 | **76** |
| PDO | 29 | 33 | 27 | 20 | 22 | 23 | 30 | 25 | 33 | 44 | 33 | 41 | **360** |
| ***Totals*** | ***43*** | ***44*** | ***31*** | ***27*** | ***25*** | ***35*** | ***36*** | ***39*** | ***46*** | ***55*** | ***43*** | ***57*** | **481** |

## A2.13.8 2021
## 487 Crashes, 4 KSIs

Crash patterns in 2021 remain consistent with prior years, with concentrations along major corridors and within the central grid. Total crashes increased slightly from 2020, but overall volumes remained lower than earlier years in the study period.

Monthly distribution is relatively even, with moderate variation throughout the year. Crash activity continues to reflect stable exposure and recurring conflict locations across the network.

> *The sharp decrease in KSI crashes in 2021 suggests a return to lower severity outcomes, though crash locations and underlying risk patterns remain unchanged.*




**2021 Crashes by Month and Severity**

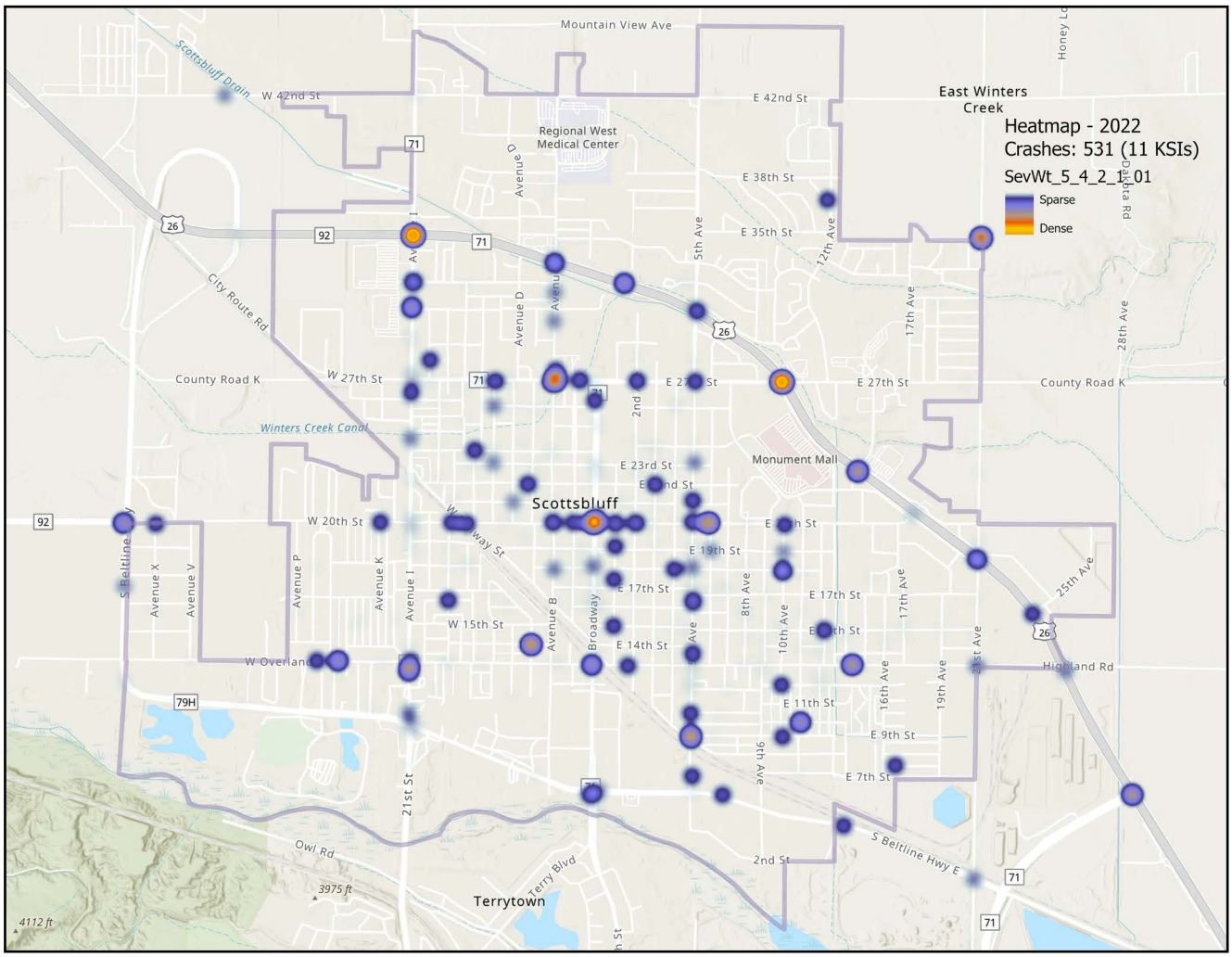
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fatal | | | | | | | | | | | | | **0** |
| Inj-A | | | | 1 | | | 1 | | 2 | | | | **4** |
| Inj-B | 4 | 3 | 5 | 6 | 7 | 3 | 4 | 9 | 5 | | 9 | 7 | **62** |
| Inj-C | 1 | 2 | 2 | | 1 | 2 | 7 | 4 | 1 | 5 | 2 | | **27** |
| PDO | 32 | 43 | 22 | 30 | 30 | 34 | 28 | 34 | 38 | 41 | 29 | 33 | **394** |
| ***Totals*** | ***37*** | ***48*** | ***29*** | ***37*** | ***38*** | ***39*** | ***40*** | ***47*** | ***46*** | ***46*** | ***40*** | ***40*** | **487** |

## A2.13.9 2022
## 531 Crashes, 11 KSIs

Crash patterns in 2022 remain consistent with prior years, with concentrations along major corridors and within the central street grid. Total crashes increased from 2021, returning closer to pre-2020 levels, while maintaining similar spatial distribution and recurring conflict locations.

Monthly trends show moderate variability, with slightly higher activity in late summer and fall months. Overall, crash occurrence continues to reflect stable systemwide exposure rather than isolated seasonal influences.

> *The rebound in total crashes, combined with elevated KSI levels, indicates a return to pre-2020 risk conditions without meaningful changes to underlying safety patterns.*



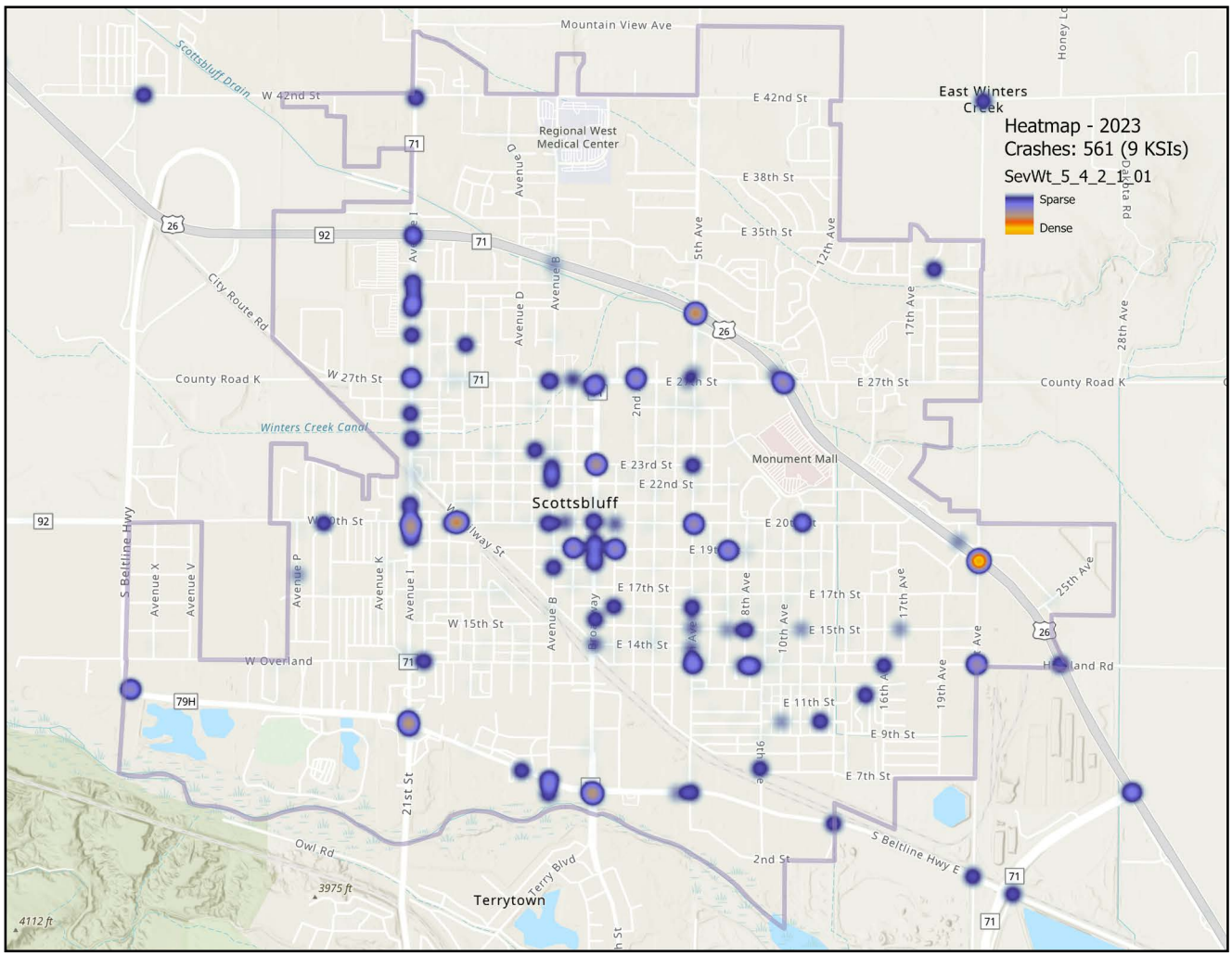

| 2022 Crashes by Month and Severity | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
| Fatal | | | | 1 | | | | | | | | 1 | **2** |
| Inj-A | | 1 | 2 | 1 | | 1 | 1 | | 2 | | 1 | | **9** |
| Inj-B | 4 | 6 | 11 | 2 | 9 | 3 | 5 | 8 | 12 | 5 | 4 | 6 | **75** |
| Inj-C | 2 | 8 | 4 | 7 | 3 | 2 | 2 | 1 | 2 | 2 | 3 | 1 | **37** |
| PDO | 33 | 47 | 39 | 22 | 34 | 23 | 30 | 24 | 35 | 36 | 33 | 52 | **408** |
| ***Totals*** | ***39*** | ***62*** | ***56*** | ***33*** | ***46*** | ***29*** | ***38*** | ***33*** | ***51*** | ***43*** | ***41*** | ***60*** | **531** |

## A2.13.10 2023
## 561 Crashes, 9 KSIs

In 2023, crash patterns continue to follow established trends, with activity concentrated along primary corridors and key intersections. Total crashes increased further, approaching the higher range observed earlier in the study period, while the spatial distribution remains largely unchanged.

Monthly distribution remains steady, with consistent crash occurrence throughout the year. The persistence of these patterns highlights ongoing exposure and recurring conflict points across the network.

> *Despite fluctuations in total crashes and KSI counts, the consistency in crash locations underscores the need for targeted, systemwide safety improvements to address persistent risk.*




**2023 Crashes by Month and Severity**

| *Month* | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | **Totals** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fatal | | | | | | | | 1 | | | | | **1** |
| Inj-A | 1 | | | | | 1 | 1 | | | 3 | 1 | 1 | **8** |
| Inj-B | 1 | 4 | 2 | 6 | 6 | 11 | 3 | 7 | 4 | 10 | 8 | 4 | **66** |
| Inj-C | 3 | 2 | 5 | 2 | 3 | 2 | 4 | | 2 | 5 | 7 | 3 | **38** |
| PDO | 59 | 33 | 29 | 40 | 40 | 33 | 26 | 40 | 35 | 31 | 50 | 32 | **448** |
| ***Totals*** | ***64*** | ***39*** | ***36*** | ***48*** | ***49*** | ***47*** | ***34*** | ***48*** | ***41*** | ***49*** | ***66*** | ***40*** | **561** |

Over the past decade (2014-2023), Scottsbluff has experienced 5,361 crashes (City+ETJ), including 93 fatal and serious injury crashes.

Severe crashes are concentrated along US 26 and other high-volume arterial corridors, particularly at signalized intersections.

Speeding, distraction, and failure to yield are the most common contributing factors.

While pedestrians and bicyclists represent a smaller share of total crashes, their injury severity is significantly higher.

These findings guided the development of corridor-focused, school-zone, and multimodal safety improvements included in this plan.

# A3

# crash maps

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## A3.1 Top 26 High Injury Network (HIN) Intersections – Detailed Mapping and Severity Analysis

Detailed crash mapping and pivot table summaries are provided for each of the Top 26 intersections identified through the Severity Weighted Sum ranking process. Intersections were ranked using both 10-year (2014–2023) and 5-year (2019–2023) crash data to evaluate persistent and recent severity trends. This dual-window analysis allows the City of Scottsbluff to distinguish between long-term systemic risk and emerging crash patterns.

The map shown at the bottom of this page is the ten year HIN, and the following pages show intersection close ups and crashes from the five year HIN.

For each of the **Top 26** intersections, the following are provided:

- An intersection-level crash location map
- A pivot table summarizing crashes by severity category
- A pivot table summarizing crashes by mode (vehicle, pedestrian, bicycle, etc.)
- Documentation of intersection control type (signalized, stop-controlled, T-intersection, etc.)
- Supporting legend and data source notes

These intersection-specific exhibits allow for direct evaluation of crash type patterns (e.g., angle, rear-end, side-swipe, single vehicle), user involvement, and severity concentration, as well as weather and lighting. By pairing severity-weighted rankings with spatial visualization and mode-specific breakdowns, the City ensured that countermeasure selection is tailored to the dominant crash patterns at each location.

This structured approach strengthens the defensibility of project prioritization by demonstrating that recommended improvements correspond directly to documented crash characteristics and not solely to public perception or anecdotal concerns.

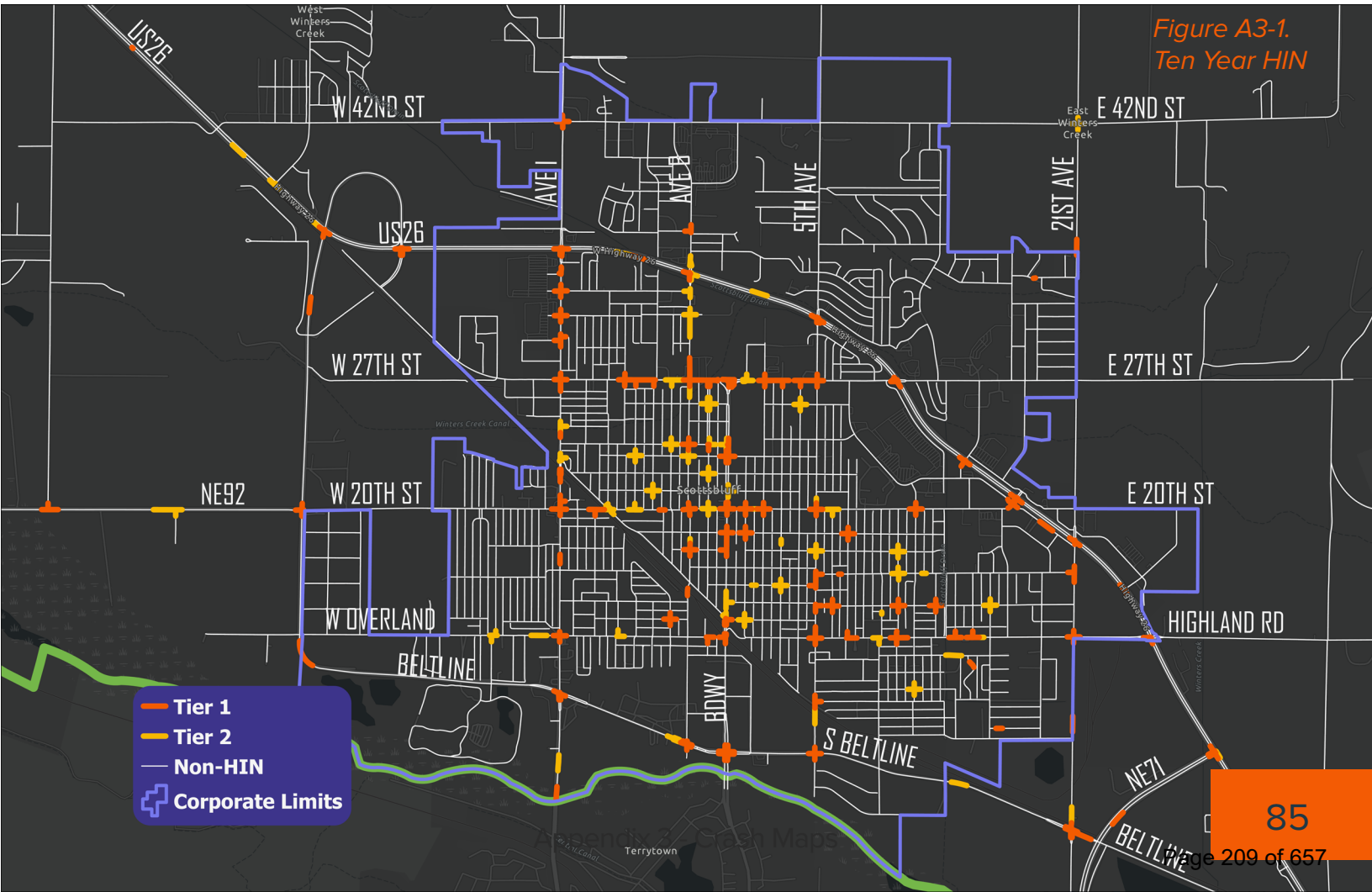



*Figure A3-1. Ten Year HIN*

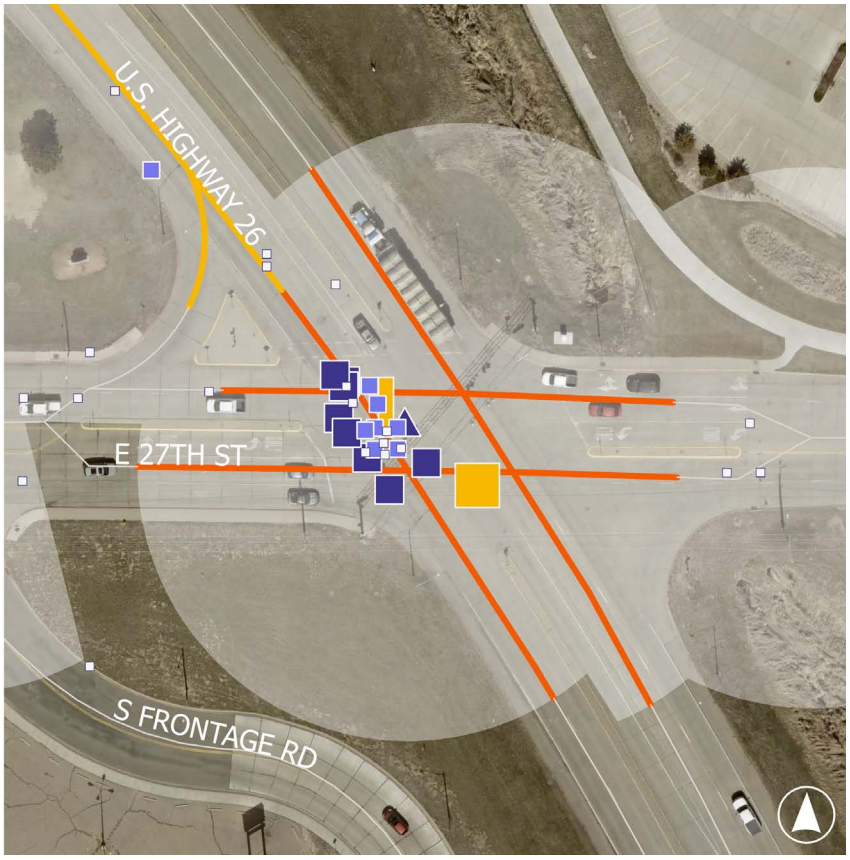
# US-26 / E 27th Street

### *Key Pattern*

*High-frequency angle and rear-end crashes at a skewed, curved divided highway intersection with visibility constraints and incomplete pedestrian facilities.*

### *Countermeasures*

*Signal visibility improvements (additional mast arms or near-side heads), advance signal-warning flashers, protected left-turn phasing evaluation, high-visibility crosswalk reconstruction with full-leg coverage, slip-lane channelization review, and enhanced corridor lighting.*




**2019 - 2023 HIN**

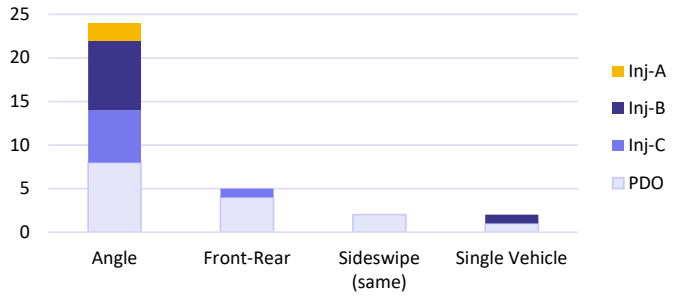
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26 \| E27th Crashes | Severity Inj-A | Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|---|
| **Angle** | **2** | **8** | **6** | **8** | **24** |
| **Motor Vehicle in Transport** | **2** | **8** | **6** | **8** | **24** |
| Dark - Lit | 1 | 3 | 1 | 3 | 8 |
| Dawn/Dusk | | | | 1 | 1 |
| Light | 1 | 5 | 5 | 4 | 15 |
| **Front-Rear** | | | **1** | **4** | **5** |
| **Motor Vehicle in Transport** | | | **1** | **4** | **5** |
| Dark - Lit | | | | 2 | 2 |
| Light | | | 1 | 2 | 3 |
| **Sideswipe (same)** | | | | **2** | **2** |
| **Motor Vehicle in Transport** | | | | **2** | **2** |
| Light | | | | 2 | 2 |
| **Single Vehicle** | | **1** | | **1** | **2** |
| **Pedalcycle** | | **1** | | | **1** |
| Light | | 1 | | | 1 |
| **Other Non-Fixed Object** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Grand Total** | **2** | **9** | **7** | **15** | **33** |

## US-26 & E 27th Street

10-Year Rank: #1 | 5-Year Rank: #1

Signalized – Skewed, Curved Divided Highway Intersection

Thirty-three crashes were recorded between 2019–2023, with angle crashes dominating and rear-end collisions occurring at substantial frequency. Injury severity is present across crash types, consistent with high-speed, multi-lane conflict exposure.

US-26 operates as a 45-mph divided four-lane corridor that curves through this segment of the community and intersects East 27th Street at a skew. Dedicated left-turn lanes and medians are introduced at the intersection. Signal heads are mounted on a single-span diagonal "box cage" structure extending from the northeast to southwest corner. Signal visibility is constrained for certain approaches, particularly for eastbound E 27th Street right-lane vehicles positioned at the stop bar.

Crosswalk coverage is incomplete. Continental markings are present on the west side crossing E 27th Street, but east–west crosswalks are absent on the south side, and north–south crosswalks are missing on the east side due to lack of sidewalk on the southeast corner. Existing crosswalk markings across US-26 are long and exhibit limited visibility. Pedestrian signals include numeric countdown displays. A southeast-bound right-turn slip lane on US-26 includes an ADA-compliant crossing. No advance flashing signal-warning beacons are present despite the curved highway alignment.

The crash profile reflects high-speed approach conditions, skewed geometry, limited signal visibility, incomplete pedestrian connectivity, and complex multi-lane turning exposure at a primary corridor intersection.

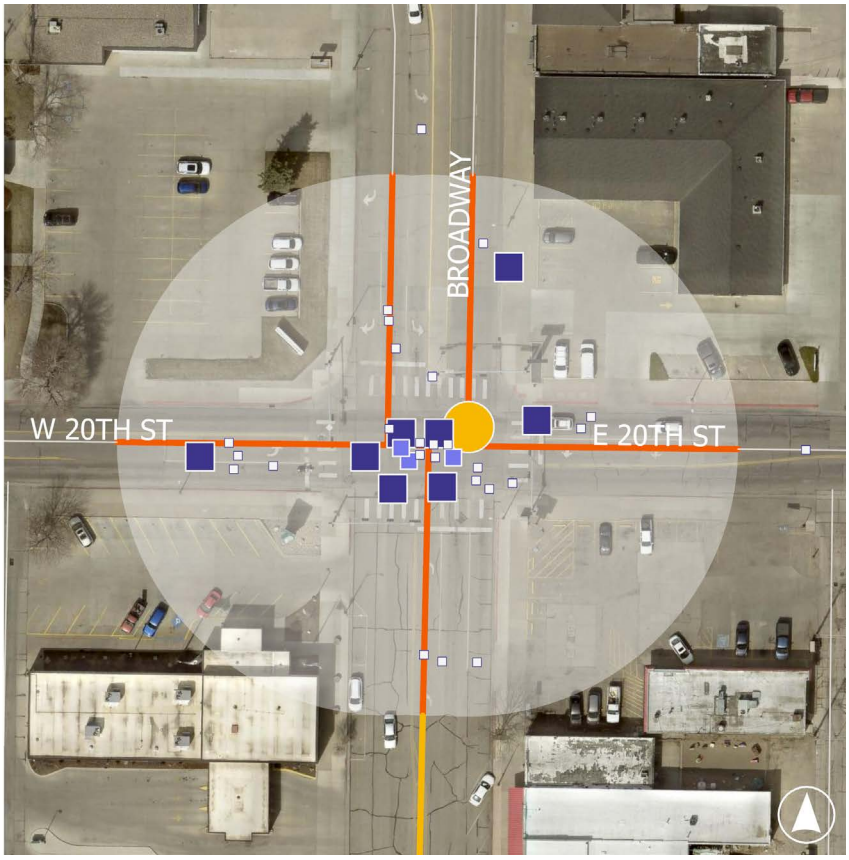
# 20th Street / Broadway

### *Key Pattern*

*Angle and rear-end crashes at a high-turnover downtown arterial transition with complex lane assignments and adjacent access drives.*

### *Countermeasures*

*Signal timing and coordination refinement, turn-lane delineation enhancements, access management review, pedestrian visibility improvements, and downtown speed management strategies..*




**2019 - 2023 HIN**

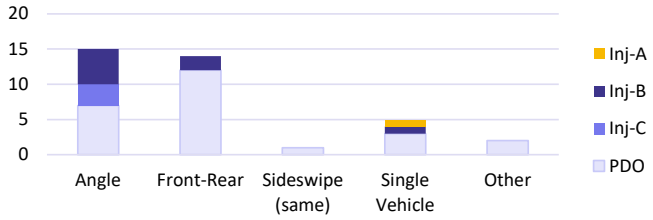
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| 20thSt\|Bdwy Crashes | Severity Inj-A | Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|---|
| **Angle** | | **5** | **3** | **7** | **15** |
| **Motor Vehicle in Transport** | | **5** | **3** | **7** | **15** |
| Dark - Lit | | 3 | 1 | 1 | 5 |
| Light | | 2 | 2 | 6 | 10 |
| **Front-Rear** | | **2** | | **12** | **14** |
| **Motor Vehicle in Transport** | | **2** | | **12** | **14** |
| Dark - Lit | | 1 | | 2 | 3 |
| Light | | 1 | | 10 | 11 |
| **Sideswipe (same)** | | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Single Vehicle** | **1** | **1** | | **3** | **5** |
| **Pedestrian** | **1** | | | | **1** |
| Light | 1 | | | | 1 |
| **Utility Pole/Light Support** | | **1** | | **2** | **3** |
| Dark - Lit | | 1 | | 1 | 2 |
| Light | | | | 1 | 1 |
| **Traffic Sign Support** | | | | **1** | **1** |
| Dark - Lit | | | | 1 | 1 |
| **Other** | | | | **2** | **2** |
| **Motor Vehicle in Transport** | | | | **2** | **2** |
| Dark - Lit | | | | 1 | 1 |
| Light | | | | 1 | 1 |
| **Grand Total** | **1** | **8** | **3** | **25** | **37** |

## 2. 20th Street & Broadway

10-Year Rank: #2 | 5-Year Rank: #3

Signalized – Downtown Arterial Transition Intersection

Thirty-seven crashes were recorded between 2019–2023, with angle and rear-end crashes representing the dominant types. Injury severity is present and consistent with high turning volumes and urban arterial progression conflicts.

This intersection marks the north end of downtown and functions as a transition between commercial core and mixed professional/residential areas. Broadway south of the intersection operates as a two-lane section with diagonal parking on both sides but widens at the intersection to provide a northbound left-turn-only lane, a through lane, and a shared through/right lane. Southbound includes a single lane at the intersection, transitioning to parallel parking south of nearby access drives.

North of the intersection, Broadway provides two northbound lanes (no parking) and southbound lanes consisting of left-only, through-only, and right-only movements. 20th Street operates as a principal east–west arterial with multi-lane approaches: westbound includes one through lane, one left-only lane, and one shared through/right lane; eastbound includes one through lane, one left-only lane, and one right-only lane. The intersection is signalized with marked crosswalks and pedestrian push-buttons on all legs.

Adjacent generators include downtown commercial uses, restaurants and banking access drives, the post office (one block west), residential areas and elementary school to the east, and Bluffs Middle School farther north. The crash pattern reflects multi-lane turning exposure, downtown access density, and arterial progression conflicts within a constrained urban grid.

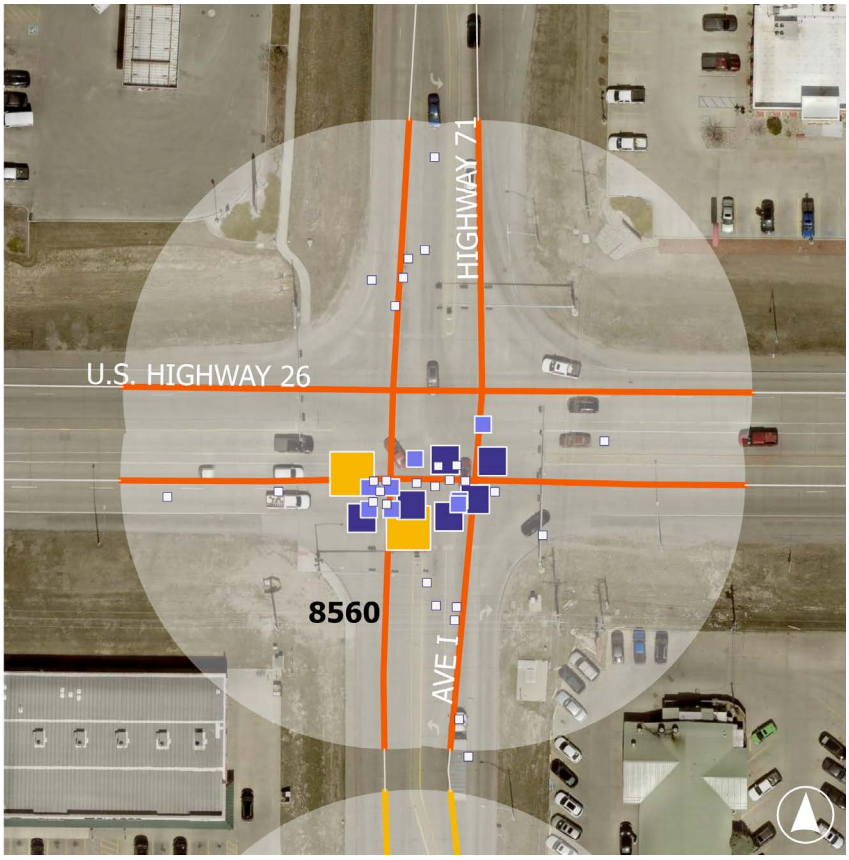
# US-26 / Avenue I

### *Key Pattern*

*Very high crash frequency at a multi-lane highway-to-highway commercial intersection with complex turning paths and lane-tracking deficiencies.*

### *Countermeasures*

*Protected left-turn phasing evaluation, installation of pavement turning arcs and enhanced lane-use markings, signal timing and progression refinement, access coordination, and upgraded intersection lighting.*




**2019 - 2023 HIN**

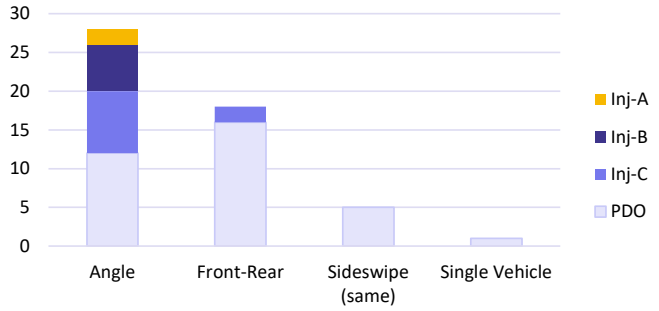
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26 \| Ave I | Severity | | | | |
|---|---|---|---|---|---|
| Crashes | Inj-A | Inj-B | Inj-C | PDO | Total |
| **Angle** | **2** | **6** | **8** | **12** | **28** |
| **Motor Vehicle in Transport** | **2** | **6** | **8** | **12** | **28** |
| Dark - Lit | | 2 | 1 | 4 | 7 |
| Dawn/Dusk | | 1 | | | 1 |
| Light | 2 | 3 | 7 | 8 | 20 |
| **Front-Rear** | | | **2** | **16** | **18** |
| **Motor Vehicle in Transport** | | | **2** | **16** | **18** |
| Dark - Lit | | | | 2 | 2 |
| Dawn/Dusk | | | 1 | | 1 |
| Light | | | 1 | 14 | 15 |
| **Sideswipe (same)** | | | | **5** | **5** |
| **Motor Vehicle in Transport** | | | | **5** | **5** |
| Light | | | | 4 | 4 |
| Unknown | | | | 1 | 1 |
| **Single Vehicle** | | | | **1** | **1** |
| **Overturn/Rollover** | | | | **1** | **1** |
| Dark - Lit | | | | 1 | 1 |
| **Grand Total** | **2** | **6** | **10** | **34** | **52** |

## US-26 & Avenue I

10-Year Rank: #3 | 5-Year Rank: #2

Signalized – Major Highway-to-Highway Commercial Node

Fifty-two crashes were recorded between 2019–2023, with angle crashes representing the dominant crash type and rear-end crashes occurring at substantial frequency. Injury severity is present across crash types, reflecting high-volume, multi-lane conflict exposure.

US-26 operates as a divided four-lane highway (45 mph) with paved shoulders, medians, and dedicated left-turn lanes approaching the intersection. Avenue I (NE-71) is a principal north–south arterial and state highway. On the north leg, two northbound lanes are provided, though the right lane transitions almost immediately into a right-only movement serving adjacent commercial access. Southbound on the north leg includes one left-turn lane and two through lanes. On the south leg, two southbound lanes are provided, while northbound includes a left-only lane, a shared left/through lane, and a shared through/right lane.

No pavement turning arcs are present for the multiple left-turn movements. Field observations indicate improper lane tracking, particularly westbound US-26 vehicles turning into the far-right southbound lane of Avenue I toward Walmart on the southwest corner. Additional commercial generators include a convenience store (NW) and restaurants on the northeast and southeast corners.

The crash pattern reflects a high-volume highway-to-highway intersection with complex lane assignments, permissive turning exposure, and deficient lane-use guidance.

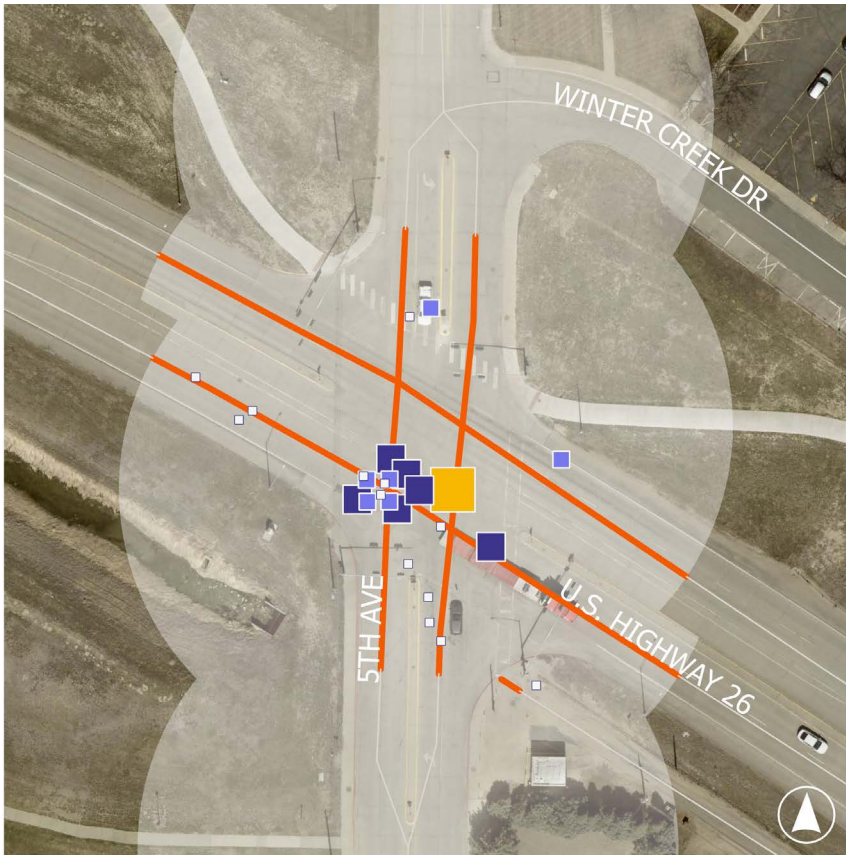
# US-26 / 5th Avenue

### *Key Pattern*

*Angle and rear-end crashes at a skewed, school-adjacent divided highway intersection with adjacent access complexity.*

### *Countermeasures*

*Left-turn phasing evaluation, signal timing refinement, skew-related visibility enhancements, pathway crossing visibility improvements (including LPI evaluation), and access coordination north of the intersection.*




**2019 - 2023 HIN**

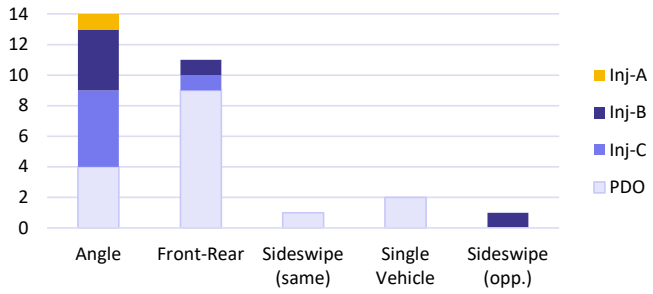
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26\|5thAve | Severity | | | | |
|---|---|---|---|---|---|
| **Crashes** | **Inj-A** | **Inj-B** | **Inj-C** | **PDO** | **Total** |
| **Angle** | **1** | **4** | **5** | **4** | **14** |
| **Motor Vehicle in Transport** | **1** | **4** | **5** | **4** | **14** |
| Dark - Lit | 1 | 2 | | 1 | 4 |
| Dawn/Dusk | | | | 2 | 2 |
| Light | | 2 | 5 | 1 | 8 |
| **Front-Rear** | | **1** | **1** | **9** | **11** |
| **Motor Vehicle in Transport** | | **1** | **1** | **9** | **11** |
| Dark - Lit | | | | 3 | 3 |
| Light | | 1 | 1 | 6 | 8 |
| **Sideswipe (same)** | | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Single Vehicle** | | | | **2** | **2** |
| **Fence** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Traffic Sign Support** | | | | **1** | **1** |
| Dark - Lit | | | | 1 | 1 |
| **Sideswipe (opp.)** | | **1** | | | **1** |
| **Motor Vehicle in Transport** | | **1** | | | **1** |
| Light | | 1 | | | 1 |
| **Grand Total** | **1** | **6** | **6** | **16** | **29** |

## US-26 & 5th Avenue

10-Year Rank: #4 | 5-Year Rank: #4

Signalized – Skewed School-Adjacent Highway Intersection

Twenty-nine crashes were recorded between 2019–2023, primarily angle and rear-end collisions consistent with high turning volumes along a divided arterial corridor.

US-26 operates as a divided four-lane highway with medians and dedicated left-turn lanes approaching the intersection. 5th Avenue is a two-lane north–south roadway that widens at the intersection. The north leg provides one northbound lane, while the southbound approach includes a left-only lane and a shared through/right lane. On the south leg, one left-only, one through, and a channelized right-turn lane are provided. The intersection is skewed, influencing sight lines and turning geometry.

A multi-use pathway crosses 5th Avenue on the north side with marked crosswalk and pedestrian signal indications. Winters Creek (stop-controlled) intersects 5th Avenue immediately north of the median opening, allowing left turns onto 5th. Scottsbluff High School occupies the southwest corner, with residential uses on the southeast and northeast corners and office/professional uses on the northwest. A school access drive to teacher parking connects just south of the intersection.

The crash pattern reflects skew geometry, permissive left-turn conflicts, school-related traffic peaks, and closely spaced access points north of the signal.

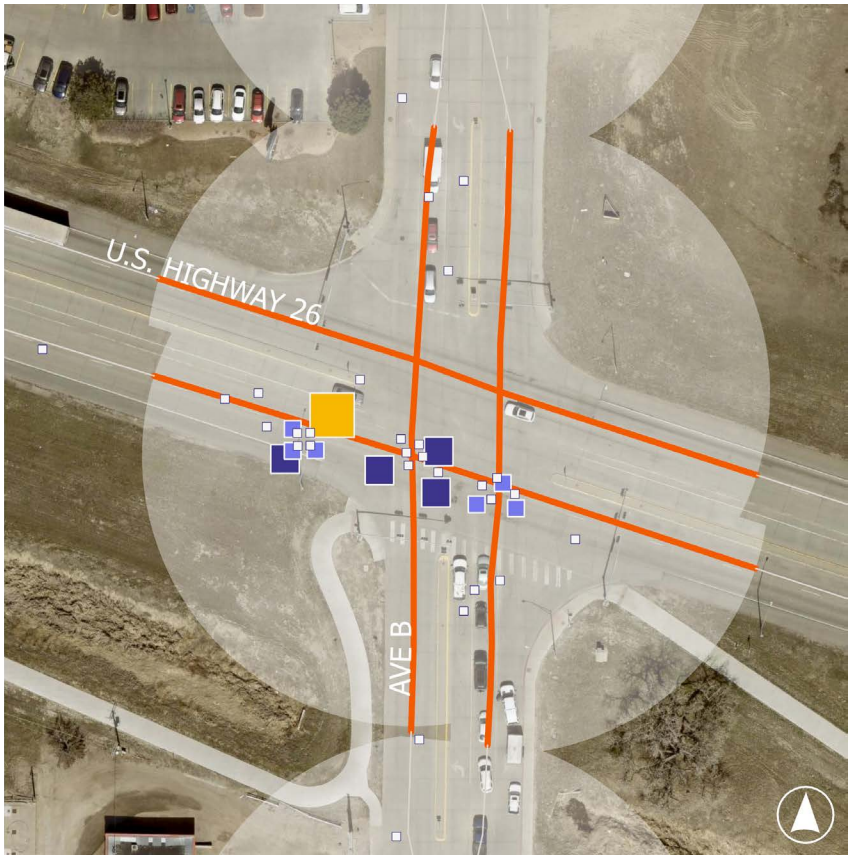
# US-26 / Avenue B

### *Key Pattern*

*High-frequency angle crashes driven by permissive left turns and multi-lane crossing exposure on a major divided corridor.*

### *Countermeasures*

*Protected left-turn phase evaluation, signal timing and coordination refinement, yellow/all-red interval review, enhanced lane-use delineation, and intersection lighting optimization.*




**2019 - 2023 HIN**

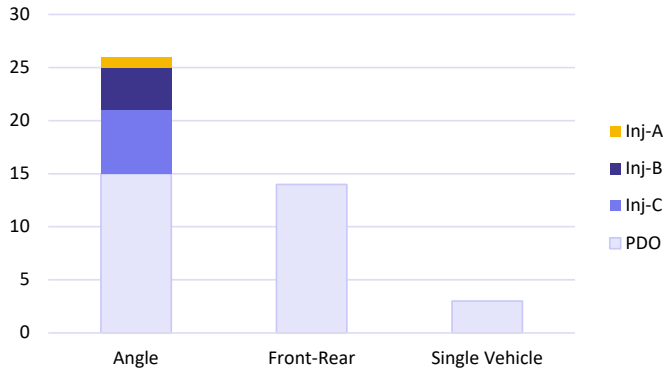
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26 \| AveB Crashes | Severity Inj-A | Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|---|
| **Angle** | **1** | **4** | **6** | **15** | **26** |
| **Motor Vehicle in Transport** | **1** | **4** | **6** | **15** | **26** |
| Dark - Lit | | | 1 | 4 | 5 |
| Light | | 3 | 5 | 10 | 18 |
| Dark - Not Lit | 1 | 1 | | 1 | 3 |
| **Front-Rear** | | | | **14** | **14** |
| **Motor Vehicle in Transport** | | | | **14** | **14** |
| Dark - Lit | | | | 3 | 3 |
| Dawn/Dusk | | | | 2 | 2 |
| Light | | | | 8 | 8 |
| Dark - Not Lit | | | | 1 | 1 |
| **Single Vehicle** | | | | **3** | **3** |
| **Other Post, Pole, or Support** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Traffic Sign Support** | | | | **2** | **2** |
| Dark - Lit | | | | 2 | 2 |
| **Grand Total** | **1** | **4** | **6** | **32** | **43** |

## US-26 / Avenue B

10-Year Rank: #5 | 5-Year Rank: #7

Signalized – High-Volume Divided Highway Intersection

Forty-three crashes were recorded between 2019–2023, with angle crashes (26) representing the dominant crash type. Rear-end crashes (14) also indicate progression-related and queue-related conflicts along the US-26 corridor. Injury severity is present across crash types and under both daylight and dark-lit conditions.

US-26 operates as a divided four-lane highway with medians and dedicated left-turn lanes approaching the intersection. Avenue B is a multi-lane north–south corridor with two through lanes in each direction and auxiliary left-turn lanes. The intersection does not operate with an exclusive protected left-turn phase. A pedestrian pathway crosses the south leg and is served by pedestrian signal indications.

The crash profile reflects high turning volumes, permissive left-turn conflicts, and corridor progression dynamics typical of heavily trafficked signalized highway intersections.

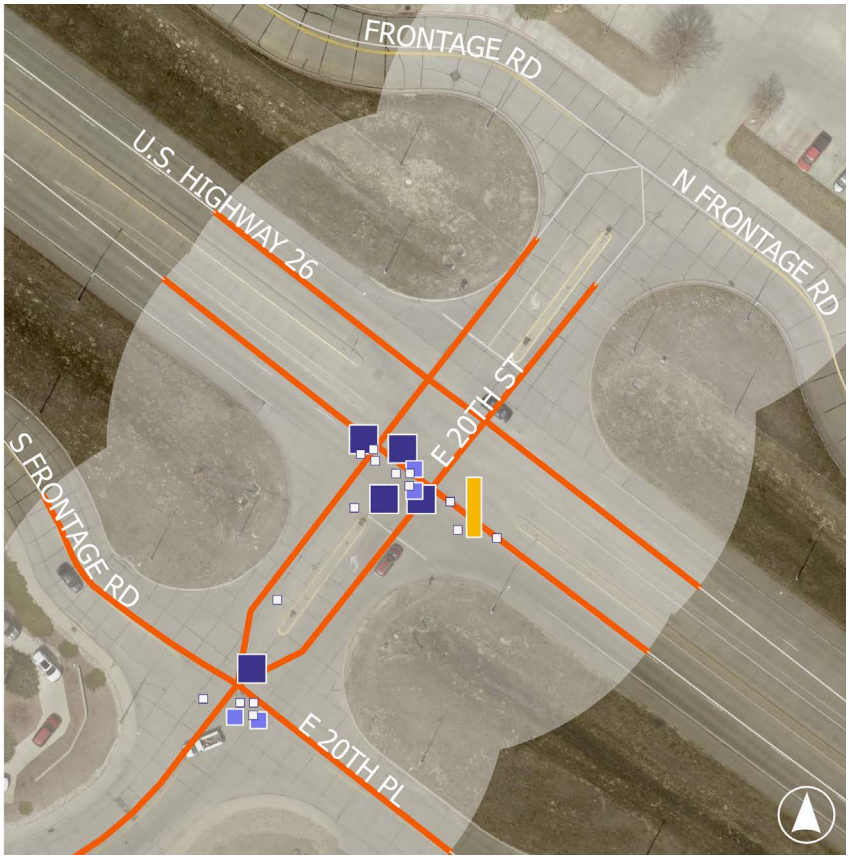
# US-26 / East 20th Street

### *Key Pattern*

*Angle crashes driven by high-speed divided highway crossings with closely spaced frontage-road conflicts.*

### *Countermeasures*

*Median opening evaluation, access consolidation, enhanced advance warning signage, intersection lighting improvements, and feasibility assessment of signalization or alternative control.*




**2019 - 2023 HIN**

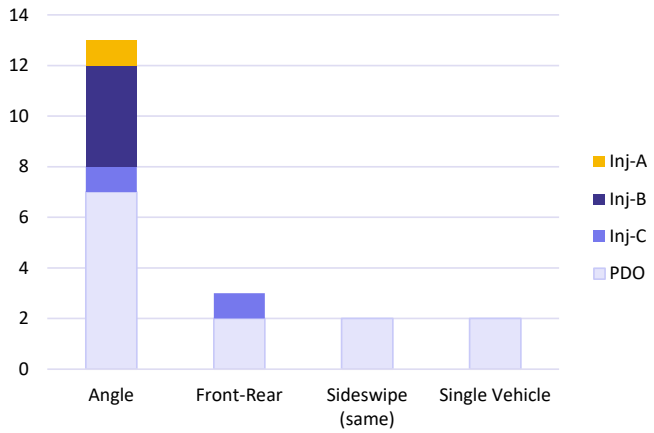
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26\|E20th Crashes | Severity Inj-A | Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|---|
| **Angle** | **1** | **4** | **1** | **7** | **13** |
| **Motor Vehicle in Transport** | **1** | **4** | **1** | **7** | **13** |
| Light | 1 | 3 | 1 | 7 | 12 |
| Dark - Not Lit | | 1 | | | 1 |
| **Front-Rear** | | | **1** | **2** | **3** |
| **Motor Vehicle in Transport** | | | **1** | **2** | **3** |
| Light | | | 1 | 2 | 3 |
| **Sideswipe (same)** | | | | **2** | **2** |
| **Motor Vehicle in Transport** | | | | **2** | **2** |
| Light | | | | 2 | 2 |
| **Single Vehicle** | | | | **2** | **2** |
| **Traffic Sign Support** | | | | **2** | **2** |
| Dawn/Dusk | | | | 1 | 1 |
| Unknown | | | | 1 | 1 |
| **Grand Total** | **1** | **4** | **2** | **13** | **20** |

## US-26 / East 20th Street

10-Year Rank: #6 | 5-Year Rank: #12

Unsignalized – High-Speed Divided Highway Crossing

Twenty crashes were recorded between 2019–2023, primarily angle collisions, with injury outcomes concentrated in crossing movements.

US-26 operates as a divided four-lane highway with medians and dedicated left-turn lanes, posted at 45 mph and not stop-controlled. East 20th Street is a two-lane roadway with auxiliary left-turn lanes and median openings and is stop-controlled on both sides of US-26. Frontage roads intersect East 20th Street immediately north and south of the highway. The southern S Frontage Road/East 20th Place is stop-controlled, while the northern frontage road is yield-controlled with lower traffic volumes.

Adjacent land uses include mixed commercial and residential areas to the south and big-box retail, hotel, restaurant, and commercial development to the north, generating frequent turning movements.

The crash pattern reflects high-speed through traffic on US-26 combined with complex crossing and turning conflicts created by closely spaced frontage-road intersections.

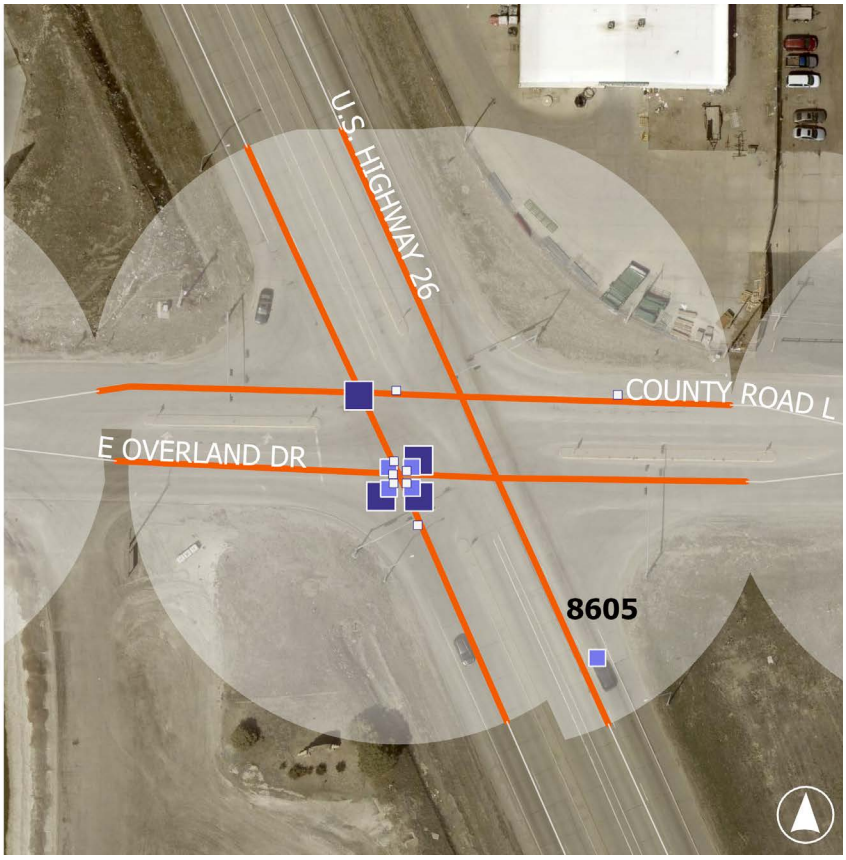
# US-26 / East Overland

### *Key Pattern*

*Angle and rear-end crashes at a high-speed gateway intersection with transition from rural to urban cross-section.*

### *Countermeasures*

*Signal timing and yellow/all-red interval review, continued use and evaluation of advance warning flashers, access management, enhanced lane-use delineation, and intersection lighting improvements.*




**2019 - 2023 HIN**

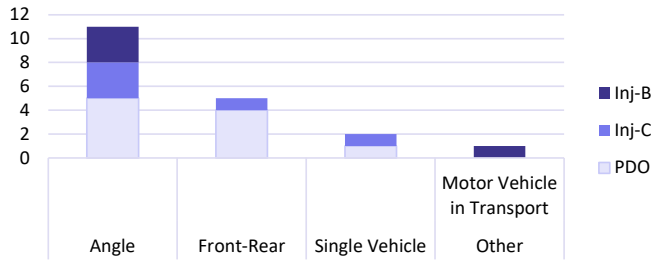
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26\|Eover Crashes | Severity Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|
| **Angle** | **3** | **3** | **5** | **11** |
| **Motor Vehicle in Transport** | **3** | **3** | **5** | **11** |
| Dark - Lit | 2 | 2 | 1 | 5 |
| Dawn/Dusk | 1 | | | 1 |
| Light | | 1 | 4 | 5 |
| **Front-Rear** | | **1** | **4** | **5** |
| **Motor Vehicle in Transport** | | **1** | **4** | **5** |
| Dawn/Dusk | | | 1 | 1 |
| Light | | | 2 | 2 |
| <Null> | | 1 | | 1 |
| Dark - Not Lit | | | 1 | 1 |
| **Single Vehicle** | | **1** | **1** | **2** |
| **Utility Pole/Light Support** | | **1** | | **1** |
| Dark - Lit | | 1 | | 1 |
| **Traffic Sign Support** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Other** | **1** | | | **1** |
| **Motor Vehicle in Transport** | **1** | | | **1** |
| Dawn/Dusk | 1 | | | 1 |
| **Grand Total** | **4** | **5** | **10** | **19** |

## US-26 & East Overland

### 10-Year Rank: #7 | 5-Year Rank: #11

### Signalized – Southeast Gateway Intersection

Nineteen crashes were recorded between 2019–2023, with angle and rear-end collisions representing the predominant crash types. Injury crashes are present but consistent with other high-volume signalized corridor intersections.

This intersection serves as the southeastern gateway into Scottsbluff and is the first signalized intersection for westbound traffic entering the community. US-26 operates as a divided four-lane highway with paved shoulders, medians, and dedicated left-turn lanes. East Overland Drive functions as a four-lane roadway west of the intersection with turn lanes and medians, transitioning to a two-lane roadway without paved shoulders to the east.

Land uses include the Sugar Factory on the southwest corner and a convenience store on the northwest corner, generating turning activity. The intersection benefits from advance flashing signal-warning beacons south of the intersection to alert approaching drivers to signal phase changes.

Crash patterns reflect high-speed approach conditions transitioning into an urban signalized environment with significant turning movements.

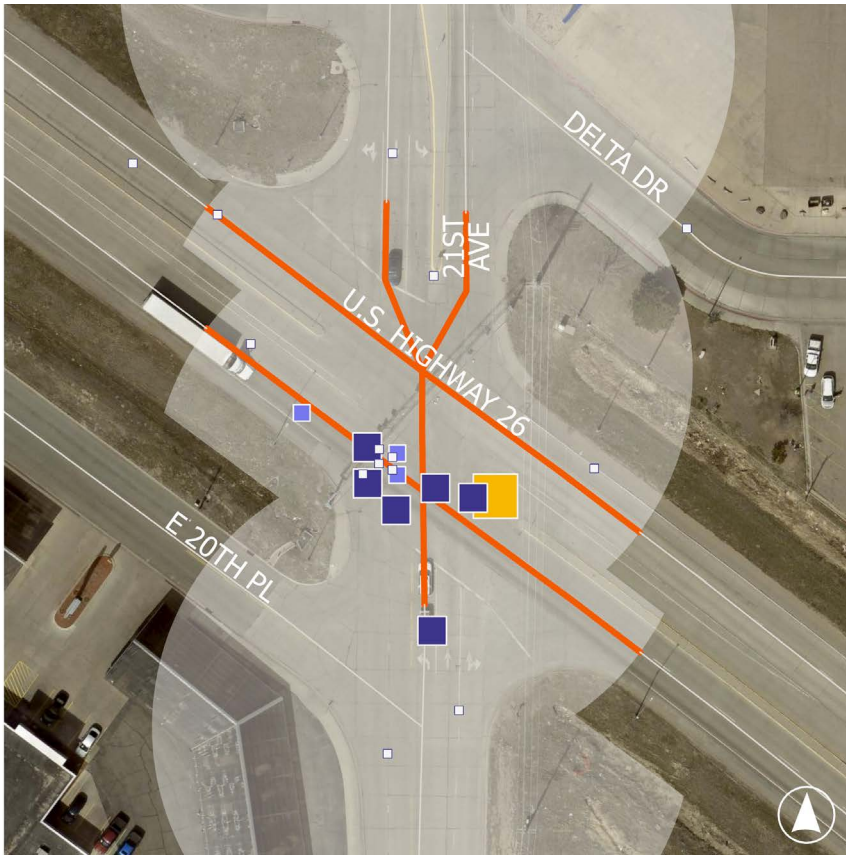
# US-26 / 21st Avenue

### *Key Pattern*

*Angle and rear-end crashes at a skewed signalized highway intersection with limited signal visibility and closely spaced access points.*

### *Countermeasures*

*Signal head visibility improvements (additional heads or mast-arm relocation), stop bar and advance detection review, signal timing refinement, and access coordination with adjacent intersections.*




**2019 - 2023 HIN**

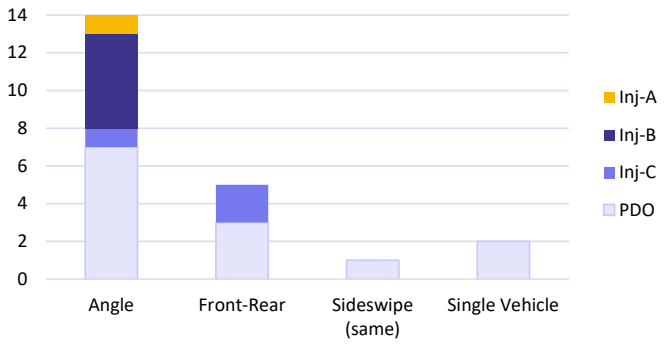
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26\|21stAve | Severity | | | | |
|---|---|---|---|---|---|
| Crashes | Inj-A | Inj-B | Inj-C | PDO | Total |
| **Angle** | **1** | **5** | **1** | **7** | **14** |
| **Motor Vehicle in Transport** | **1** | **5** | **1** | **7** | **14** |
| Dark - Lit | 1 | 2 | | | 3 |
| Light | | 3 | 1 | 6 | 10 |
| Dark - Not Lit | | | | 1 | 1 |
| **Front-Rear** | | | **2** | **3** | **5** |
| **Motor Vehicle in Transport** | | | **2** | **3** | **5** |
| Light | | | 2 | 3 | 5 |
| **Sideswipe (same)** | | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Single Vehicle** | | | | **2** | **2** |
| **Utility Pole/Light Support** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Traffic Sign Support** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Grand Total** | **1** | **5** | **3** | **13** | **22** |

## US-26 & 21st Avenue

10-Year Rank: #8 | 5-Year Rank: #10

Signalized – Skewed Highway Intersection

Twenty-two crashes were recorded between 2019–2023, primarily angle and rear-end collisions. Injury crashes are present but limited relative to overall volume.

This signalized intersection occurs at a skew and includes signal heads mounted on a single-span structure. Signal visibility is limited from the assumed eastbound stop bar on the west leg of US-26. US-26 operates as a divided four-lane highway with medians and dedicated left-turn lanes. 21st Avenue includes medians on the north side and provides one left-turn, one through, and one right-turn lane in both northbound and southbound directions.

Operational complexity is increased by closely spaced intersections: East 20th Place intersects 21st Avenue just south of US-26, and Delta Drive intersects just north on the east side (with restricted left-turn movements). The skewed alignment, limited signal visibility, and adjacent access points contribute to turning and queue-related conflicts.

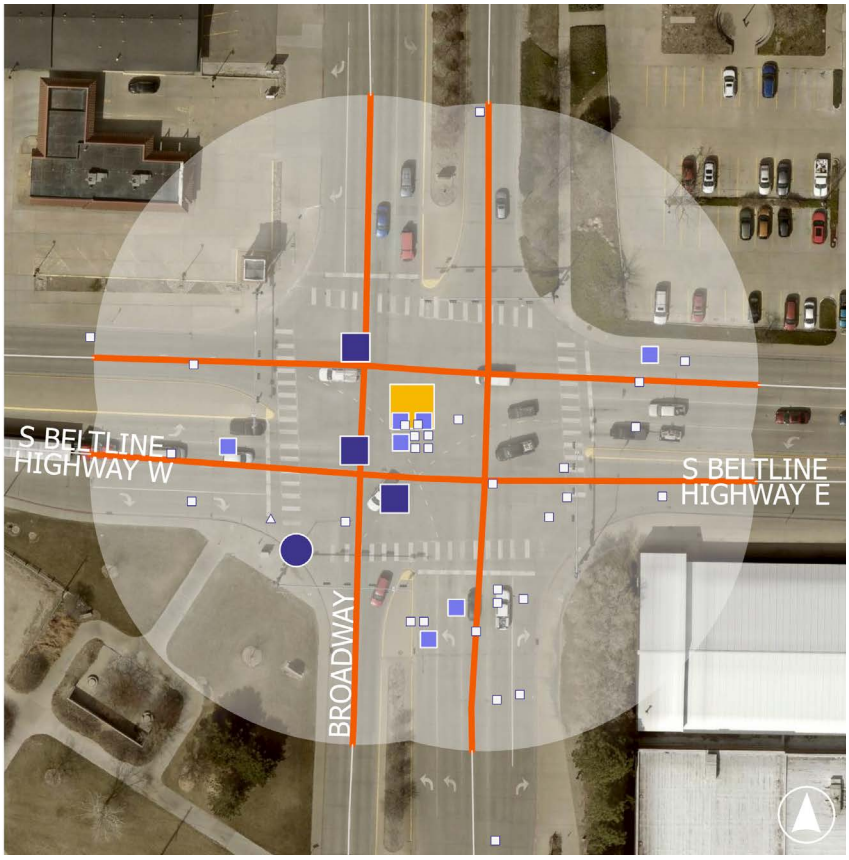
# South Beltline / Broadway

### *Key Pattern*

*Rear-end and angle crashes at a high-volume, multi-lane regional gateway with dual-left phasing.*

### *Countermeasures*

*Signal timing optimization, left-turn phasing review, enhanced lane-use delineation, pedestrian visibility improvements, and intersection lighting upgrades.*




**2019 - 2023 HIN**

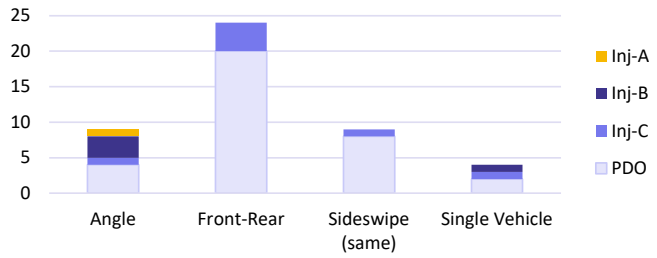
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| SBelt\|Bdwy Crashes | Severity Inj-A | Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|---|
| **Angle** | **1** | **3** | **1** | **4** | **9** |
| **Motor Vehicle in Transport** | **1** | **3** | **1** | **4** | **9** |
| Dark - Lit | | 2 | | | 2 |
| Light | 1 | 1 | 1 | 4 | 7 |
| **Front-Rear** | | | **4** | **20** | **24** |
| **Motor Vehicle in Transport** | | | **4** | **20** | **24** |
| Dark - Lit | | | 1 | 4 | 5 |
| Light | | | 3 | 16 | 19 |
| **Sideswipe (same)** | | | **1** | **8** | **9** |
| **Motor Vehicle in Transport** | | | **1** | **8** | **9** |
| Dawn/Dusk | | | | 1 | 1 |
| Light | | | 1 | 7 | 8 |
| **Single Vehicle** | | **1** | **1** | **2** | **4** |
| **Pedalcycle** | | | | **1** | **1** |
| Dark - Lit | | | | 1 | 1 |
| **Curb** | | | **1** | | **1** |
| Light | | | 1 | | 1 |
| **Traffic Sign Support** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Pedestrian** | | **1** | | | **1** |
| Light | | 1 | | | 1 |
| **Grand Total** | **1** | **4** | **7** | **34** | **46** |

## South Beltline & Broadway

10-Year Rank: #9 | 5-Year Rank: #5

Signalized – Regional Bridge & Commercial Gateway Intersection

Forty-six crashes were recorded between 2019–2023, primarily rear-end and angle collisions. Injury crashes are present but not dominant relative to total crash volume.

This signalized intersection sits just north of the Scottsbluff–Gering bridge and carries high regional traffic volumes. Both South Beltline and Broadway operate as four-lane corridors with medians introduced near the intersection. Dual left-turn lanes are provided on key approaches, with multiple through and right-turn lanes creating a high-capacity, multi-phase signal configuration. The intersection serves major commercial generators, including Safeway (NE), YMCA (SE), and surrounding retail uses, and includes marked crosswalks with pedestrian push-buttons. The Monument Valley Pathway passes beneath the south leg of Broadway.

The crash pattern reflects heavy volumes, dual-left phasing, and turning complexity typical of major gateway intersections.

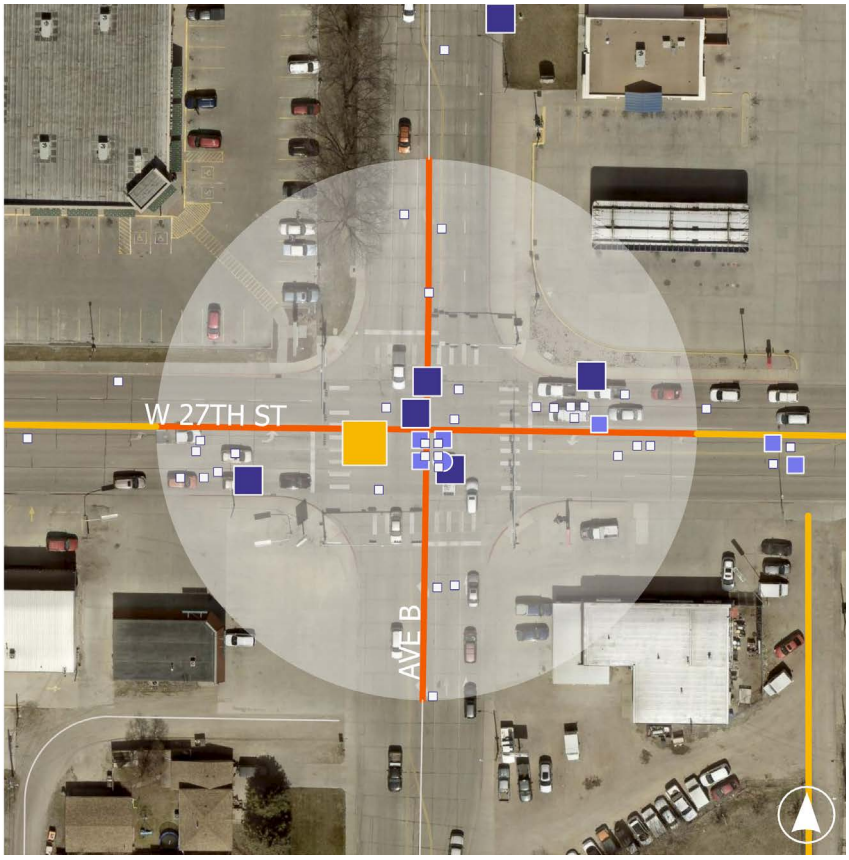
# West 27th Street / Avenue B

### *Key Pattern*

*Rear-end and angle crashes at a signalized commercial arterial intersection with cross-section transition to residential.*

### *Countermeasures*

*Signal timing optimization (including progression review), protected turn-phase evaluation, enhanced pavement markings and lane delineation, driveway access management coordination, and pedestrian visibility enhancements at crosswalks.*




**2019 - 2023 HIN**

Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt

Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt

Non-Tier

**Crashes**

Motorist Fatal

Pedestrian Inj-A

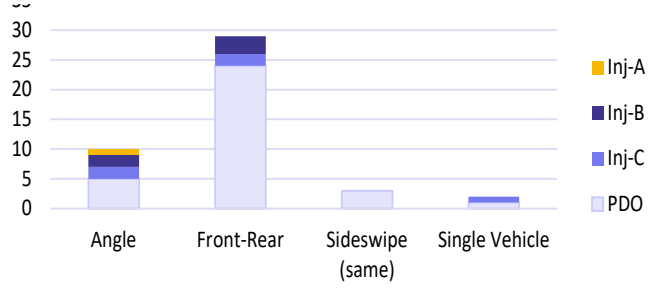
Bicyclist Inj-B

Trucker Inj-C

Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| W27th\|AveB Crashes | Severity Inj-A | Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|---|
| **Angle** | **1** | **2** | **2** | **5** | **10** |
| **Motor Vehicle in Transport** | **1** | **2** | **2** | **5** | **10** |
| Dark - Lit | | 2 | | | 2 |
| Dawn/Dusk | | | 1 | | 1 |
| Light | 1 | | 1 | 5 | 7 |
| **Front-Rear** | | **3** | **2** | **24** | **29** |
| **Motor Vehicle in Transport** | | **3** | **2** | **24** | **29** |
| Dark - Lit | | 1 | | 12 | 13 |
| Dawn/Dusk | | | | 1 | 1 |
| Light | | 2 | 2 | 10 | 14 |
| <Null> | | | | 1 | 1 |
| **Sideswipe (same)** | | | | **3** | **3** |
| **Motor Vehicle in Transport** | | | | **3** | **3** |
| Dark - Lit | | | | 3 | 3 |
| **Single Vehicle** | | | **1** | **1** | **2** |
| **Pedestrian** | | | **1** | | **1** |
| Light | | | 1 | | 1 |
| **Curb** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Grand Total** | **1** | **5** | **5** | **33** | **44** |

## West 27th Street & Avenue B

10-Year Rank: #10 | 5-Year Rank: #6

Signalized – Commercial Arterial Intersection

Forty-four crashes were recorded between 2019–2023, primarily rear-end and angle collisions. Injury crashes are present but represent a smaller share of total crashes compared to property-damage-only events.

This signalized intersection connects two four-lane roadways with center two-way left-turn lanes (TWLTL). West 27th Street operates as a four-lane commercial corridor with a TWLTL. Avenue B functions similarly north of the intersection but transitions south of the intersection to a two-lane residential street with on-street parking within one block, creating a notable operational shift in cross-section and driver expectation.

The surrounding land use is heavily commercial, with restaurants located to the east, west, and north, and a pharmacy on the northwest corner. Pedestrian push-buttons and marked crosswalks are present, reflecting multimodal demand in the area. The combination of retail driveway density, frequent turning movements, signalized control, and cross-section transition contributes to rear-end crashes associated with stopping behavior and angle crashes associated with turning conflicts.

The residential transition south of the intersection introduces additional variability in speed and turning expectations, particularly during peak commercial periods.

# West 33rd Street / Avenue I

### *Key Pattern*

*Angle crash dominance at a complex, high-volume retail signalized intersection with multi-lane widening and lane-discipline challenges.*

### *Countermeasures*

*Installation of painted turn arcs and enhanced lane-use markings, signal timing and protected-turn review, improved advance lane-assignment signage, and queue/progression optimization to reduce rear-end exposure.*




**2019 - 2023 HIN**

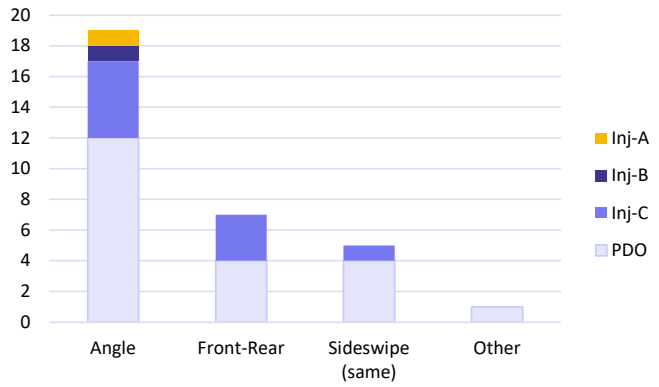
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| W33rd\|Avel Crashes | Severity Inj-A | Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|---|
| **Angle** | **1** | **1** | **5** | **12** | **19** |
| **Motor Vehicle in Transport** | **1** | **1** | **5** | **12** | **19** |
| Dark - Lit | | | 1 | 1 | 2 |
| Light | 1 | 1 | 4 | 11 | 17 |
| **Front-Rear** | | | **3** | **4** | **7** |
| **Motor Vehicle in Transport** | | | **3** | **4** | **7** |
| Dark - Lit | | | 1 | 1 | 2 |
| Light | | | 2 | 3 | 5 |
| **Sideswipe (same)** | | | **1** | **4** | **5** |
| **Motor Vehicle in Transport** | | | **1** | **4** | **5** |
| Dark - Lit | | | | 1 | 1 |
| Light | | | 1 | 3 | 4 |
| **Other** | | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Grand Total** | **1** | **1** | **9** | **21** | **32** |

## West 33rd Street & Avenue I

10-Year Rank: #11 | 5-Year Rank: #8

Signalized – High-Volume Retail Node

Thirty-two crashes were recorded between 2019–2023, with angle crashes (19) representing the dominant crash type, followed by rear-end and sideswipe crashes. Injury crashes are present but the majority of events are property-damage-only. The sustained crash volume places this location among the higher-ranked signalized intersections in the 5-year severity analysis.

This signalized intersection features complex multi-lane geometry and directional imbalance. West 33rd Street widens significantly at the intersection. The west leg provides three eastbound lanes (right-only, shared left/through, and left-only) and one westbound lane. The east leg includes one eastbound lane and two westbound lanes (shared left/through and right-only). Avenue I carries six lanes on the north side (two northbound lanes and multiple southbound lanes including left-only, through, and right-only lanes) and transitions to a different configuration on the south leg.

The intersection serves major commercial generators, including direct access into Walmart to the west, a carwash on the northwest corner, commercial uses on the northeast, a restaurant on the southeast, and a park on the southwest. The complexity of lane assignments and widening movements—combined with heavy retail turning activity—creates driver expectancy challenges. The lack of painted turn arcs across the intersection further reduces lane discipline and may contribute to sideswipe and angle conflicts.

The crash profile reflects high turning volumes, lane-transition complexity, and queue variability typical of major retail signalized intersections.

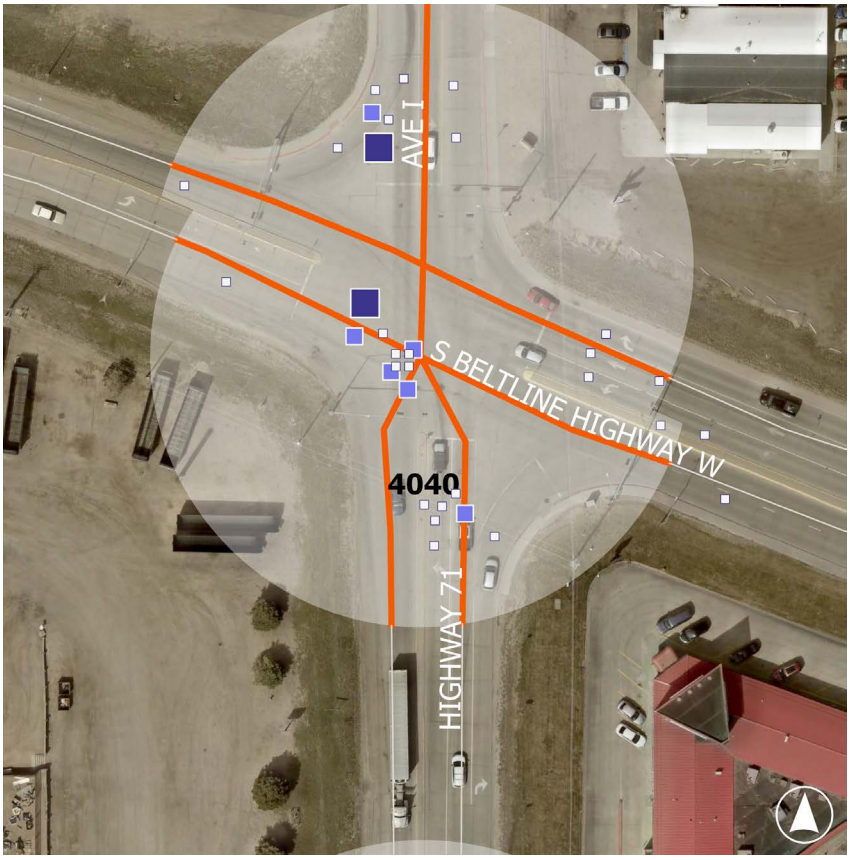
# South Beltline / Avenue I

### *Key Pattern*

*Rear-end crash dominance at a high-volume, multi-lane signalized arterial with cross-section transitions and diverse land uses.*

### *Countermeasures*

*Signal timing and progression optimization, queue detection evaluation, enhanced lane-use signing and pavement markings, protected turn-phase review, and intersection lighting improvements.*




**2019 - 2023 HIN**

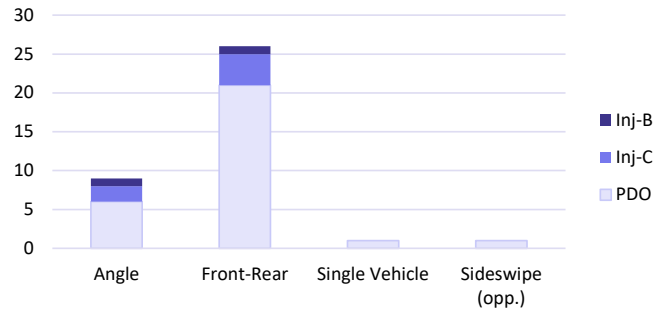
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| SBelt\|Avel Crashes | Severity Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|
| **Angle** | **1** | **2** | **6** | **9** |
| **Motor Vehicle in Transport** | **1** | **2** | **6** | **9** |
| Dark - Lit | | 1 | | 1 |
| Light | 1 | 1 | 6 | 8 |
| **Front-Rear** | **1** | **4** | **21** | **26** |
| **Motor Vehicle in Transport** | **1** | **4** | **21** | **26** |
| Dark - Lit | | | 1 | 1 |
| Dawn/Dusk | | | 1 | 1 |
| Light | 1 | 4 | 19 | 24 |
| **Single Vehicle** | | | **1** | **1** |
| **Animal (Live)** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Sideswipe (opp.)** | | | **1** | **1** |
| **Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Grand Total** | **2** | **6** | **29** | **37** |

## South Beltline & Avenue I

10-Year Rank: #12 | 5-Year Rank: #13

Signalized – Multi-Lane Arterial Intersection

Thirty-seven crashes were recorded between 2019–2023, with rear-end crashes (26) representing the dominant crash type, followed by angle crashes (9). Injury crashes are present but not predominant relative to total crash volume.

This signalized intersection includes complex lane configurations and cross-section transitions. South Beltline is divided with a median on the east leg, providing two eastbound lanes and three westbound lanes (left-turn, through, right-turn). The west leg widens at the intersection from a two-lane roadway to four lanes, with one lane in each direction plus dedicated turn lanes. Avenue I includes three northbound lanes on the south leg (left-turn, through, right-turn) and one southbound lane; on the north leg, southbound traffic expands to two lanes with a dedicated left-turn lane.

The intersection serves varied land uses: industrial activity to the south, commercial to the east, mixed use to the north, and access toward the zoo to the west. The crash profile—dominated by rear-end collisions—is consistent with signalized arterial intersections experiencing queue formation, progression variability, and lane-assignment complexity. Angle crashes reflect turning-phase exposure within the multi-lane configuration.

While the 5-year severity rank is lower than its 10-year position, the sustained crash volume and geometric complexity warrant operational refinement.

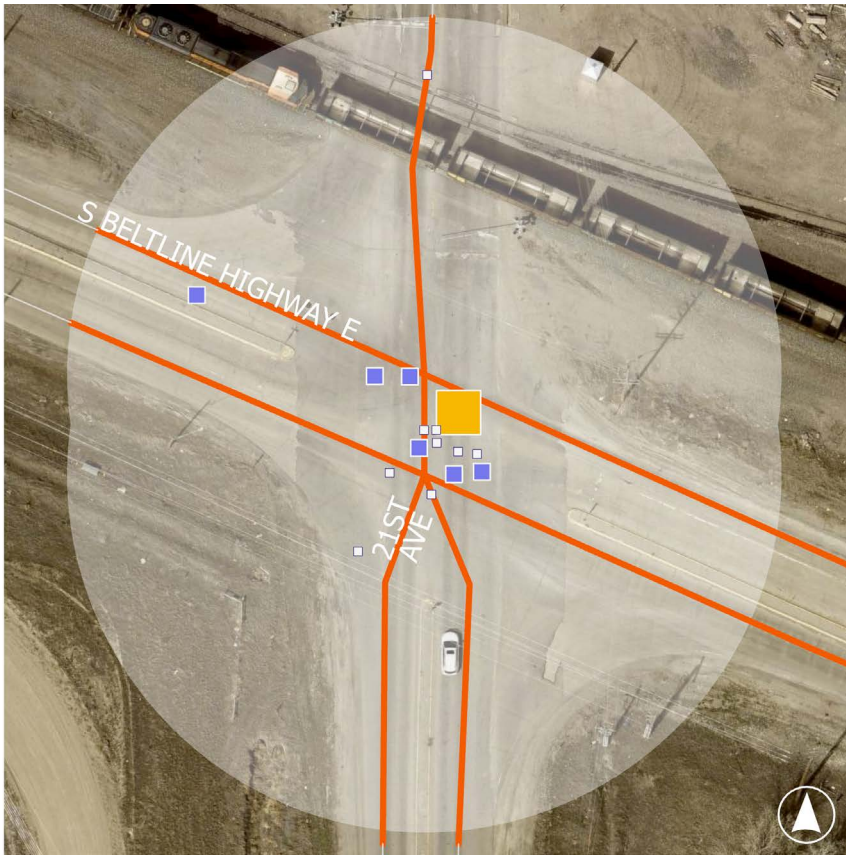
# S Beltline / 21st Avenue

### *Key Pattern*

*Queue stacking and informal bypassing in an industrial, unsignalized environment with cross-section transition.*

### *Countermeasures*

*Construction of a formal northbound left-turn lane, shoulder paving and delineation, channelization improvements, enhanced truck-turning geometry, and evaluation of rail-related queue management strategies.*




**2019 - 2023 HIN**

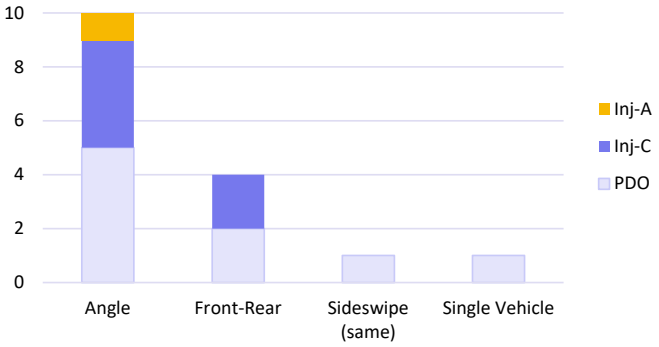
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| SBelt\|21stAve Crashes | Severity Inj-A | Inj-C | PDO | Total |
|---|---|---|---|---|
| **Angle** | **1** | **4** | **5** | **10** |
| **Motor Vehicle in Transport** | **1** | **4** | **5** | **10** |
| Dark - Lit | | 1 | | 1 |
| Light | 1 | 3 | 5 | 9 |
| **Front-Rear** | | **2** | **2** | **4** |
| **Motor Vehicle in Transport** | | **2** | **2** | **4** |
| Dark - Lit | | 1 | 1 | 2 |
| Dawn/Dusk | | | 1 | 1 |
| Light | | 1 | | 1 |
| **Sideswipe (same)** | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | **1** | **1** |
| N/S | | | 1 | 1 |
| **Single Vehicle** | | | **1** | **1** |
| **Other Post, Pole, or Support** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Grand Total** | **1** | **6** | **9** | **16** |

## South Beltline & 21st Avenue

### 10-Year Rank: #13 | 5-Year Rank: #16

### Unsignalized – Stop Control on East–West Approaches

Sixteen crashes were recorded between 2019–2023, with angle crashes (10) and rear-end crashes (4) comprising the majority of crash types. Injury crashes are present but not dominant.

This intersection operates without signal control. The east–west approaches are stop-controlled and include turn lanes. The south approach carries two northbound lanes; however, the absence of a dedicated left-turn lane results in vehicles informally bypassing queued traffic by using the shoulder or maneuvering around the median—particularly when train activity causes vehicle stacking. The area is industrial in character with heavy truck traffic. South of the intersection, the roadway transitions to a two-lane section without paved shoulders, while north of the intersection it transitions to a four-lane section. The southbound approach includes two lanes, one designated for right turns and one for through movements.

The crash pattern reflects queue-related rear-end exposure and angle conflicts associated with stop-controlled approaches in a heavy truck environment. Informal shoulder use and cross-section transition increase operational complexity beyond what crash counts alone indicate.

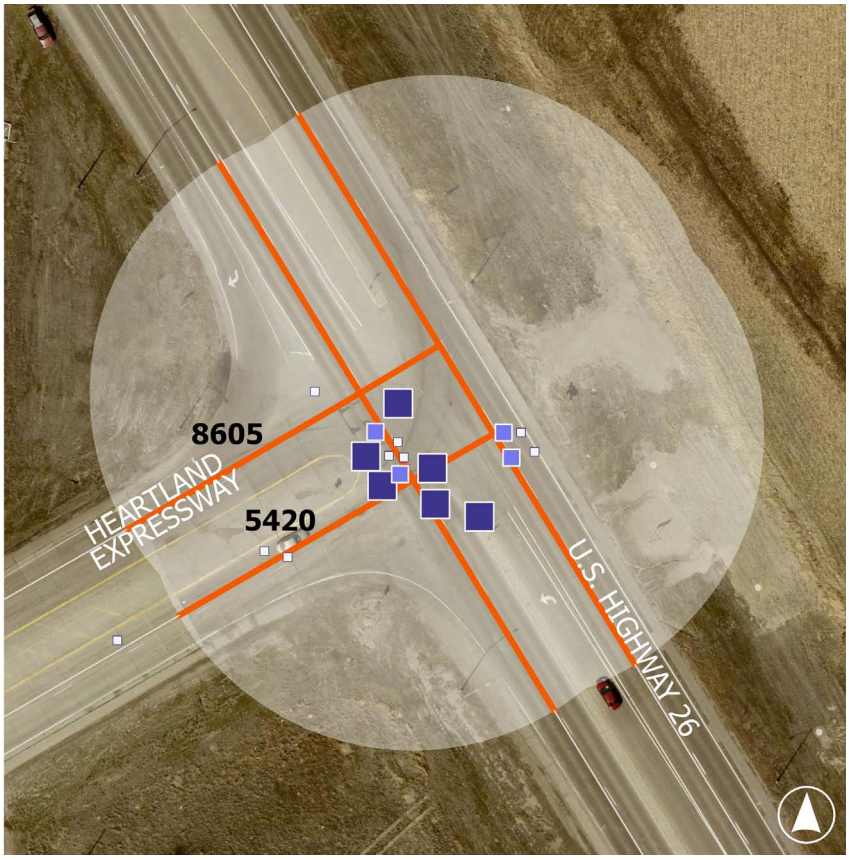
# US-26 / NE-71

### *Key Pattern*

*High-speed divided-highway angle conflicts at a stop-controlled approach.*

### *Countermeasures*

*Enhanced advance warning and high-visibility stop-control treatments on NE-71, intersection lighting, median channelization guidance, speed-transition signing, and evaluation of operational upgrades to reduce high-consequence crossing exposure.*




**2019 - 2023 HIN**

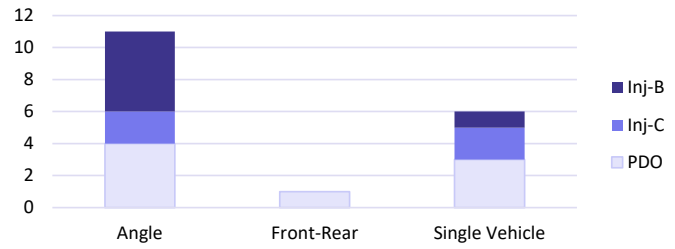
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26 \| HeartExp Crashes | Severity Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|
| **Angle** | **5** | **2** | **4** | **11** |
| **Motor Vehicle in Transport** | **5** | **2** | **4** | **11** |
| Dark - Lit | 1 | | | 1 |
| Dawn/Dusk | | 1 | | 1 |
| Light | 4 | 1 | 4 | 9 |
| **Front-Rear** | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Single Vehicle** | **1** | **2** | **3** | **6** |
| **Overturn/Rollover** | **1** | | | **1** |
| Light | 1 | | | 1 |
| **Other Non-Collision** | | **1** | | **1** |
| Light | | 1 | | 1 |
| **Other Fixed Object (wall, building, tunnel, etc.)** | | **1** | | **1** |
| Dawn/Dusk | | 1 | | 1 |
| **Traffic Sign Support** | | | **2** | **2** |
| Dark - Lit | | | 1 | 1 |
| Light | | | 1 | 1 |
| **Ditch** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Grand Total** | **6** | **4** | **8** | **18** |

## US-26 & Heartland Expressway (NE-71)

10-Year Rank: #14 | 5-Year Rank: #9

Unsignalized – Stop Control on Heartland Expressway

Eighteen crashes were recorded between 2019–2023, with angle crashes representing the dominant crash type and single-vehicle crashes also present. Injury crashes occur within the dataset, though overall crash frequency is moderate relative to higher-ranked intersections.

US-26 operates as a divided four-lane facility (55 mph in this segment) with no stop control. Heartland Expressway (NE-71) operates as a divided four-lane facility posted at 70 mph and is stop-controlled at the intersection. Both highways include paved shoulders. The configuration creates a high-speed, high-exposure crossing condition, where minor-approach drivers must judge gaps across multiple through lanes and a median.

The crash pattern is consistent with high-speed angle conflicts at a stop-controlled approach crossing a divided highway. Given the speed environment and multi-lane geometry, even moderate crash frequency reflects elevated severity potential.

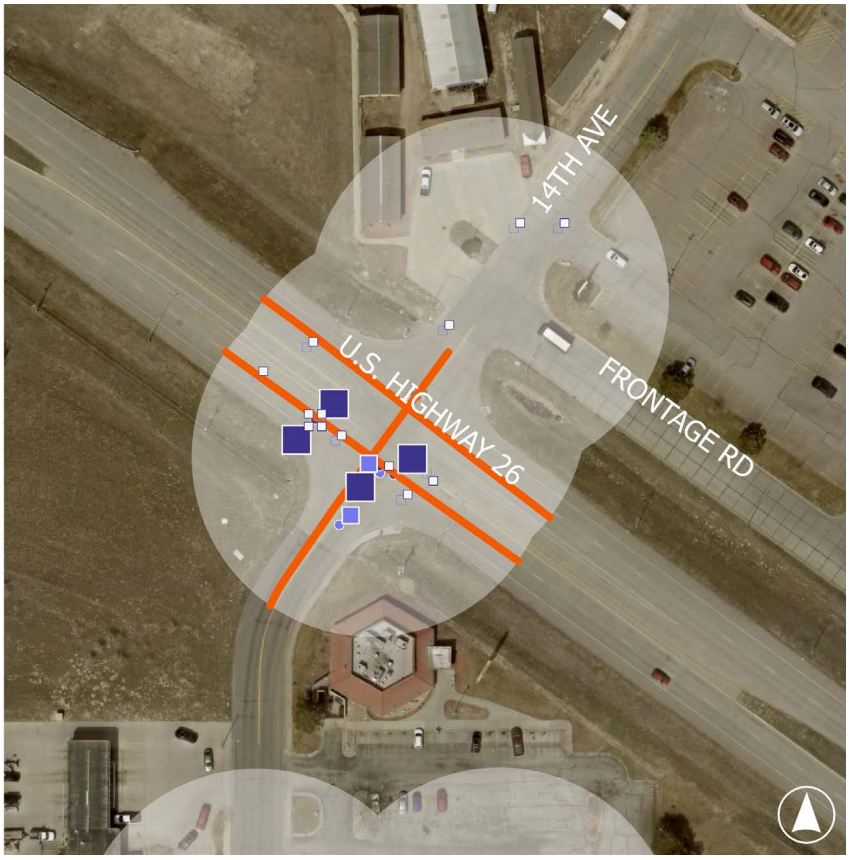
# US-26 / 14th Avenue

### *Key Pattern*

*Stop-controlled crossing conflicts at a divided highway with angled approach and closely spaced frontage road access.*

### *Countermeasures*

*Enhanced stop-control visibility and advance warning, intersection lighting, frontage road access spacing evaluation, and median channelization review to reduce high-speed crossing exposure.*




**2019 - 2023 HIN**

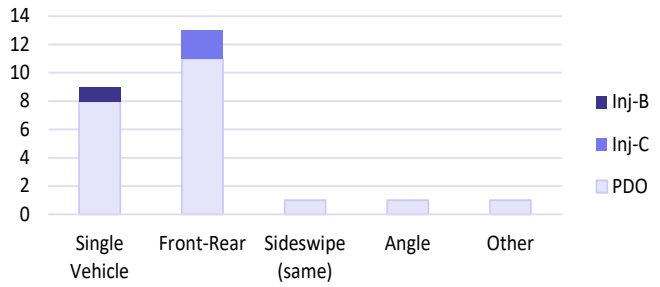
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| EOver\|14thAve | Severity | | | |
|---|---|---|---|---|
| Crashes | Inj-B | Inj-C | PDO | Total |
| **Single Vehicle** | **1** | | **8** | **9** |
| **Pedestrian** | **1** | | | **1** |
| Dark - Lit | 1 | | | 1 |
| **Traffic Sign Support** | | | **4** | **4** |
| Dark - Lit | | | 2 | 2 |
| Light | | | 1 | 1 |
| Dawn/Dusk | | | 1 | 1 |
| **Other Post, Pole, or Support** | | | **2** | **2** |
| Light | | | 2 | 2 |
| **Parked Motor Vehicle** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Tree (standing)** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Front-Rear** | | **2** | **11** | **13** |
| **Motor Vehicle in Transport** | | **2** | **11** | **13** |
| Dark - Lit | | | 2 | 2 |
| Light | | 2 | 9 | 11 |
| **Sideswipe (same)** | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Angle** | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Other** | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Grand Total** | **1** | **2** | **22** | **25** |

## US-26 & 14th Avenue

### 10-Year Rank: #15 | 5-Year Rank: #25

### Unsignalized – Stop Control on 14th Avenue | Divided Highway with Frontage Road Interaction

Twenty-five crashes were recorded between 2019–2023, including rear-end, angle, and single-vehicle crashes. Injury crashes are present, though frequency is moderate relative to higher-ranked HIN locations.

US-26 operates as a divided four-lane highway with medians transitioning to left-turn lanes. Fourteenth Avenue is a two-lane stop-controlled approach that intersects the highway at a slight angle. A stop-controlled frontage road intersects 14th Avenue immediately north of US-26, creating closely spaced conflict points. Adjacent land uses include Target on the northeast corner and WNCC, a preschool, and district offices to the south.

The crash profile reflects stop-controlled minor-road conflicts crossing a high-speed divided highway with frontage road interaction and elevated trip generation.

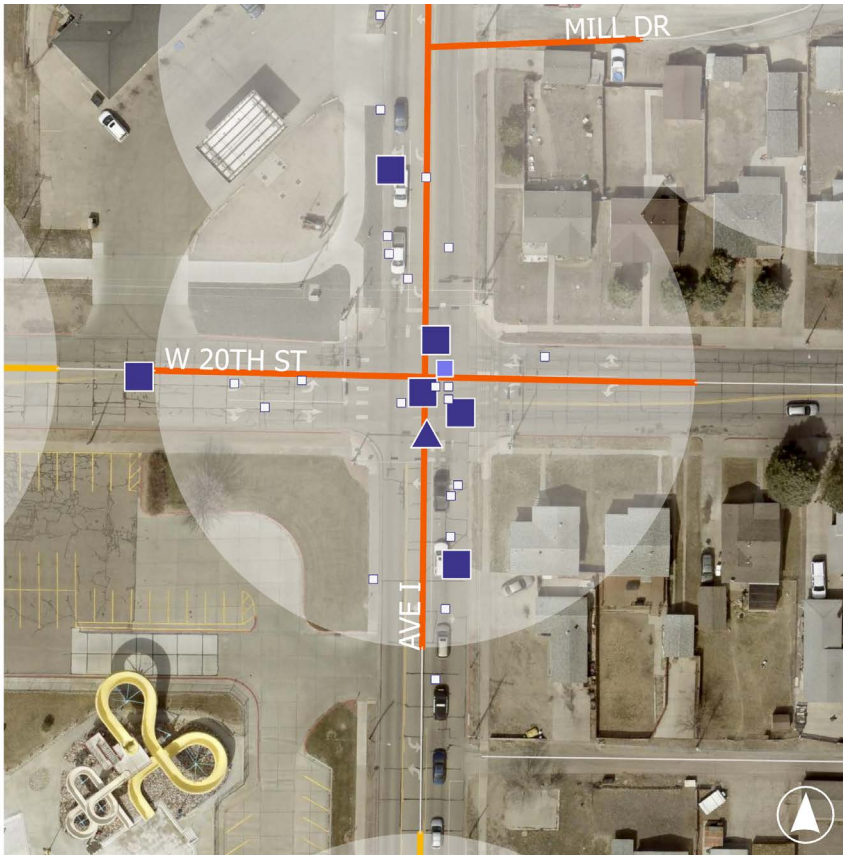
# W 20th St / Avenue I

### *Key Pattern*

*Rear-end crash dominance at a signalized arterial intersection with recreational and neighborhood pedestrian exposure..*

### *Countermeasures*

*Signal timing and progression review, queue detection or clearance interval evaluation, enhanced pedestrian visibility treatments near park approaches, improved lane-use signing and pavement markings, and seasonal speed management strategies during peak recreational use.*




**2019 - 2023 HIN**

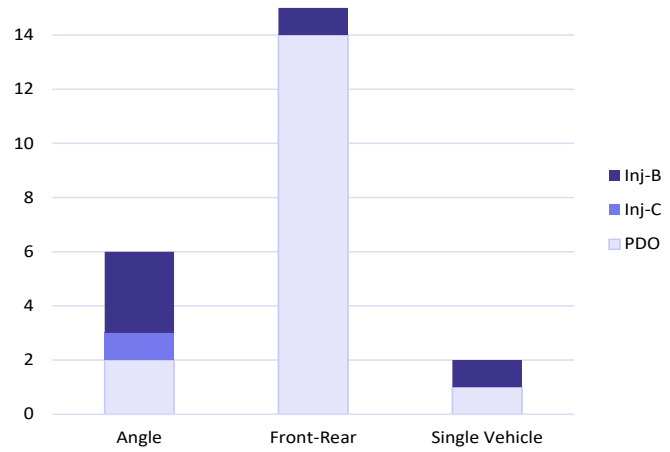
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| W20th | Ave I | Severity | | | |
|---|---|---|---|---|---|
| Crashes | | Inj-B | Inj-C | PDO | Total |
| **Angle** | | **3** | **1** | **2** | **6** |
| **Motor Vehicle in Transport** | | **3** | **1** | **2** | **6** |
| Dark - Lit | | | 1 | 1 | 2 |
| Light | | 3 | | 1 | 4 |
| **Front-Rear** | | **1** | | **14** | **15** |
| **Motor Vehicle in Transport** | | **1** | | **14** | **15** |
| Light | | 1 | | 14 | 15 |
| **Single Vehicle** | | **1** | | **1** | **2** |
| **Pedalcycle** | | **1** | | | **1** |
| Light | | 1 | | | 1 |
| **Traffic Sign Support** | | | | **1** | **1** |
| Light | | | | 1 | 1 |
| **Grand Total** | | **5** | **1** | **17** | **23** |

## West 20th Street & Avenue I

10-Year Rank: #16 | 5-Year Rank: #15

Signalized – Park and Neighborhood Context

Twenty-three crashes were recorded between 2019–2023 at this signalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with rear-end crashes (15) representing the dominant crash type, followed by angle crashes (6). Injury crashes are present but not at high frequency relative to total crash count.

Avenue I operates as a two-way roadway with a two-way left-turn lane (TWLTL). West 20th Street is also a two-way roadway with dedicated left-turn lanes at the intersection. The configuration reflects a moderate-volume urban arterial intersection with multiple turning movements and signal progression influence.

Land uses include the Westmoor swimming pool and park on the southwest corner, a convenience store on the northwest corner, and residential neighborhoods on the east side of the intersection. Recreational activity associated with the park and pool increases seasonal pedestrian exposure, while commercial activity contributes to turning movements and queue formation.

The crash profile—dominated by rear-end collisions—is consistent with signalized intersections experiencing queueing and progression variability along arterial corridors. Angle crashes indicate turning-phase conflicts typical of left-turn operations within TWLTL configurations.

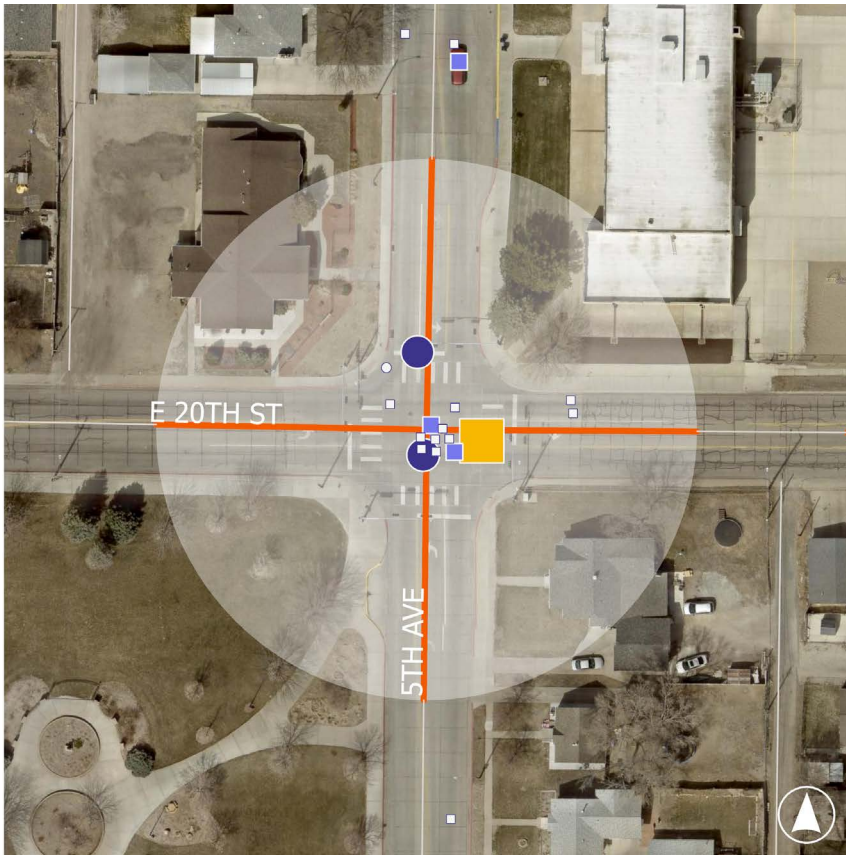
# E 20th St / 5th Avenue

### *Key Pattern*

*Balanced rear-end and angle crashes at a signalized intersection serving a school and park, with adjacent pullout activity near the intersection.*

### *Countermeasures*

*Balanced rear-end and angle crashes at a signalized intersection serving a school and park, with adjacent pullout activity near the intersection.*




**2019 - 2023 HIN**

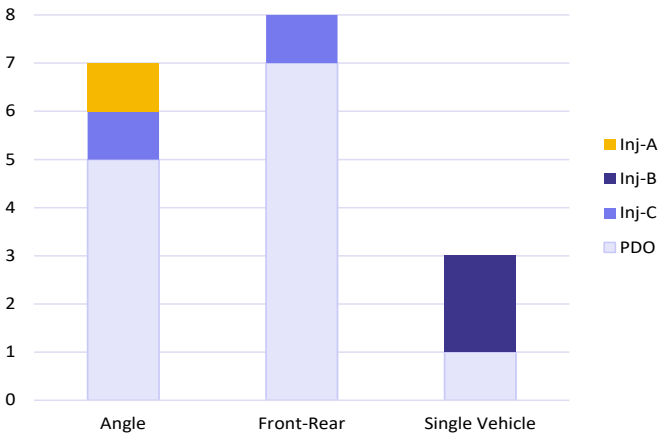
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| E20th\|5thAve | Severity | | | | |
|---|---|---|---|---|---|
| Crashes | Inj-A | Inj-B | Inj-C | PDO | Total |
| **Angle** | **1** | | **1** | **5** | **7** |
| **Motor Vehicle in Transport** | **1** | | **1** | **5** | **7** |
| Dark - Lit | 1 | | | | 1 |
| Dawn/Dusk | | | | 2 | 2 |
| Light | | | 1 | 3 | 4 |
| **Front-Rear** | | | **1** | **7** | **8** |
| **Motor Vehicle in Transport** | | | **1** | **7** | **8** |
| Dark - Lit | | | | 3 | 3 |
| Light | | | 1 | 4 | 5 |
| **Single Vehicle** | | **2** | | **1** | **3** |
| **Pedestrian** | | **2** | | **1** | **3** |
| Dark - Lit | | 2 | | 1 | 3 |
| **Grand Total** | **1** | **2** | **2** | **13** | **18** |

## East 20th Street & 5th Avenue

10-Year Rank: #17 | 5-Year Rank: #18

Signalized – School and Park Context

Eighteen crashes were recorded between 2019–2023 at this signalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with rear-end (8) and angle (7) crashes occurring at similar frequency. Injury crashes are present across both crash types, and pedestrian involvement is documented within the dataset.

Both East 20th Street and 5th Avenue operate as two-lane roadways with center left-turn lanes. Longfellow Elementary School occupies the northeast corner of the intersection, and Centennial Park is located on the southwest corner. A small pullout on the south leg of 5th Avenue adjacent to Centennial Park is positioned close to the intersection, introducing additional turning and merging activity near the signalized approaches.

The intersection serves a residential area located several blocks east of Broadway and west of the regional mall area, generating local traffic, school pick-up/drop-off activity, and pedestrian crossings associated with both the school and park. The crash profile is consistent with moderate-volume signalized intersections experiencing queue-related rear-end crashes and turning-movement angle conflicts.

Given the proximity of school-aged pedestrians and recreational users, exposure risk extends beyond vehicle-only crash frequency.

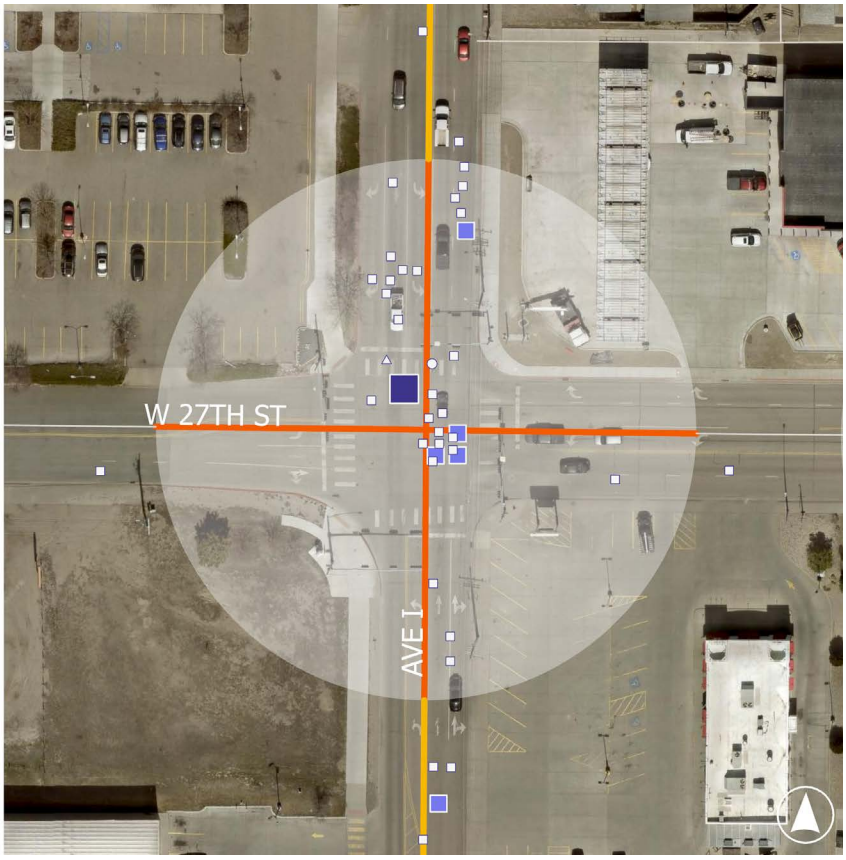
# W 27th St / Avenue I

### *Key Pattern*

*High-volume multi-lane signalized intersection with balanced angle and rear-end crash dominance in a commercial corridor with pathway interface.*

### *Countermeasures*

*Signal timing optimization and phase review (including protected turn evaluation), queue detection and progression refinement, enhanced lane-use signing and pavement markings, pedestrian timing and visibility upgrades, and pathway crossing improvements at the signalized approaches.*




**2019 - 2023 HIN**

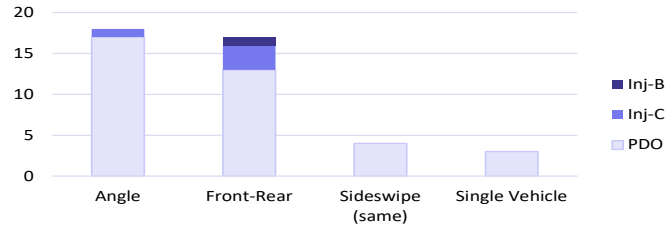
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| W27th\|AveI Crashes | Severity Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|
| **Angle** | | **1** | **17** | **18** |
| **Motor Vehicle in Transport** | | **1** | **17** | **18** |
| Dark - Lit | | | 6 | 6 |
| Dawn/Dusk | | | 1 | 1 |
| Light | | 1 | 10 | 11 |
| **Front-Rear** | **1** | **3** | **13** | **17** |
| **Motor Vehicle in Transport** | **1** | **3** | **13** | **17** |
| Dark - Lit | | 1 | 1 | 2 |
| Dawn/Dusk | | | 1 | 1 |
| Light | 1 | 2 | 11 | 14 |
| **Sideswipe (same)** | | | **4** | **4** |
| **Motor Vehicle in Transport** | | | **4** | **4** |
| Dark - Lit | | | 1 | 1 |
| Light | | | 3 | 3 |
| **Single Vehicle** | | | **3** | **3** |
| **Pedalcycle** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Utility Pole/Light Support** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Pedestrian** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Grand Total** | **1** | **4** | **37** | **42** |

## West 27th Street & Avenue I

10-Year Rank: #18 | 5-Year Rank: #19

Signalized – Multi-Lane Commercial Intersection

Forty-two crashes were recorded between 2019–2023 at this signalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle (18) and rear-end (17) crashes comprising the dominant crash types. Injury crashes are present across both categories, reflecting sustained conflict exposure rather than isolated events.

This intersection features a complex multi-lane configuration. The west leg of West 27th Street includes one westbound lane and three eastbound lanes (left-turn, through, and shared through/right). The east leg includes two through lanes with dedicated left- and right-turn lanes. The south leg of Avenue I includes one southbound lane and three northbound lanes (left-turn, through, and shared through/right). The north leg includes two northbound lanes and three southbound lanes (left-turn, through, and right-turn).

The intersection serves a high-activity commercial area, including a dollar store to the west, Walmart and additional commercial uses to the north, a restaurant on the southeast corner, and a convenience store on the northeast corner. Mixed commercial uses exist to the east and south. A multi-use pathway runs along the west side of Avenue I, intersecting this signalized location. Although pedestrian signals are present, pedestrian movements operate with lower priority relative to vehicular phases.

The crash profile reflects a classic high-volume, multi-lane signalized commercial intersection with complex turning movements, high access density, and progression variability. Rear-end crashes likely reflect queue formation and signal timing dynamics, while angle crashes indicate turning-phase conflicts and lane-use decision complexity. The presence of the pathway and commercial pedestrian generators introduces multimodal exposure even if pedestrian crash counts are limited.

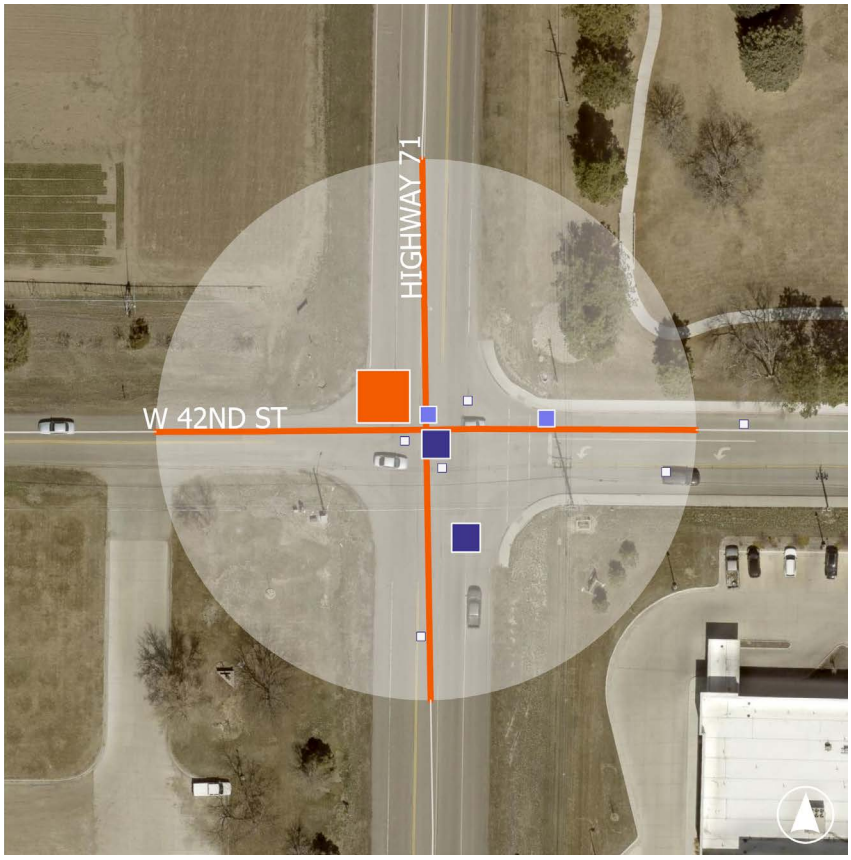
# W 42nd St / Avenue I (NE-71)

### *Key Pattern*

*Stop-controlled minor-road angle conflicts at a two-lane highway serving sensitive institutional land uses, with a fatal crash present.*

### *Countermeasures*

*Enhanced intersection lighting, improved minor-approach signing and high-visibility stop-control treatments, evaluation of sight distance and turn-lane channelization, and consideration of speed management or access refinements on NE-71.*




**2019 - 2023 HIN**

Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt

Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt

Non-Tier

**Crashes**

Motorist Fatal

Pedestrian Inj-A

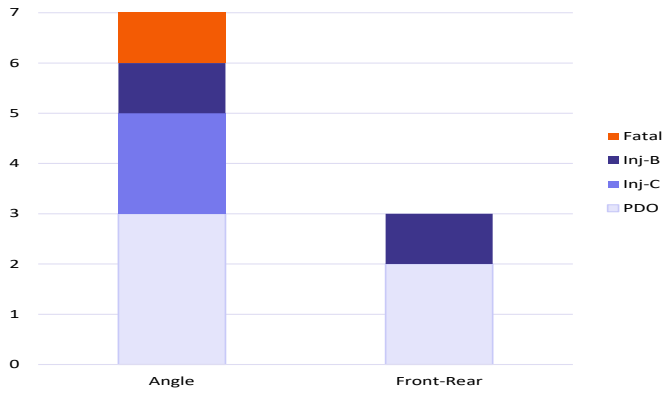
Bicyclist Inj-B

Trucker Inj-C

Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| W42nd\|Avel/NE71 | Severity | | | | |
|---|---|---|---|---|---|
| Crashes | Inj-B | Inj-C | PDO | Fatal | Total |
| **Angle** | **1** | **2** | **3** | **1** | **7** |
| **Motor Vehicle in Transport** | **1** | **2** | **3** | **1** | **7** |
| Dark - Lit | | | 1 | | 1 |
| Light | 1 | 1 | 2 | 1 | 5 |
| Unknown | | 1 | | | 1 |
| **Front-Rear** | **1** | | **2** | | **3** |
| **Motor Vehicle in Transport** | **1** | | **2** | | **3** |
| Light | 1 | | 2 | | 3 |
| **Grand Total** | **2** | **2** | **5** | **1** | **10** |

## West 42nd Street & Avenue I

10-Year Rank: #19 | 5-Year Rank: #17

Unsignalized – Stop Control on West 42nd Street

Ten crashes were recorded between 2019–2023 at this unsignalized intersection, including one fatal crash. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle crashes representing the dominant severe crash type. While total crash frequency is relatively low compared to higher-ranked HIN intersections, the presence of a fatal crash elevates this location within the severity-weighted analysis.

Avenue I (NE-71) operates as a two-lane highway with a center left-turn lane and no stop control. It serves as a primary north–south corridor, carrying traffic between rural areas north of town, commercial destinations to the south (including Walmart and US-26), and regional routes. West 42nd Street is stop-controlled at the intersection. The east leg operates as a two-lane facility with a two-way left-turn lane, while the west leg is a two-lane roadway without paved shoulders.

Surrounding land uses include a hospital and residential development to the east, a veterans home and agricultural/residential uses to the west, a golf course and rural development to the north, and commercial destinations to the south. These land uses introduce a mix of passenger vehicles, service vehicles, and potentially vulnerable or older drivers.

The crash pattern is consistent with minor-road stop-controlled angle conflicts crossing a two-lane highway with turn-lane operations. Given the presence of sensitive land uses (hospital and veterans home) and a fatal crash history, even moderate crash frequency warrants focused attention.

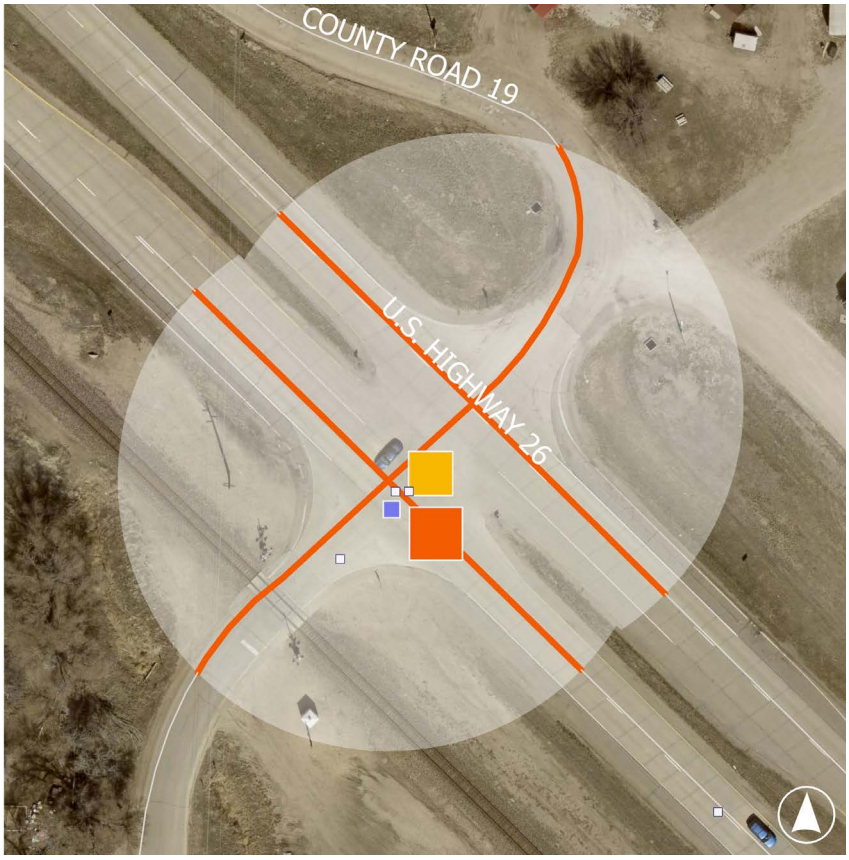
# US-26 / CR 19

### *Key Pattern*

*High-speed rural angle conflicts at a stop-controlled minor approach crossing a 70-mph divided highway with adjacent rail influence.*

### *Countermeasures*

*Enhanced advance warning signage on CR 19 (including intersection and speed transition warnings), high-visibility stop-control treatments, intersection lighting, improved median channelization guidance, potential acceleration/ deceleration lane evaluation, and assessment of sight distance and rail-queue interaction.*




**2019 - 2023 HIN**

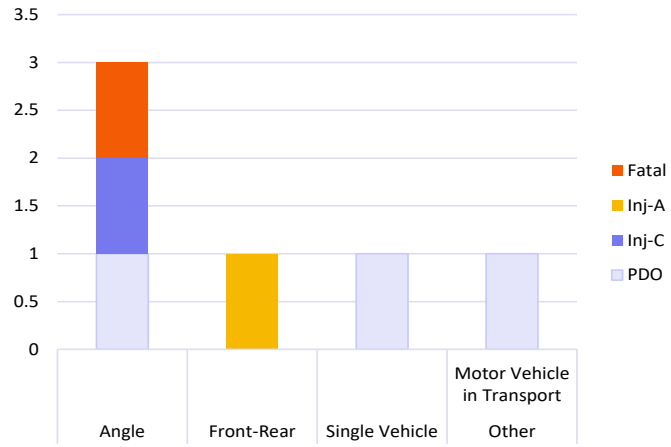
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| US26 \| CR19 Crashes | Severity Inj-A | Inj-C | PDO | Fatal | Total |
|---|---|---|---|---|---|
| **Angle** | | **1** | **1** | **1** | **3** |
| **Motor Vehicle in Transport** | | **1** | **1** | **1** | **3** |
| Light | | 1 | 1 | 1 | 3 |
| **Front-Rear** | **1** | | | | **1** |
| **Motor Vehicle in Transport** | **1** | | | | **1** |
| Light | 1 | | | | 1 |
| **Single Vehicle** | | | **1** | | **1** |
| **Traffic Sign Support** | | | **1** | | **1** |
| Light | | | 1 | | 1 |
| **Other** | | | **1** | | **1** |
| **Motor Vehicle in Transport** | | | **1** | | **1** |
| Light | | | 1 | | 1 |
| **Grand Total** | **1** | **1** | **3** | **1** | **6** |

## US-26 & CR 19

### 10-Year Rank: #20 | 5-Year Rank: #20

### Unsignalized – Stop Control on CR 19 | High-Speed Divided Highway Context

Six crashes were recorded between 2019–2023 at this rural, unsignalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, including one fatal crash and one injury crash within the 5-year period. Although overall crash frequency is low, severity weighting elevates this location due to the high-consequence environment.

US-26 operates as a divided highway at this location, with two lanes in each direction and a raised median with dedicated turn lanes. Posted speeds are 70 mph in this segment, with a speed reduction occurring further east near an overpass. CR 19 is a two-lane rural roadway serving agricultural and residential land uses in both directions and operates under stop control at the intersection.

A railroad crossing is located immediately southwest of the intersection, with the rail line running parallel to US-26. The proximity of the rail corridor introduces additional driver expectancy considerations and potential queue interactions.

The crash pattern is consistent with rural stop-controlled minor-road angle conflicts crossing a high-speed divided highway. At 70 mph, gap acceptance errors and crossing misjudgments can result in severe outcomes even when crash frequency is limited. The combination of high operating speeds, divided highway geometry, and rail proximity increases systemic risk beyond what raw crash counts suggest.

Key Pattern: High-speed rural angle conflicts at a stop-controlled minor approach crossing a 70-mph divided highway with adjacent rail influence.

# W 27th Street / Avenue F

### *Key Pattern*

*Stop-controlled minor-road angle conflicts within a high-access commercial corridor featuring a TWLTL and frequent turning movements.*

### *Countermeasures*

*Access management review, improved minor-approach signing and lighting, enhanced intersection delineation, evaluation of median channelization or turn restrictions, and speed management treatments along West 27th Street.*




**2019 - 2023 HIN**

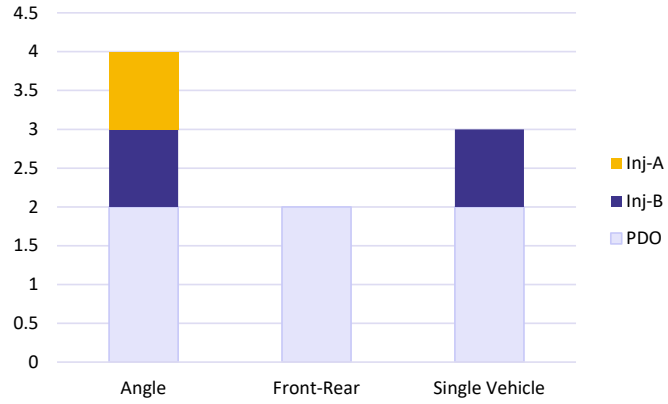
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| W27th\|AveF | Severity | | | |
|---|---|---|---|---|
| Crashes | Inj-A | Inj-B | PDO | Total |
| **Angle** | **1** | **1** | **2** | **4** |
| **Motor Vehicle in Transport** | **1** | **1** | **2** | **4** |
| Dark - Lit | 1 | | 1 | 2 |
| Light | | 1 | 1 | 2 |
| **Front-Rear** | | | **2** | **2** |
| **Motor Vehicle in Transport** | | | **2** | **2** |
| Dark - Lit | | | 1 | 1 |
| Light | | | 1 | 1 |
| **Single Vehicle** | | **1** | **2** | **3** |
| **Other Post, Pole, or Support** | | **1** | | **1** |
| Light | | 1 | | 1 |
| **Utility Pole/Light Support** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Other Fixed Object (wall, building, tunnel, etc.)** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Grand Total** | **1** | **2** | **6** | **9** |

## West 27th Street & Avenue F

### 10-Year Rank: #21 | 5-Year Rank: #22

### Unsignalized – Stop Control on Avenue F

Nine crashes were recorded between 2019–2023 at this unsignalized commercial corridor intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle and single-vehicle crashes comprising the majority of events. Injury crashes are limited but present.

West 27th Street operates as a four-lane facility with a two-way left-turn lane (TWLTL) and serves a commercial corridor characterized by restaurants, convenience stores, and frequent access driveways. Avenue F is a local street operating under stop control. The TWLTL and high driveway density create numerous turning movements and gap-selection decisions along the corridor.

The crash pattern is consistent with minor-road stop-controlled angle conflicts typical of multi-lane commercial arterials with continuous left-turn lanes. Frequent turning activity, driveway access points, and speed variability contribute to driver expectancy challenges and potential rear-end or angle conflicts.

While crash frequency and severity are moderate relative to higher-ranked intersections, the access density and commercial land use increase systemic exposure risk along this segment of West 27th Street.

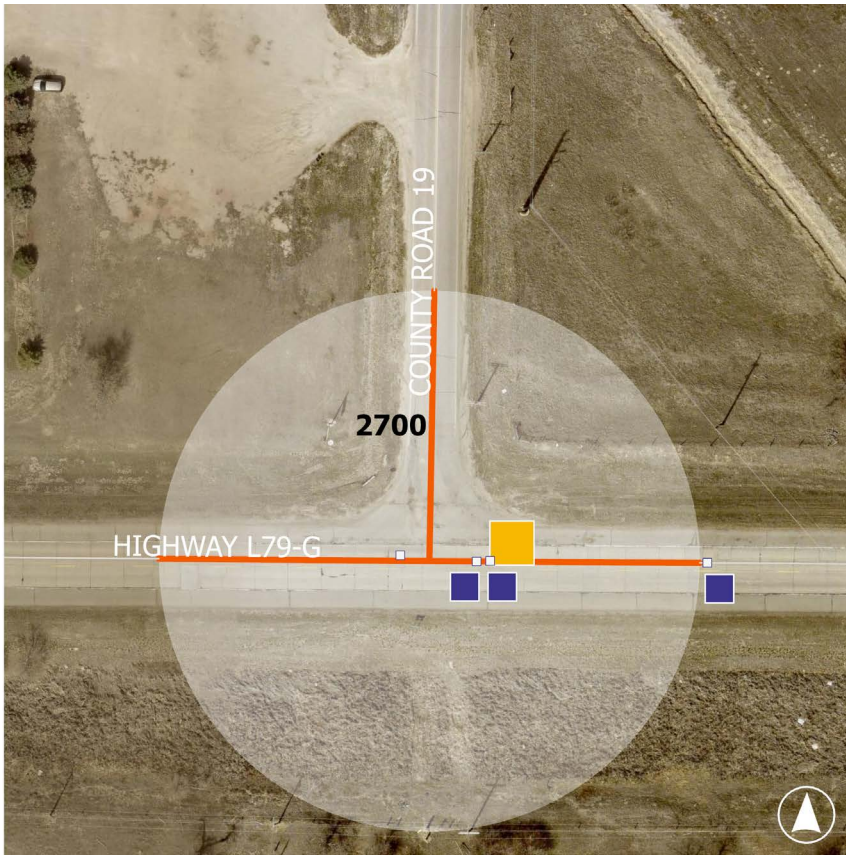
# L79G / CR 19

### *Key Pattern*

*Rural single-vehicle roadway departure crashes with minor-road stop control and limited shoulder recovery*

### *.Countermeasures*

*Enhanced intersection advance warning signage, stop-ahead pavement markings on CR 19, improved lighting or retro-reflective delineation, shoulder widening on CR 19 (if feasible), and evaluation of intersection sight distance.*




**2019 - 2023 HIN**

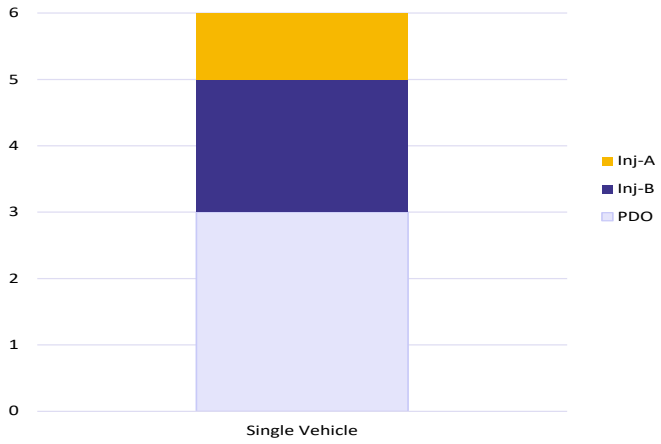
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| L79G\|CR19 Crashes | Severity Inj-A | Inj-B | PDO | Total |
|---|---|---|---|---|
| **Single Vehicle** | **1** | **2** | **3** | **6** |
| **Tree (standing)** | **1** | | | **1** |
| Dark - Not Lit | 1 | | | 1 |
| **Fence** | | **2** | **1** | **3** |
| Dark - Not Lit | | 2 | 1 | 3 |
| **Animal (Live)** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Ditch** | | | **1** | **1** |
| Dark - Not Lit | | | 1 | 1 |
| **Grand Total** | **1** | **2** | **3** | **6** |

## L79G & CR 19

### 10-Year Rank: #22 | 5-Year Rank: #24

### Unsignalized – Stop Control on CR 19

Six crashes were recorded between 2019–2023 at this rural, unsignalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates single-vehicle crashes as the dominant crash type, including injury-level outcomes. The crash profile is consistent with rural roadway departure and loss-of-control events rather than multi-vehicle crossing conflicts.

L79G operates as a two-lane county highway with paved shoulders and no stop control at this location. CR 19 is a two-lane paved roadway without paved shoulders and operates under stop control at the intersection. The surrounding land use is rural in character, with agricultural-residential properties and a golf course located north along CR 19.

The absence of paved shoulders on CR 19 may contribute to limited recovery area for drivers approaching the stop-controlled intersection. The single-vehicle crash concentration suggests issues related to speed management, sight distance, edge drop-off conditions, or nighttime visibility rather than intersection angle conflicts. Rural intersections such as this often experience lower crash frequency but higher severity potential due to speed and roadway departure risk.

Although overall crash frequency is low relative to urban HIN locations, the severity-weighted ranking reflects the elevated consequence potential typical of rural highway environments.

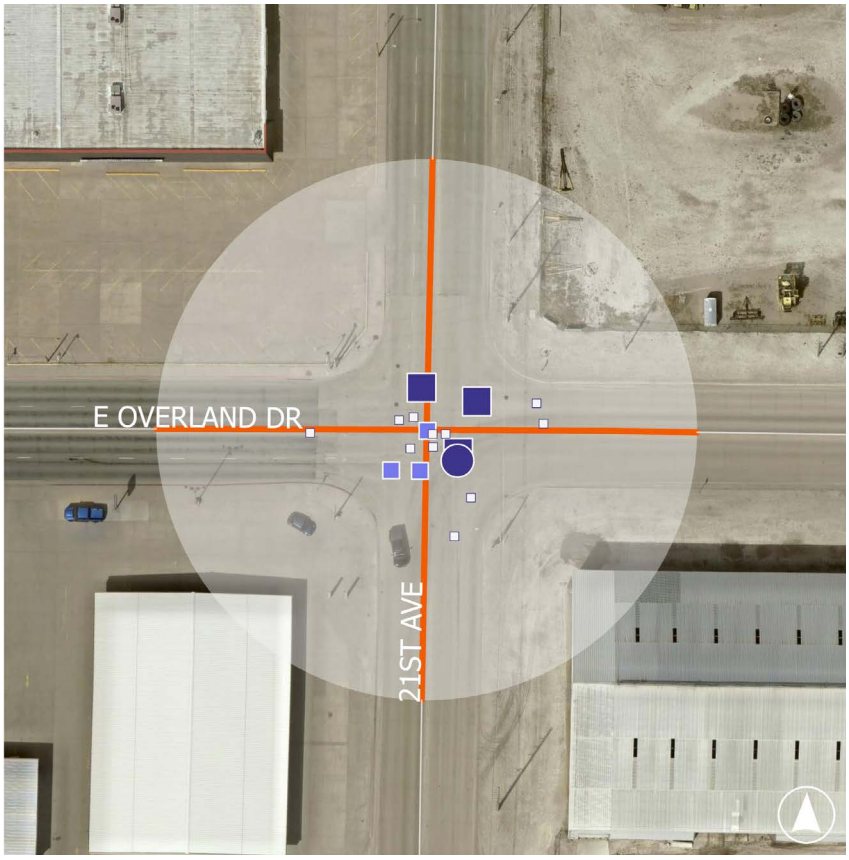
# East Overland / 21st Avenue

### *Key Pattern*

*Industrial truck turning conflicts at a four-way stop with mid-block pedestrian exposure east of the intersection.*

### *Countermeasures*

*Targeted pedestrian crossing enhancements east of the intersection (high-visibility crosswalks, RRFB if warranted), improved lighting, truck route signing reinforcement, and evaluation of mid-block crossing demand management strategies.*




**2019 - 2023 HIN**

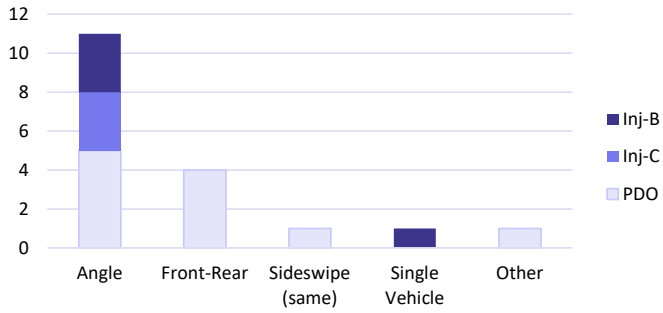
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| EOver\|21stAve Crashes | Severity Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|
| **Angle** | **3** | **3** | **5** | **11** |
| **Motor Vehicle in Transport** | **3** | **3** | **5** | **11** |
| Dark - Lit | | 1 | | 1 |
| Light | 3 | 2 | 5 | 10 |
| **Front-Rear** | | | **4** | **4** |
| **Motor Vehicle in Transport** | | | **4** | **4** |
| Dawn/Dusk | | | 1 | 1 |
| Light | | | 3 | 3 |
| **Sideswipe (same)** | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Single Vehicle** | **1** | | | **1** |
| **Pedestrian** | **1** | | | **1** |
| Dark - Lit | 1 | | | 1 |
| **Other** | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Grand Total** | **4** | **3** | **11** | **18** |

## East Overland & 21st Avenue

10-Year Rank: #23 | 5-Year Rank: #14

All-Way Stop Control – Industrial Corridor Context

Eighteen crashes were recorded between 2019–2023 at this four-way stop-controlled intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle crashes representing the dominant crash type, followed by rear-end crashes. Injury severity is present but limited in frequency.

Both East Overland Drive and 21st Avenue operate as four-lane facilities in this area. The intersection functions under all-way stop control, which appears to moderate speeds and organize turning movements effectively relative to corridor locations without control. Observations suggest the stop control is generally operating as intended.

However, the intersection sits immediately west of the sugar factory, with heavy truck traffic using both 21st Avenue and East Overland Drive east of the intersection. Large vehicle turning movements, braking variability, and queue formation contribute to operational complexity. Additionally, pedestrian activity associated with sugar factory workers has been observed mid-block east of the intersection, where crossing activity is not concentrated at the stop-controlled crossing.

While crash frequency and severity do not place this location among the highest-risk Tier 1 intersections, the combination of heavy industrial truck volumes, multi-lane cross-sections, worker pedestrian activity, and mid-block crossing behavior creates systemic exposure conditions not fully reflected in the crash data.

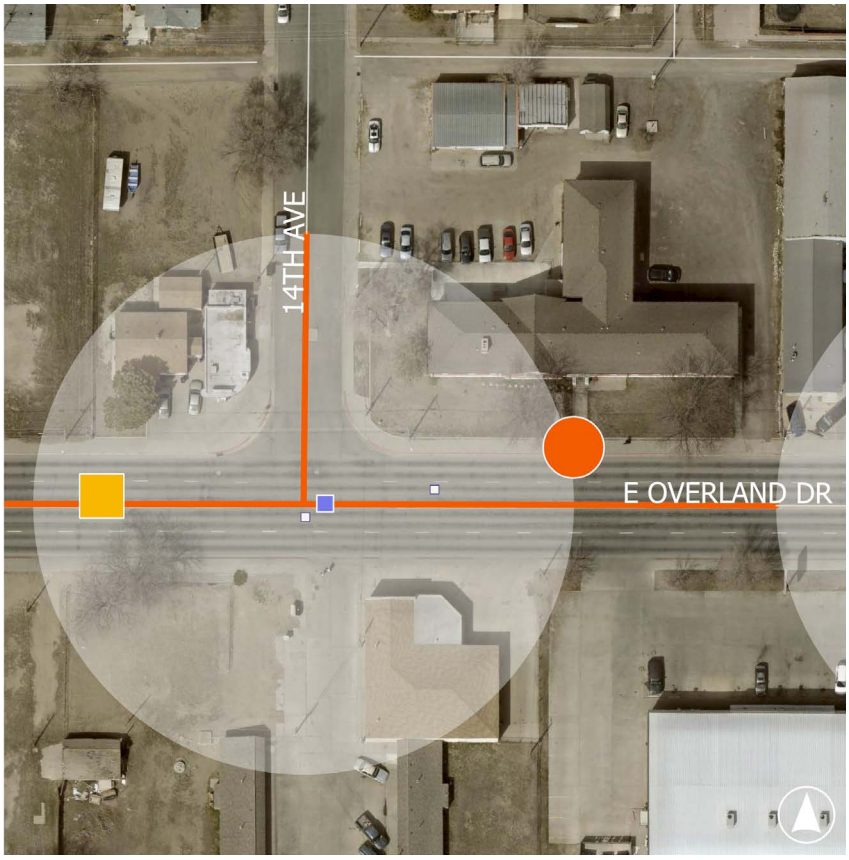
# E Overland / 14th Avenue

### *Key Pattern*

*Stop-controlled minor-road conflicts at a multi-lane arterial with adjacent residential and retail pedestrian generators.*

### *Countermeasures*

*Installation of a high-visibility marked crosswalk with Rectangular Rapid Flashing Beacons (RRFB), enhanced lighting, advance pedestrian warning signage, and evaluation of median refuge potential to reduce multi-lane crossing exposure.*




**2019 - 2023 HIN**

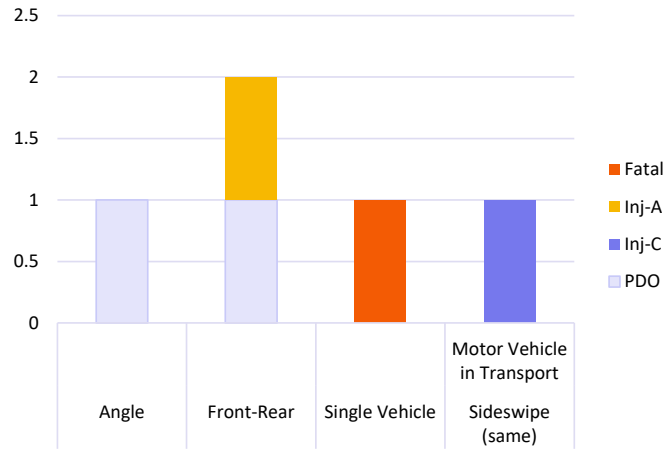
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| EOver\|14thAve Crashes | Severity Inj-A | Inj-C | PDO | Fatal | Total |
|---|---|---|---|---|---|
| **Angle** | | | 1 | | 1 |
| **Motor Vehicle in Transport** | | | 1 | | 1 |
| Light | | | 1 | | 1 |
| **Front-Rear** | 1 | | 1 | | 2 |
| **Motor Vehicle in Transport** | 1 | | 1 | | 2 |
| Light | | | 1 | | 1 |
| Dark - Lit | 1 | | | | 1 |
| **Single Vehicle** | | | | 1 | 1 |
| **Pedestrian** | | | | 1 | 1 |
| Dark - Not Lit | | | | 1 | 1 |
| **Sideswipe (same)** | | 1 | | | 1 |
| **Motor Vehicle in Transport** | | 1 | | | 1 |
| Light | | 1 | | | 1 |
| **Grand Total** | 1 | 1 | 2 | 1 | 5 |

## East Overland & 14th Avenue

10-Year Rank: #24 | 5-Year Rank: #21

Unsignalized – Stop Control on 14th Avenue

Five crashes were recorded between 2019–2023 at this unsignalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, including one fatal crash within the 5-year period. Although overall crash frequency is relatively low, the presence of a fatal crash elevates the severity weighting of this location.

East Overland Drive operates as a four-lane uncontrolled arterial, while 14th Avenue is a local street operating under stop control. The intersection is directly influenced by adjacent land uses, including a multi-unit residential apartment complex on one side and a commercial retail destination (dollar store) on the opposite side. This land use pairing generates pedestrian crossing demand across a multi-lane facility without enhanced crossing treatments.

The crash profile reflects minor-road angle conflicts typical of stop-controlled local approaches crossing a multi-lane arterial. However, the adjacent residential and retail uses introduce elevated pedestrian exposure not fully captured in crash counts alone. The combination of multi-lane crossing width, vehicle speed, and pedestrian demand increases systemic risk.

While crash volume is limited, the fatal crash history, land use context, and documented pedestrian crossing need justify proactive intervention.

# W Overland Drive / Broadway

### *Key Pattern:*

*Stop-controlled minor-road angle conflicts crossing a multi-lane arterial with nearby railroad median transition.*

### *Countermeasures*

*Enhanced minor-approach signing and lighting, improved intersection visibility and delineation, evaluation of median channelization and left-turn management, and assessment of driver expectancy impacts associated with the rail median transition.*




**2019 - 2023 HIN**

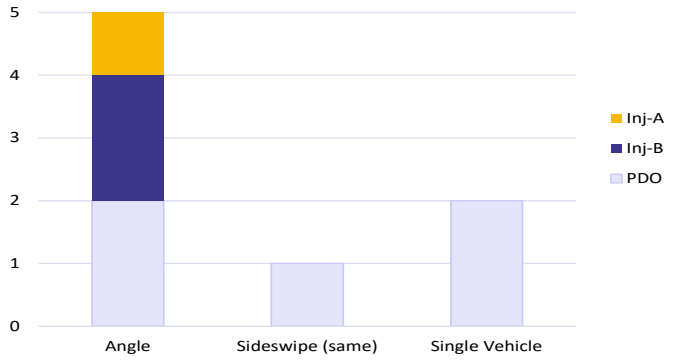
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| WOver\|Bdwy Crashes | Severity Inj-A | Inj-B | PDO | Total |
|---|---|---|---|---|
| **Angle** | **1** | **2** | **2** | **5** |
| **Motor Vehicle in Transport** | **1** | **2** | **2** | **5** |
| Light | 1 | 1 | 2 | 4 |
| Dark - Not Lit | | 1 | | 1 |
| **Sideswipe (same)** | | | **1** | **1** |
| **Motor Vehicle in Transport** | | | **1** | **1** |
| Light | | | 1 | 1 |
| **Single Vehicle** | | | **2** | **2** |
| **Curb** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Utility Pole/Light Support** | | | **1** | **1** |
| Dark - Lit | | | 1 | 1 |
| **Grand Total** | **1** | **2** | **5** | **8** |

## West Overland & Broadway

10-Year Rank: #25 | 5-Year Rank: #23

Unsignalized – Stop Control on West Overland Drive

Between 2019–2023, eight crashes were recorded at this unsignalized intersection. Crash mapping (mode by symbol shape, severity by color) indicates primarily motor-vehicle crashes, with angle crashes representing the dominant crash type. Injury crashes are limited but present within the dataset.

Broadway operates as the uncontrolled major roadway and functions as a four-lane facility with a two-way left-turn lane (TWLTL). West Overland Drive is a two-lane stop-controlled minor approach. The intersection is further influenced by the nearby railroad corridor; northbound Broadway transitions into a divided section with the quiet-zone rail median immediately north of the intersection. This median division alters driver expectancy and channelization conditions directly beyond the intersection.

The crash profile is consistent with minor-road stop-controlled angle conflicts typical of multi-lane urban arterials with continuous left-turn lanes. The presence of the TWLTL can increase turning exposure and gap-acceptance complexity for vehicles entering or crossing Broadway. The proximity of the railroad median division north of the intersection may also influence driver perception and maneuver selection.

While overall crash frequency and severity are comparatively low relative to higher-ranked HIN intersections, the operational context reflects systemic minor-road crossing risk at a multi-lane arterial with rail-adjacent influence.

# W 20th Street / Railway

### *Key Pattern*

*Minor-road stop-controlled angle conflicts in an industrial corridor with truck influence and rail-related queue dynamics.*

### *Countermeasures*

*Enhanced minor-approach visibility, improved advance warning signage, intersection lighting, truck-turning geometry improvements, delineation upgrades, and evaluation of rail-queue influence on driver behavior.*




**2019 - 2023 HIN**

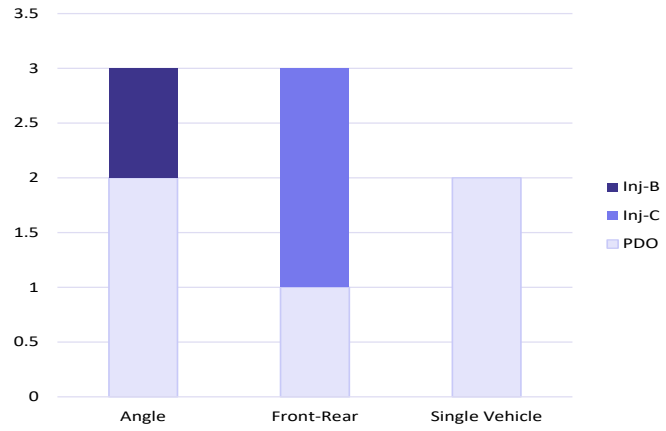
- Tier 1: KSIs | NonKSI ≥ 3.2 Severity Wt
- Tier 2: NonKSI, 1.5 ≥ 3.2 Severity Wt
- Non-Tier

**Crashes**

- Motorist Fatal
- Pedestrian Inj-A
- Bicyclist Inj-B
- Trucker Inj-C
- Motorcyclist PDO

Shape: **MODE**

Color: **SEVERITY**




| W20th\|Railway Crashes | Severity Inj-B | Inj-C | PDO | Total |
|---|---|---|---|---|
| **Angle** | **1** | | **2** | **3** |
| **Motor Vehicle in Transport** | **1** | | **2** | **3** |
| Light | 1 | | 2 | 3 |
| **Front-Rear** | | **2** | **1** | **3** |
| **Motor Vehicle in Transport** | | **2** | **1** | **3** |
| Light | | 2 | 1 | 3 |
| **Single Vehicle** | | | **2** | **2** |
| **Pedalcycle** | | | **1** | **1** |
| <Null> | | | 1 | 1 |
| **Other Post, Pole, or Support** | | | **1** | **1** |
| Unknown | | | 1 | 1 |
| **Grand Total** | **1** | **2** | **5** | **8** |

## West 20th Street & Railway

10-Year Rank: #26 | 5-Year Rank: #26

Unsignalized – Stop Control on Railway

Eight crashes were recorded between 2019–2023 at this unsignalized industrial-area intersection. Crash mapping (symbol = mode, color = severity) indicates predominantly motor-vehicle crashes, with angle and rear-end collisions comprising the primary crash types. Injury-level crashes are present but limited in frequency.

West 20th Street operates as the uncontrolled major roadway, while Railway is stop-controlled. The crash pattern is consistent with minor-road vehicles attempting to cross or turn onto West 20th Street in a context influenced by heavy truck traffic and nearby rail activity. Although crash counts are relatively low compared to other Tier 1 locations, operational observations indicate elevated conflict exposure.

This intersection sits within an industrial corridor with significant truck volumes. Cross-section transitions occur in the immediate vicinity, and queueing associated with rail operations can influence driver decision-making and gap acceptance. The presence of heavy vehicles increases braking distances, turning radii requirements, and potential sight distance constraints.

While crash frequency alone does not elevate this location to the highest tier, the combination of stop-controlled minor approach, heavy truck turning movements, rail-related queue influence, cross-section transition, and industrial access density suggests systemic risk characteristics typical of unsignalized industrial intersections.

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# A4

# findings

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## A4.1 Purpose and Organization of A4

Findings that informed development of the Scottsbluff SS4A Safety Action Plan are documented, which included integrating crash analysis, High Injury Network identification, and review of adopted plans, policies, standards, and public input. Systemic safety risks were identified, including gaps in infrastructure, policy, and operations. How these findings directly informed the selection and prioritization of SS4A strategies and actions are also provided.

Detailed crash maps and intersection summaries are provided in **APPENDIX A3 - CRASH MAPS**, with supporting methods in **APPENDIX A7 - METHODS**.

Transportation safety objectives and multimodal priorities embedded throughout the draft 2026 Scottsbluff Comprehensive plan draft and related documents provide clear policy support for SS4A implementation. This appendix is organized to establish a transparent, data-driven foundation linking documented risk, existing conditions, and community priorities to the Safety Action Plan and its implementation framework, consistent with FHWA SS4A program guidance.

## A4.2 Key Findings from Data Analysis

### Crash History and Severity Patterns

Crash history analysis demonstrates that fatal and serious injury (KSI) crashes in Scottsbluff are predictable and systemic, rather than randomly distributed across the roadway network. While most reported crashes result in property damage only, a relatively small number of corridors and intersections account for a disproportionate share of severe outcomes.

KSI crashes are most frequently associated with:

- Higher-speed arterial roadways
- Highway-adjacent corridors
- Locations with complex turning movements and high traffic volumes

These patterns indicate that crash severity in Scottsbluff is strongly influenced by roadway function, operating speed, and conflict exposure, rather than isolated behavioral factors. The findings support a network-based, Safe System approach focused on corridor- and intersection-level risk reduction, consistent with SS4A guidance.

### High Injury Network (HIN) Summary

High Injury Network (HIN) analysis identified a limited number of corridors and intersections that collectively represent a concentrated share of fatal and serious injury crashes. These locations form a connected network of risk rather than isolated hotspots, reflecting systemic design and operational characteristics.

Key HIN corridors and areas include:

- US Highway 26, which functions as a principal east–west arterial through the community
- Adjacent arterial corridors that intersect or parallel the highway
- Commercial and activity centers with elevated turning movements and access demand

Within the project limits, US-26 is a four-lane divided facility with a raised median, and all public street connections are stop-controlled or signalized. While pedestrian countdown signals are present at major signalized intersections (including Avenue B, Avenue I, 5th Avenue, East 27th Street, 21st Avenue, and East Overland), the corridor generally operates with:

- Permissive turning movements
- Long pedestrian crossing distances
- Limited pedestrian priority features (e.g., leading pedestrian intervals or protected turn phases)

HIN intersections along and near US-26 include locations such as 14th Street near the Target/WNCC area and East 20th Street near Staples, where stop-controlled side-street movements must cross high-volume, high-speed traffic. These locations present challenges for vehicles, pedestrians, and bicyclists attempting to cross or access the corridor.

The HIN provides a defensible, data-driven basis for prioritizing safety investments where they are most likely to reduce fatal and serious injury crashes, directly informing the SS4A project prioritization process.

### Vulnerable Road User Trends

Pedestrian and bicyclist crash analysis indicates that vulnerable road user risk is concentrated in specific, predictable environments, rather than dispersed evenly throughout the city. Elevated risk occurs where pedestrian demand intersects with higher-speed traffic

and where crossing opportunities are limited or widely spaced.

Key contributing conditions include:

- Long crossing distances on multi-lane arterials
- Limited grade-separated pedestrian crossings
- Land uses that generate pedestrian activity without corresponding crossing infrastructure

US-26 illustrates this pattern clearly. While the corridor includes multiple signalized intersections with pedestrian countdown signals, pedestrian crossings are widely spaced, and only one pedestrian bridge exists, located between Avenue B and 5th Avenue serving the west side of the community. No comparable grade-separated pedestrian crossing exists on the east side of Scottsbluff near 14th Street or East 20th Street, where commercial activity and pedestrian demand are present.

These trends indicate that vulnerable road user risk is driven primarily by system design and exposure, not individual behavior. The data support prioritizing pedestrian safety improvements—such as enhanced crossing treatments, pedestrian priority features, and potential grade separation—at locations identified through HIN and activity-based analysis.

### Corridor- and Intersection-Level Risk

Corridor-level analysis shows that crash severity increases where roadway design prioritizes vehicular throughput over conflict reduction and speed management. On facilities such as US-26, wide cross-sections, median separation, and coordinated signals support regional mobility but also create environments where severe crashes are more likely when conflicts occur.

Intersection-level risk is elevated at:

- Locations with high turning volumes and permissive phasing
- Stop-controlled side streets crossing multi-lane facilities
- Areas with high commercial access demand and turning conflicts

These risks are evident at several US-26 intersections and commercial access points, particularly in the eastern portion of the city. While access is generally limited to public streets rather than private driveways, the combination of high speeds, turning movements, and long pedestrian crossings creates conditions where errors are more likely to result in serious injury.

Importantly, US-26 is a Nebraska Department of Transportation (NDOT)–controlled corridor. While the City performs routine maintenance activities, geometric design, signal phasing, speed management, and major safety improvements require NDOT coordination and approval. This jurisdictional structure is a critical factor shaping safety outcomes and reinforces the need for interagency collaboration.

### Link to Project Prioritization

The findings in this section directly inform the SS4A project prioritization framework by:

- Identifying corridors and intersections where systemic risk is highest
- Linking crash severity to speed, exposure, and conflict density
- Highlighting locations where pedestrian and bicyclist risk is elevated
- Establishing the need for corridor-scale solutions and interagency coordination

By grounding project selection in crash history, HIN analysis, and corridor-level risk factors, the SS4A Safety Action Plan creates a clear, defensible line from data ➔ risk ➔ strategy ➔ projects, consistent with FHWA SS4A NOFO expectations and the Safe System approach. This prioritization structure is carried forward into the Action Plan project sheets and countermeasure crosswalk (**APPENDIX A8 - PROJECTS** and **A9 - COUNTERMEASURES**).

## A4.3 Summary of Risk Factors and Systemic Safety Issues

### *Why SS4A Is Critical on State-Controlled Corridors*

Scottsbluff's highest-risk corridor, US Highway 26, is owned and controlled by the Nebraska Department of Transportation (NDOT). While the City performs routine maintenance within this corridor, key safety decisions—such as roadway geometry, signal phasing, speed management, and pedestrian priority treatments—require state coordination and approval.

The SS4A Safety Action Plan provides a formal, data-driven framework to document safety needs on state-controlled facilities using FHWA-recognized methods, including crash history analysis, High Injury Network (HIN) mapping, and systemic risk assessment. This

approach supports interagency collaboration, strengthens project justification, and improves eligibility for implementation funding.

By aligning local safety priorities with state-controlled infrastructure through SS4A, Scottsbluff can advance corridor-level safety improvements that reduce fatal and serious injury risk, even where direct local control is limited—consistent with the Safe System principle of shared responsibility among system owners.

***Why SS4A Is Critical for School Zones and Rail Corridors***

School zones and rail corridors represent predictable, high-risk environments where exposure, complexity, and vulnerable road users converge. In Scottsbluff, these areas involve multiple jurisdictions and stakeholders, including the City, school districts, rail operators, and state agencies, which can complicate implementation of safety improvements.

The SS4A Safety Action Plan provides a coordinated framework to align engineering, education, enforcement, and operations across agencies. By using crash data, risk screening, and systemic analysis, SS4A helps prioritize improvements near schools and rail crossings—such as speed management, visibility enhancements, safer crossings, and access controls—where they can most effectively reduce fatal and serious injury risk.

Through SS4A, Scottsbluff can move beyond isolated, reactive measures toward proactive, system-level safety strategies that protect children, pedestrians, bicyclists, and drivers in complex operating environments, consistent with the Safe System approach and Vision Zero goals.

This section summarizes the primary risk factors and systemic safety issues identified through crash analysis, High Injury Network (HIN) mapping, public engagement, and review of adopted plans, ordinances, and standards. These findings explain the underlying causes of fatal and serious injury crashes in Scottsbluff and directly inform the strategies and priorities of the SS4A Safety Action Plan.

### Systemic Nature of Safety Risk

Crash data and network screening demonstrate that severe crashes are not randomly distributed, but instead cluster along a limited number of corridors and intersections with common characteristics related to speed, exposure, and conflict density (see **APPENDIX A6 - MAPS**: A6.17, A6.18, A6.19). This pattern is consistent with national research and supports a Safe System approach.

## Key Risk Factors

**1. Speed and Speed Differential**

Higher operating speeds—particularly on arterial roadways and highway corridors—are a dominant contributor to crash severity. Wide cross-sections, long block lengths, and corridor designs that prioritize vehicle throughput increase both actual and perceived speeds. Speed differentials between through traffic, turning vehicles, and pedestrians further elevate crash risk.

**Systemic issue**: Roadway geometry and function often permit or encourage speeds that exceed the safe operating environment for mixed-use corridors.

**Supporting evidence**: High Injury Network corridors correspond closely with higher-speed facilities and highway-adjacent roadways (see **APPENDIX A3 - CRASH MAPS**: HIN Corridor/Intersection Maps). Severe crashes are highly concentrated on these corridors, with approximately 96.8% of KSI crashes occurring on just 12.3 miles (about 6%) of the roadway network, demonstrating a disproportionate concentration of risk.

**2. Intersection Conflict Density**

Intersections along major corridors exhibit elevated risk due to:

- High turning volumes
- Closely spaced access points
- Limited pedestrian crossing opportunities
- Complex signal or priority conditions

These environments increase the likelihood of severe angle, turning, and pedestrian-involved crashes.

**Systemic issue**: Intersection design and spacing patterns concentrate conflict points without corresponding safety treatments.

**Supporting evidence**: A substantial share of fatal and serious injury crashes occur at or near intersections, with angle crashes alone accounting for 1,841 crashes and 49 KSIs, representing one of the largest contributors to severe outcomes in the system.

**3. Exposure of Vulnerable Road Users**

Pedestrians and bicyclists face heightened risk in areas where:

- Sidewalks or pathways are incomplete or discontinuous

- Crossings are long, unprotected, or widely spaced
- Land uses generate pedestrian activity without supporting infrastructure

This risk is amplified near schools, parks, commercial centers, and transit access points.

**Systemic issue**: Infrastructure has not consistently evolved to match how people move within and across the city.

**Supporting evidence**: Crash data indicates 51 pedestrian-involved crashes (including 3 fatalities and 5 serious injuries) and 36 bicycle crashes, with these incidents concentrated along higher-speed corridors and areas lacking continuous pedestrian infrastructure.

**4. Corridor and Access Management Challenges**

Many high-risk corridors feature frequent driveways, closely spaced intersections, and multiple conflict points. These conditions increase crash likelihood and severity, particularly for turning and crossing movements.

**Systemic issue**: Access management has not always been coordinated with safety outcomes, especially along commercial corridors.

**Supporting evidence**: Corridors identified on the HIN—representing approximately 6% of the network—account for nearly all (96.8%) KSI crashes, and commonly include areas with high access density and turning activity, reinforcing the relationship between corridor design and crash risk.

**5. Visibility and Nighttime Conditions**

Public input and crash patterns indicate that limited visibility—due to lighting gaps, roadway geometry, roadside development, and parking close to intersections—contributes to conflicts involving both vehicles and pedestrians.

**Systemic issue**: Visibility considerations have not been consistently addressed as a safety priority across corridors and intersections.

**Supporting evidence**: Evening and nighttime periods account for a smaller share of total crashes but a disproportionate share of severe crashes, with 25 KSIs occurring between 7 p.m. and 5 a.m. despite lower overall traffic volumes.

**6. Railroad and Highway Interfaces**

Rail crossings and highway corridors create complex operating environments with:

- High speeds
- Limited crossing opportunities
- Competing vehicle, pedestrian, and freight movements

These interfaces require coordinated, multi-agency safety strategies.

**Systemic issue**: Jurisdictional complexity can delay or complicate implementation of safety improvements.

**Supporting evidence**: Spatial analysis shows recurring crash patterns near US-26 and rail-adjacent corridors, where higher speeds and constrained crossing opportunities create concentrated areas of elevated risk.

**7. Enforcement and Behavioral Limitations**

While enforcement plays an important role in traffic safety, existing conditions indicate that enforcement alone cannot offset roadway designs that encourage speeding or risky behavior. Public input reflects concern about speeding and red-light running, particularly in predictable locations.

**Systemic issue**: Roadway design and operations require reinforcement through design-based speed management rather than reliance on enforcement alone.

Public input highlights speeding, red-light running, and failure to yield as persistent concerns. Data shows that enforcement alone has limited long-term impact without supportive roadway design.

**Supporting evidence**: Contributing factor analysis shows that behaviors such as speeding, failure to yield, and distracted driving account for a majority of severe crashes, but these behaviors occur most frequently in consistent, high-risk corridor environments, indicating systemic conditions rather than isolated incidents.

> *These risk factors consistently overlap along the same corridors and intersections, reinforcing that severe crash risk in Scottsbluff is driven by systemic conditions related to speed, exposure, and conflict density.*

## Table A4-1. Risk Factor Matrix: Evidence and SS4A Response

***Purpose:*** *The table below summarizes the primary systemic risk factors identified through crash data, High Injury Network analysis, and plan review, and documents how each risk factor is directly addressed through corresponding SS4A strategies and actions.*

| Risk Factor | Evidence from Data & Plans | SS4A Safety Action Plan Strategy | Representative SS4A Actions in This Plan |
|---|---|---|---|
| **Speed and speed differential** | HIN corridors align with higher-speed arterials and highway facilities; speed-related crashes overrepresented in KSI totals | Speed management through roadway design, corridor reconfiguration, and targeted operational changes | Corridor speed management treatments; entry/gateway enhancements; signal timing and progression review; targeted geometric modifications on priority corridors |
| **Intersection conflict density** | High concentration of KSI crashes at signalized and unsignalized intersections on the HIN | Systemic intersection safety improvements; conflict reduction; pedestrian protection | Intersection safety upgrades; turn-lane and channelization concepts; signal timing/phasing evaluation; high-visibility crosswalk and pedestrian signal improvements |
| **Vulnerable road user exposure** | Pedestrian and bicycle crashes clustered where sidewalks, paths, and crossings are incomplete | Sidewalk and pathway gap closure; enhanced crossings; safer routes to schools and parks | Sidewalk and ADA gap elimination; enhanced crossing treatments (RRFB/PHB where warranted); pathway network completion; school-area crossing improvements |
| **Corridor access density** | Commercial corridors with frequent driveways align with HIN segments | Access management strategies; consolidation of driveways; improved turning controls | Access management and driveway consolidation concepts; improved turn controls; signing and striping to reduce conflict points; corridor reconfiguration studies |
| **Visibility and lighting** | Nighttime and low-visibility crashes show disproportionate severity | Lighting upgrades; improved sight distance; parking and curb management near intersections | Targeted lighting improvement program on HIN corridors; intersection illumination upgrades; parking and sight-distance management near high-conflict areas |
| **Railroad and highway interfaces** | Crash clustering near rail crossings and highway junctions | Targeted rail crossing safety improvements; interagency coordination | Rail crossing surface and accessibility upgrades; signing/marking improvements; coordination framework with NDOT and rail operators; crossing prioritization program |
| **Enforcement limitations** | Repeated public concerns about speeding and red-light running in predictable locations | Design-based speed reduction paired with targeted, data-driven enforcement | Targeted enforcement support aligned with HIN locations; quick-build demonstration projects; school-zone standardization and compliance support |
| **Network inconsistency** | Discontinuous pedestrian and bicycle facilities across the system | Systemic, network-based prioritization rather than isolated spot treatments | Citywide network gap analysis; prioritized sidewalk and pathway implementation program; integration of safety criteria into capital planning |

### *Why These Risks Matter*

*Vision Zero recognizes that traffic deaths and serious injuries are preventable, not inevitable. The risk factors identified in this Safety Action Plan reflect systemic conditions—such as roadway design, operating speeds, and exposure—that shape how and why severe crashes occur.*

*Rather than focusing solely on individual behavior, a Safe System approach acknowledges that people will make mistakes and that the transportation system must be designed to anticipate errors and reduce the likelihood that those mistakes result in fatal or serious injuries. Addressing these risk factors through data-driven, systemic strategies is essential to achieving Scottsbluff's long-term goal of eliminating fatal and serious injury crashes.*

### What the Data Tells Us

Crash data and High Injury Network analysis consistently show that:

- Severe crashes cluster along specific corridors and at intersections
- Speed and conflict exposure are dominant severity factors
- Vulnerable road users experience higher risk in areas lacking protective infrastructure

These patterns confirm that Scottsbluff's safety challenges are predictable and preventable, aligning with the Safe System approach.

**Connection to SS4A Safety Action Plan Goals**

The SS4A Safety Action Plan responds directly to these systemic risk factors by:

- Prioritizing corridor- and network-level safety improvements
- Addressing speed through design, not just enforcement
- Improving pedestrian and bicycle safety where exposure is highest
- Using data to guide investment toward locations and treatments with the greatest safety impact
- Supporting a long-term Vision Zero goal of eliminating fatal and serious injury crashes

## A4.4 Overview of gaps in infrastructure, policy, or enforcement

### *A. Infrastructure Gaps Summary*

Corridor spot assessments (East Overland, North Broadway, school areas, and railroad crossings) provide location-specific examples of these systemic gaps (APPENDIX A8 - PROJECTS).

**What existing plans and documents show**

Across the Comprehensive Plan, parks and trails planning, corridor discussions, public input summaries, and related municipal documents, Scottsbluff's transportation system has historically been designed primarily for vehicle mobility. While recent projects demonstrate progress toward pedestrian-oriented design, the broader network reflects inconsistent accommodation of pedestrians, bicyclists, and other vulnerable users.

**Key infrastructure gaps identified include:**

- Incomplete and discontinuous sidewalk and pathway networks
- Limited safe pedestrian crossings on wide, high-speed corridors
- Inconsistent lighting and visibility, particularly along arterial roadways and near activity centers
- Corridor designs that prioritize throughput over conflict reduction and speed management
- Railroad crossings and highway interfaces that create complex, higher-risk environments

**What the data is telling us**

Crash analysis and High Injury Network (HIN) results reinforce these observations, showing that severe crashes are concentrated along major corridors and at intersections where exposure, speed, and conflict points are highest. Pedestrians and bicyclists are disproportionately affected in locations lacking continuous facilities, protected crossings, or context-sensitive design.

**Connection to SS4A goals**

These findings directly support SS4A goals related to:

- Reducing fatal and serious injury crashes through systemic corridor and intersection improvements
- Improving safety for people walking and bicycling
- Prioritizing infrastructure investments that address known risk factors, not just isolated crash locations

### *B. Policy and Planning Gaps Summary*

**What existing plans and ordinances show**

Scottsbluff's planning documents consistently express support for walkability, connectivity, Complete Streets concepts, and safer access to parks, schools, and commercial areas. However, many of these goals are framed at a high level and are not consistently translated into enforceable standards, performance measures, or implementation requirements.

**Identified policy gaps include:**

- Limited codified requirements for Complete Streets or multimodal design
- Inconsistent linkage between land use decisions and transportation safety outcomes
- Lack of formalized, data-driven safety prioritization criteria across departments
- Minimal integration of safety performance measures into routine capital planning and maintenance decisions

These gaps are addressed through the Transportation Safety Ordinance Update Package and related imple-

mentation processes (see **Policy O1** in **APPENDIX A8**)."

**What the data is telling us**

Crash patterns indicate that roadway context, land use intensity, and access density play a significant role in crash severity. Without clear policy direction tying safety outcomes to design and operational decisions, these risk factors persist even as development patterns evolve.

**Connection to SS4A goals**

The SS4A Safety Action Plan fills this gap by:

- Establishing a Vision Zero–aligned framework
- Introducing measurable safety goals and performance metrics
- Providing a consistent methodology to prioritize projects based on risk, exposure, and equity
- Creating a bridge between adopted planning goals and on-the-ground implementation

## *C. Enforcement and Operations Gaps Summary*

**What existing documents and public input show**

Public engagement results and supporting documents repeatedly cite concerns related to speeding, red-light running, and unsafe driver behavior along major corridors and near schools. While enforcement is recognized as important, existing documents indicate that enforcement alone has not been sufficient to address persistent safety issues.

**Identified gaps include:**

- Reliance on reactive enforcement, rather than proactive or systemic strategies
- Limited coordination between enforcement, engineering, and education efforts
- Corridor designs that make speed compliance difficult without continuous enforcement
- Few documented mechanisms to evaluate enforcement effectiveness relative to crash outcomes

**What the data is telling us**

Crash severity trends indicate that speed and conflict exposure are dominant contributors to serious injuries and fatalities. This suggests that enforcement must be paired with roadway design, operational changes, and education to produce lasting safety improvements.

**Connection to SS4A goals**

SS4A emphasizes a Safe System approach, where enforcement is one component of a broader strategy that includes:

- Speed management through design
- Clear, predictable intersection operations
- Targeted enforcement informed by crash and risk data
- Education and outreach aligned with documented safety challenges

## *D. Data and Analysis Findings Summary*

**What the data shows**

Crash history analysis, HIN mapping, and supporting demographic and land use data consistently indicate that:

- A small subset of corridors and intersections account for a disproportionate share of fatal and serious injury crashes
- Higher-risk locations align with areas of increased speed, access density, and multimodal conflict
- Vulnerable road users face elevated risk in locations lacking continuous infrastructure or protected crossings

**What this means**

These patterns confirm that Scottsbluff's safety challenges are systemic, not random. Addressing them requires moving beyond isolated spot fixes toward corridor-level strategies and policy-supported investment decisions.

- Connection to SS4A goals
  The SS4A Safety Action Plan uses these findings to:
- Define a High Injury Network
- Prioritize projects and programs based on risk and exposure
- Align investments with the city's long-term safety vision

## *E. Connection Between Findings and Plan Goals*

Collectively, the review of existing plans, ordinances, standards, and data demonstrates a strong foundation of community support for safer streets, paired with clear gaps in infrastructure continuity, policy implementation, and systemic safety practices.

The Scottsbluff SS4A Safety Action Plan responds directly to these conditions by:

- Translating community priorities into data-driven actions
- Bridging policy intent with measurable safety outcomes
- Establishing a clear path toward eliminating fatal and serious injury crashes
- Providing an implementation framework that complements and strengthens existing plans

## A4.5 Relationship of Adopted Plans, Policies, and Standards to Safety Findings




# 2026 Scottsbluff Comprehensive Plan

Transportation and traffic safety summary (not including Chapter 14 Transportation, which has not been completed/available for review):

***What the community said the priorities are:***

Transportation concerns show up as recurring "key improvement items," especially:

- Road conditions and traffic safety as recurring issues
- Highway 26 intersections repeatedly cited as unsafe—especially at/near 27th Street, Avenue I, and Target
- Requests for expanded pedestrian infrastructure and better traffic control measures
- Broader public-safety themes tied to traffic: inadequate lighting, and calls for traffic enforcement

***Transportation perceptions (survey results):***

The public participation appendix includes quantified views on roadway and safety conditions, including:

- Roads in good condition: mixed (notably 44.25% Agree vs 33.80% Disagree)
- "Intersections are safe": more negative than positive (39.58% Disagree, 23.61% Strongly Disagree)
- "Pathway system should be expanded": strong support (30.66% Strongly Agree, 35.19% Agree)
- "City is doing enough to address transportation safety": leans negative (29.51% Disagree, 15.97% Strongly Disagree)

***Policy direction that supports SS4A (even outside the missing Transportation chapter):***

The plan ties transportation to health and community design, explicitly pointing to:

- Complete Streets policies, a robust sidewalk program, improved development requirements, shared-use agreements (schools), and support for transit as ways to make walking/biking easier
- The idea that a connected street/block network helps create a complete sidewalk system and improves bicycling/transit access

***Multimodal connectivity and crossings (parks/trails + corridors):***

Several sections reinforce the need for trail connections and safer crossings, including:

- Parks that connect to the Monument Valley Pathway and crossings of US Highway 26
- Riverside neighborhood goals call for safe, accessible, and attractive crossings and trail connections to Riverside Park
- Corridor/entryway emphasis: South Beltline Highway and Highway 26 should be safe, attractive, and reflect city character—with mentions of pedestrian infrastructure and right-of-way enhancements

### Transportation projects list (recommendations plus project ideas)

***A) Plan-supported improvements (described as desired characteristics / needs)***

1. Provide safe, accessible, attractive crossings and trail connections to Riverside Park
2. Improve trail connections (noted as lacking) and create safe, attractive crossings for Riverside Park users
3. Entryway/corridor improvements on South Beltline Hwy / Hwy 26 areas (landscaping and better pedestrian infrastructure are specifically cited)
4. Highway 26 entryway enhancements in the Southeast 26 district (e.g., monument signs, landscaping, "small right-of-way improvements")
5. Expand the pathway system citywide (survey-supported)

***B) Completed/ongoing transportation-relevant projects explicitly described***

6. 18th Street Plaza pedestrianization (18th

Street closed/converted to a pedestrian plaza; opened 2023)

***C) Community-identified project ideas and location-specific fixes (from the participation appendix)***

These appear as specific suggestions in the public participation appendix; they're useful to carry into the SS4A plan as "community-identified needs":

7. 2nd Ave safety/operations near schools: add a parking lot east/north of the SBPS 81 building to reduce constrained passing/parking conflicts on 2nd Ave
8. Traffic signal need near Target/ Staples to "cross safely"
9. Turn lanes at Hwy 26 signals and potentially additional traffic lights by Target
10. Intersection improvements (Hwy 26 @ 27th St)
11. Intersection improvements (Hwy 26 @ 14th Ave)
12. Broadway pedestrian crossing upgrades (better crosswalk identification and a "button to press" crossing)
13. Lighting improvements on East Overland (visibility/safety)
14. Railroad crossing condition/ safety concerns, especially on the east side
15. Apply "20th Street was incredible" style improvements to 5th Avenue (commentary suggesting similar corridor investment)
16. Speed/signage/enforcement focus on Hwy 26, including concerns about speeding and red-light running and calls for better warning signage and speed enforcement

## Relationship of the 2026 Scottsbluff Comprehensive Plan to the SS4A Safety Action Plan

The 2026 Scottsbluff Comprehensive Plan establishes a clear policy framework that supports improved transportation safety, multimodal connectivity, and equitable access to the city's street network. While the **Transportation** chapter is under separate development, transportation- and traffic safety–related goals, needs, and recommendations are embedded throughout the Comprehensive Plan's community engagement results, neighborhood plans, land use policies, parks and trail planning, and corridor and entryway guidance. These elements provide strong policy justification for the Scottsbluff SS4A Safety Action Plan and its recommended safety strategies.

***Community-Identified Transportation and Safety Needs***

Public engagement conducted as part of the Comprehensive Plan consistently identified transportation safety as a top community concern. Residents frequently cited roadway conditions, unsafe intersections, and challenges for pedestrians and bicyclists. Survey results show that perceptions of intersection safety are notably negative, while there is strong community support for expanding the city's pathway and trail system and improving pedestrian infrastructure.

***Specific locations and themes raised through public input include:***

- Safety concerns at and near US Highway 26, particularly at major intersections and commercial access points.
- Requests for improved traffic control, turn lanes, and crossing opportunities along high-volume corridors.
- The need for better lighting, improved visibility, and safer pedestrian crossings in commercial and neighborhood areas.
- Ongoing concerns related to railroad crossings, especially on the east side of the city.
- Safety issues near schools, including constrained roadways, parking conflicts, and vehicle–pedestrian interactions.

These concerns align closely with SS4A emphasis areas such as systemic intersection safety, pedestrian and bicyclist protection, speed management, and roadway visibility.

***Multimodal Connectivity and Active Transportation***

The Comprehensive Plan repeatedly emphasizes the importance of a connected, walkable, and bikeable community. Policies and recommendations across multiple chapters highlight:

- Expansion of the city's pathway and trail system, including improved connections to parks, neighborhoods, and community destinations.
- The importance of safe and accessible pedestrian crossings, particularly where trails intersect with major roadways

such as US Highway 26.

- Integration of sidewalk and pathway planning with land use decisions to support daily walking, biking, and transit use.
- Support for Complete Streets–style approaches that balance vehicular mobility with pedestrian, bicycle, and transit safety.

These elements directly reinforce SS4A goals related to creating safer routes for people walking and bicycling and reducing serious injury and fatal crashes through design-based solutions.

***Corridors, Entryways, and High-Risk Locations***

The Comprehensive Plan identifies several key corridors and gateways where transportation function, safety, and community character intersect. These include:

- US Highway 26 and the South Beltline Highway, which are described as critical entryways that should be safe, attractive, and supportive of multiple travel modes.
- Areas near commercial centers, schools, and parks where higher pedestrian activity creates increased conflict potential.
- Neighborhood access points to major parks, including Riverside Park, where safe crossings and trail connections are needed.

These corridor and area-based priorities are consistent with SS4A's focus on High Injury Network corridors, systemic risk reduction, and targeted safety improvements at locations with elevated exposure and conflict potential.

***Implementation Actions and Project Concepts***

Although the Comprehensive Plan does not include a standalone transportation project list in this version, it identifies or references a range of transportation-related actions and project concepts, including:

- Expansion and improvement of pedestrian and trail connections, including safer crossings.
- Intersection improvements and traffic control enhancements along US Highway 26.
- Corridor upgrades that include pedestrian facilities, lighting, and access management.
- Safety-focused improvements near schools and community destinations.
- Continued investment in pedestrian-oriented spaces, such as the completed 18th Street Plaza.

These concepts provide documented community support and policy backing for the SS4A Safety Action Plan's recommended projects and countermeasures.

***Relationship to the SS4A Safety Action Plan***

The Scottsbluff SS4A Safety Action Plan builds directly upon the needs, priorities, and policy direction established in the Comprehensive Plan. The SS4A plan advances the Comprehensive Plan's goals by:

- Translating community-identified safety concerns into data-driven analysis, including crash history and High Injury Network identification.
- Advancing systemic safety strategies that address speeding, intersection conflicts, pedestrian visibility, and access management.
- Prioritizing projects and programs that improve safety for all users, with particular emphasis on pedestrians, bicyclists, school-aged children, and older adults.
- Providing an implementation framework that complements future transportation planning efforts, including the forthcoming Transportation chapter of the Comprehensive Plan.

The 2026 Scottsbluff Comprehensive Plan Transportation Chapter, which became available in Spring 2026, provides an updated overview of the community's transportation system, emphasizing the interconnected roles of regional mobility, local access, safety, freight movement, and multimodal connectivity. The chapter identifies US-26 as the community's primary east-west corridor and highlights Avenue I, 27th Street, Broadway, 20th Street, East/West Overland, and South Beltline Highway as key arterial routes supporting daily travel, commercial activity, and regional connectivity.

The chapter recognizes that Scottsbluff functions as a regional employment and service center with significant inbound and outbound commuting patterns, reinforcing the importance of maintaining reliable regional corridors and efficient intersections. It also identifies transportation affordability and vehicle dependence as important community considerations, noting that transportation costs represent a substantial share of household expenses and that limited multimodal options reinforce reliance on personal vehicles.

The major focus is improving multimodal connectivity and addressing barriers created by US-26, the BNSF rail corridor, drainage features, and wide arterial roadways.

> *The plan notes that sidewalks, bicycle facilities, and shared-use pathways remain fragmented, with gaps in ADA accessibility, limited dedicated bicycle infrastructure, and constrained crossing opportunities reducing comfort and safety for pedestrians and bicyclists.*

The Monument Valley Pathway is identified as a major regional asset, while future improvements emphasize better connectivity between neighborhoods, schools, parks, transit stops, and regional destinations.

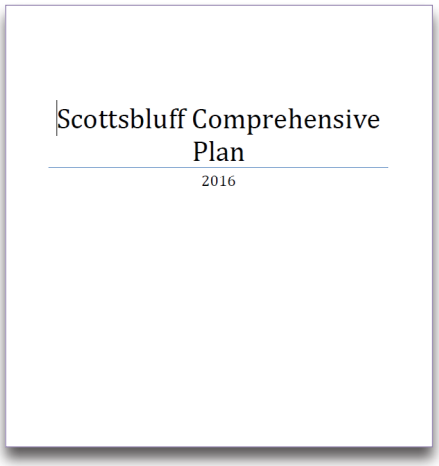
Transit service provided through the Tri-City Roadrunner system is recognized as an essential mobility resource, particularly for older adults, individuals with disabilities, and households without reliable vehicle access. However, the plan identifies limitations related to service frequency, stop amenities, and first- and last-mile pedestrian access.

Transportation safety is identified as a major priority throughout the plan. The 2026 Comprehensive Plan highlights recurring concerns related to intersection operations, speeding, turning conflicts, visibility, railroad crossings, pedestrian safety, and school access. There are specific references to the ongoing Scottsbluff SS4A Safety Action Plan and the importance of corridor-based safety improvements, intersection modernization, access management, multimodal upgrades, and systemic safety strategies to reduce fatal and serious injury crashes.

The Comprehensive Plan also summarizes current and planned investments, including NDOT improvements along US-26, implementation of the Heartland Expressway corridor, local One- and Six-Year Street Improvement Program projects, and corridor-focused planning efforts such as the East Overland Corridor Revitalization Plan.

> *Collectively, the 2026 Comprehensive Plan supports a long-term vision focused on balancing regional mobility with local access, improving safety and resilience, enhancing multimodal transportation options, and strengthening connections between Scottsbluff, Gering, Terrytown, and surrounding regional destinations.*






# 2016 Comprehensive Plan — Transportation & Safety Findings Summary

The 2016 Scottsbluff Comprehensive Plan establishes a long-term vision for a more connected, equitable, and multimodal transportation system. Transportation-related policies emphasize improving safety, mobility, and access for all users, particularly pedestrians, bicyclists, seniors, and residents without access to a personal vehicle. While the plan strongly supports multimodal transportation and Complete Streets principles, many recommendations remain high-level and lack implementation specificity, creating gaps that the SS4A Safety Action Plan is positioned to address.

### Key Transportation Themes

The plan identifies several recurring transportation and safety challenges:

- Heavy reliance on personal vehicles and limited public transit options
- Incomplete pedestrian and bicycle infrastructure, particularly in school zones and underserved neighborhoods
- Safety concerns at railroad crossings that regularly block arterial traffic
- The need for Complete Streets designs that support children, older adults, and people with disabilities
- Long-term strategies include expanding active transportation options, improving intersection safety, addressing storm water impacts on roadways, and ensuring equitable access to public amenities.

## Transportation Safety Review Through the 5 E's Framework

### Engineering

The Comprehensive Plan supports multimodal roadway design, pedestrian and bicycle connectivity, traffic calming, and safer streetscapes. It references tools such as traffic calming, improved crossings, and context-sensitive street design near schools and residential areas.

#### Gaps Identified

Engineering guidance remains largely conceptual, with limited corridor- or intersection-specific design direction. The plan does not establish clear standards for school zone design, arterial road diets, or shared street applications.

#### SS4A Relevance

SS4A provides the data-driven prioritization, corridor focus, and systemic design strategies needed to translate these goals into implementable safety projects.

### Education

The plan emphasizes public engagement, school zone awareness, and general traffic safety education. Community involvement is framed as an important component of transportation planning.

#### Gaps Identified

Education strategies are not targeted to specific risk groups or behaviors, and there is no defined mechanism for sustained safety education tied to crash trends.

#### SS4A Relevance

SS4A supports targeted, data-informed education and outreach efforts aligned with documented risk factors such as speeding, pedestrian exposure, and school-area conflicts.

### Enforcement

The plan recognizes the role of law enforcement in maintaining traffic safety, particularly in school zones and along major corridors.

#### Gaps Identified

Enforcement strategies are not clearly defined or tied to specific locations, behaviors, or performance measures. There is limited discussion of automated or systemic enforcement tools.

#### SS4A Relevance

SS4A emphasizes enforcement as part of a broader Safe System approach, pairing targeted enforcement with roadway design and operational changes.

## Encouragement

The plan encourages walking, biking, and transit use through improved infrastructure and reduced reliance on automobiles

**Gaps Identified**

Few concrete incentive or encouragement programs are identified, and transit promotion strategies are limited.

**SS4A Relevance**

SS4A supports encouragement through safer, more comfortable infrastructure and improved access to everyday destinations.

## Evaluation

The plan references monitoring safety conditions using crash data, traffic counts, and community feedback.

**Gaps Identified**

There is no formal performance framework or defined set of safety metrics to evaluate outcomes over time.

**SS4A Relevance**

SS4A establishes measurable safety goals, performance tracking, and ongoing evaluation consistent with Vision Zero principles.

### Safe System & Vision Zero Alignment Review

When reviewed through USDOT's Safe System framework, the 2016 Comprehensive Plan demonstrates strong intent but limited operationalization:

**Strengths**

- Supports multimodal networks and accessibility
- Acknowledges speed management and traffic calming
- Prioritizes school routes and vulnerable users
- Recognizes equity and ADA considerations

**Key Gaps**

- Limited focus on crash severity reduction and forgiving infrastructure
- No explicit speed reduction targets or systemic speed management policies
- Lack of detailed protective treatments for vulnerable users
- No formal cross-departmental safety governance structure
- Equity considerations not consistently tied to data-driven risk

### Role of SS4A

The SS4A Safety Action Plan builds upon the Comprehensive Plan's vision by:

- Applying data-driven analysis to identify systemic risk
- Prioritizing corridors and intersections with the greatest safety need
- Advancing Safe System strategies that reduce crash severity
- Establishing a clear implementation and evaluation framework

### Summary of Key Gaps and Opportunities

**Gaps Identified**

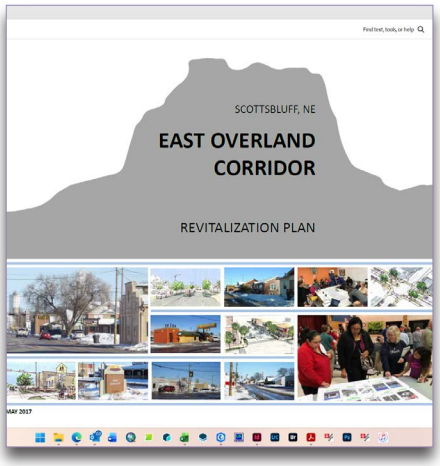
- Limited implementation-level engineering guidance
- Lack of targeted education and enforcement strategies
- Absence of performance metrics and evaluation framework
- Generalized equity language without data-driven prioritization

**Opportunities for Advancement**

- Systemic corridor safety improvements and road diets
- School zone safety standards and treatments
- Design-based speed management
- Data-driven equity and safety prioritization

### Why This Matters for SS4A

The 2016 Comprehensive Plan provides strong policy support for safer, more equitable transportation in Scottsbluff but lacks the tools needed to systematically reduce fatal and serious injury crashes. The SS4A Safety Action Plan directly fills this gap by converting long-standing community goals into prioritized, data-supported actions aligned with Vision Zero and the Safe System approach.




# East Overland Corridor Revitalization Plan – Transportation & Safety Findings Summary

The East Overland Corridor Revitalization Plan addresses long-standing safety, access, and mobility challenges along one of Scottsbluff's most historically underserved commercial corridors.

Public engagement consistently identified pedestrian safety, walkability, and transportation infrastructure deficiencies as priority concerns, particularly near Roosevelt Elementary School, where high vehicle speeds, narrow sidewalks, and unsafe crossings create elevated risk for vulnerable users.

The plan emphasizes corridor revitalization through multimodal infrastructure, streetscape improvements, and traffic calming strategies intended to improve safety, support local businesses, and promote reinvestment in the Southeast Neighborhood. While some proposed roadway reconfigurations—such as a potential road diet—received mixed community support, the plan establishes a clear policy foundation for future safety-focused corridor improvements as funding and consensus allow.

## Key Transportation and Safety Themes

Primary transportation priorities identified in the plan include:

- Improving pedestrian safety and crossing conditions along East Overland
- Addressing speeding and traffic operations near schools and commercial uses
- Enhancing the East Overland and 9th Avenue intersection
- Redesigning school pick-up and drop-off circulation at Roosevelt Elementary
- Improving corridor walkability, visibility, and access management

The plan reinforces the role of multimodal transportation as a tool for equity, economic vitality, and community health.

## Transportation Safety Review – Integrated 5 E's Summary

### Engineering

The plan proposes a pedestrian-oriented streetscape with wider sidewalks, curb extensions, improved crossings, driveway consolidation, bike lanes, lighting, and public realm enhancements. These measures are intended to reduce conflicts, slow traffic, and improve comfort for pedestrians and bicyclists.

**Gaps Identified**

Engineering recommendations stop short of defining specific speed management or crash-severity–reduction treatments. Protected bike facilities, pedestrian refuge islands, and forgiving roadside elements are not consistently detailed.

**SS4A Relevance**

SS4A provides the framework to advance corridor-level safety treatments, including protected crossings, speed management, and context-sensitive roadway design.

### Education and Encouragement

Community engagement and corridor branding are core components of the revitalization strategy, supported by improved signage and wayfinding. Streetscape improvements are intended to encourage walking, biking, and use of public space.

**Gaps Identified**

Targeted safety education and encouragement programs—particularly for drivers, pedestrians, and school-related travel—are not fully developed.

**SS4A Relevance**

SS4A supports targeted education and encouragement strategies aligned with documented risk factors and school-area safety needs.

### Enforcement

The plan acknowledges the need to manage speeding and improve compliance with pedestrian right-of-way laws through traffic calming and corridor design.

**Gaps Identified**

Enforcement strategies are not operationally defined, and there is limited discussion of automated

enforcement or sustained corridor-focused enforcement efforts.

**SS4A Relevance**

SS4A emphasizes pairing design-based speed management with targeted, data-informed enforcement strategies.

## Evaluation

The plan includes intent to monitor pedestrian and bicycle activity and collect community feedback to guide future adjustments.

**Gaps Identified**

There is no comprehensive data-driven evaluation framework tied to safety performance measures such as crash reduction, speed compliance, or pedestrian exposure.

**SS4A Relevance**

SS4A establishes measurable safety outcomes and ongoing performance tracking consistent with Vision Zero principles.

### Safe System & Vision Zero Alignment

**Strengths**

- Supports multimodal corridor design and pedestrian safety
- Recognizes the role of speed management on a high-speed arterial
- Improves access for vulnerable users and transit riders
- Advances equity and reinvestment goals in an underserved area

**Key Gaps**

- Limited emphasis on forgiving infrastructure and crash severity reduction
- No explicit speed reduction targets or systemic calming strategy
- Incomplete protection for pedestrians and bicyclists in higher-risk segments
- Lack of formal, multi-agency safety coordination

### Role of SS4A

The SS4A Safety Action Plan builds on the corridor plan by:

- Using crash and HIN data to prioritize East Overland safety improvements
- Advancing Safe System strategies that reduce speed and conflict severity
- Supporting phased implementation of corridor safety treatments
- Aligning equity-focused revitalization with measurable safety outcomes

### Summary of Key Gaps and Opportunities

**Gaps Identified**

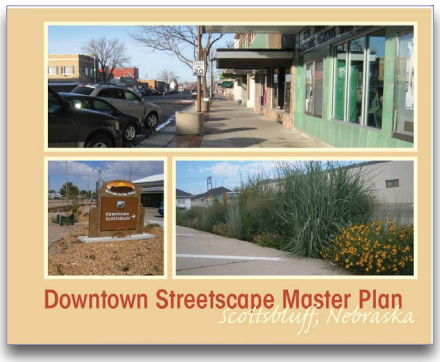
- Limited protected facilities for pedestrians and bicyclists
- Underdeveloped enforcement and education strategies
- Lack of defined safety performance metrics
- Dependence on future funding and consensus for major roadway changes

**Opportunities for Advancement**

- Corridor-level speed management and access control
- School-area safety improvements near Roosevelt Elementary
- Enhanced pedestrian crossings and lighting
- Data-driven evaluation of corridor safety outcomes

### Why This Matters for SS4A

The East Overland Corridor Revitalization Plan establishes strong policy support for safer, more walkable streets in a high-risk, underserved area. The SS4A Safety Action Plan provides the data, prioritization, and implementation framework needed to advance these goals and reduce fatal and serious injury crashes along the corridor.




# Downtown Streetscape Master Plan – Transportation & Safety Findings Summary

The Downtown Streetscape Master Plan establishes a long-term vision to transform downtown Scottsbluff into a safer, more walkable, and more inviting district through Complete Streets design and phased implementation. The plan emphasizes pedestrian comfort and accessibility while maintaining downtown function for motorists, deliveries, and transit. Recommended improvements focus on streetscape design, safer crossings, ADA compliance, and multimodal accommodations that support downtown activity and economic vitality.

Rather than relying on full reconstruction, the plan recommends incremental, opportunity-driven implementation aligned with maintenance schedules and utility upgrades. This approach supports steady progress toward a people-centered downtown while acknowledging funding and construction realities.

### Key Transportation and Safety Themes

Primary transportation priorities include:

Widened sidewalks, enhanced curb ramps, and pedestrian-scale amenities

Curb extensions and other design measures to shorten crossing distances and calm traffic

Improved lighting and visibility to support safe use during evening hours

Bicycle accommodations, bicycle parking, and improved connections within downtown

Parking and circulation refinements to reduce conflicts and improve access to businesses

The plan's emphasis on comfort, accessibility, and phasing aligns well with a Safe System approach when paired with measurable safety outcomes and implementation prioritization.

## Transportation Safety Review – Integrated 5 E's Summary

## Engineering

The plan advances a strong set of downtown safety-supportive design strategies, including wider sidewalks, curb extensions, enhanced crossings, lighting, ADA improvements, and bicycle facilities. These elements reduce pedestrian exposure and improve comfort and visibility.

### Gaps Identified

While the plan uses design concepts that can reduce speed, it does not consistently specify proven speed management treatments (e.g., raised crossings, protected intersections) or define cycling protection levels needed in higher-traffic areas.

### SS4A Relevance

SS4A can strengthen downtown implementation by prioritizing systemic safety treatments, defining bikeway protection approaches, and aligning phased projects with crash and risk data.

## Education and Encouragement

The plan reflects strong community engagement and supports downtown as a walkable destination. Wayfinding and signage improvements are intended to help users navigate safely and comfortably.

### Gaps Identified

Targeted education for new downtown circulation patterns, pedestrian priority areas, and bicycle interactions is not fully defined, and encouragement strategies are largely indirect (design-based).

### SS4A Relevance

SS4A can support targeted safety education and behavior campaigns paired with infrastructure changes (e.g., yielding, crosswalk compliance, downtown speed expectations).

## Enforcement

The plan relies heavily on design to influence behavior (lane narrowing, curb extensions, crossing upgrades), but enforcement approaches are not operationalized.

### Gaps Identified

No detailed strategy is provided for managing speeding, parking

compliance, or pedestrian right-of-way enforcement, and automated enforcement is not addressed.

### SS4A Relevance

SS4A can define a downtown-focused enforcement approach aligned with crash patterns and supported by design-based speed management.

## Evaluation

The plan supports monitoring and feedback to guide future improvements.

### Gaps Identified

There is no defined performance framework for downtown safety outcomes (e.g., speed compliance, yielding behavior, conflict rates, crash reduction, and pedestrian counts).

### SS4A Relevance

SS4A provides measurable safety performance metrics and evaluation methods consistent with Vision Zero and Safe System principles.

## Safe System & Vision Zero Alignment

**Strengths**

- Strong emphasis on pedestrian safety, ADA access, and improved crossings
- Streetscape design elements that can reduce conflicts and improve visibility
- Supports multimodal travel and downtown vitality through Complete Streets principles
- Phased approach supports implementability and continuous improvement

**Key Gaps**

- Limited explicit linkage between design choices and crash severity reduction
- Lack of defined downtown speed management targets and enforcement approach
- Bicycle safety treatments could be strengthened through physical separation where needed
- No formal safety governance structure for ongoing downtown oversight

**Role of SS4A**

The SS4A Safety Action Plan strengthens and implements the downtown vision by:

- Prioritizing downtown safety treatments based on risk and exposure
- Advancing Safe System strategies that reduce speed and crash severity
- Pairing phased streetscape work with measurable safety outcomes
- Coordinating education and enforcement with infrastructure changes

## Summary of Key Gaps and Opportunities

**Gaps Identified**

- Incomplete definition of bicycle protection and crossing treatments
- Limited enforcement and education implementation detail
- Lack of performance measures to evaluate safety outcomes over time

**Opportunities for Advancement**

- Systemic downtown speed management using proven design treatments
- Enhanced pedestrian crossings (including visibility and compliance improvements)
- Stronger bicycle separation and conflict reduction at key locations
- Formal monitoring framework to track outcomes and guide phased investments

**Why This Matters for SS4A**

The Downtown Streetscape Master Plan provides clear policy support for a safer, people-centered downtown. The SS4A Safety Action Plan complements this vision by supplying data-driven prioritization, Safe System–aligned countermeasures, and measurable performance tracking to ensure phased downtown investments deliver meaningful reductions in fatal and serious injury crash risk.




# School Safety Assessment Study (2020) Scottsbluff High School & Bluffs Middle School – Transportation & Safety Findings Summary

The 2020 Final School Safety Assessment Study provides a focused, data-driven evaluation of pedestrian and vehicular safety conditions surrounding Scottsbluff High School, Bluffs Middle School, Bear Cub Preschool, and St. Agnes School. Conducted in response to documented pedestrian crashes near Scottsbluff High School, the study identifies systemic safety deficiencies along 27th Street, 2nd Avenue, and adjacent roadways and recommends targeted infrastructure, operational, and policy improvements.

The study reinforces the need to address school-area safety as a system, where roadway design, parking availability, circulation patterns, and behavior interact to create predictable risk during peak school travel times.

## Key Transportation and Safety Themes

Primary safety challenges identified include:

- Excessive vehicle speeds on 27th Street despite reduced school-zone speed limits
- Unsafe pedestrian crossings and frequent crossing at non-designated locations
- Insufficient on-campus parking contributing to unsafe off-campus crossings
- Congestion and operational conflicts caused by school driveway access and circulation
- Over-reliance on signage and enforcement without complementary design measures

These issues are concentrated along a small number of corridors and intersections, aligning with SS4A principles of systemic risk identification.

## Systemic Risk and Safety Findings

### Speed and Roadway Design

Traffic counts and speed studies showed that average vehicle speeds on 27th Street exceeded the posted 20 mph school-zone limit. The four-lane roadway configuration creates a visual and operational environment that encourages speeding and produces the “shadowing” effect, reducing pedestrian visibility.

**Systemic issue**

Roadway geometry undermines posted speed limits and pedestrian safety.

**SS4A relevance**

Supports design-based speed management, including road diets and lane reconfiguration.

## Pedestrian Safety and Crossing Behavior

Students frequently cross at unsignalized or informal locations, often ignoring pedestrian signals. This behavior was observed consistently and is directly tied to crossing placement, convenience, and perceived safety.

**Systemic issue**

Pedestrian behavior reflects infrastructure layout rather than noncompliance alone.

**SS4A relevance**

Aligns with consolidating crossings, installing pedestrian-activated signals (e.g., HAWKs), and using fencing or channelization to guide safe crossings.

### Parking and Pedestrian Exposure

Insufficient on-campus student parking forces off-campus parking on 3rd and 4th Avenues, increasing pedestrian exposure and unsafe midblock crossings.

**Systemic issue**

Parking availability directly influences pedestrian risk and route choice.

**SS4A relevance**

Recognizes parking management as a safety strategy, not just a land-use issue.

### Traffic Circulation and Access Management

The primary high school driveway on 27th Street creates congestion and queues that spill into nearby intersections. Multiple pickup/drop-off points further increase conflicts between vehicles and pedestrians.

**Systemic issue**

School access points are not aligned with current traffic volumes or safety needs.

**SS4A relevance**

Supports access relocation, circulation redesign, and conflict reduction strategies.

## Recommended Safety Strategies Identified in the Study

Key recommended improvements include:

- Road diet on 27th Street (four lanes to three with center turn lane)
- Consolidated, signalized pedestrian crossings, including HAWK signals
- Pedestrian fencing to reduce unsafe midblock crossings
- Standardized, flashing school-zone signage
- Expanded student parking through reallocation of underutilized lots
- Relocation of school access to reduce congestion and conflicts

These recommendations are directly implementable and align closely with SS4A eligible project types.

## Safe System & Vision Zero Alignment

### Strengths

- Grounded in observed behavior and crash history
- Prioritizes speed reduction and exposure management
- Emphasizes design solutions over education or enforcement alone
- Identifies school zones as predictable, high-risk environments

### Key Gaps

- Limited discussion of protected bicycle or micro-mobility facilities
- No formal automated speed enforcement strategy
- Lack of institutionalized monitoring framework

## Role of SS4A

The SS4A Safety Action Plan advances this study by:

- Embedding school-area improvements within a citywide High Injury Network
- Pairing design changes with performance monitoring and evaluation
- Formalizing cross-agency coordination and Safe System implementation
- Supporting equity-focused prioritization of school safety investments

## Summary of Key Gaps and Opportunities

### Gaps Identified

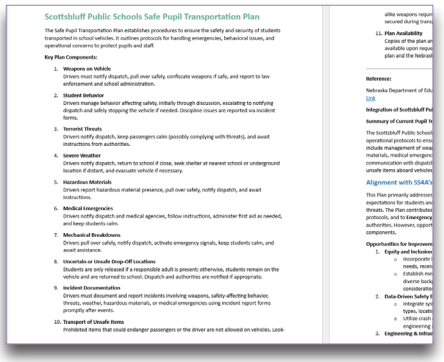
- Roadway design encourages speeding
- Unsafe pedestrian crossings driven by layout and access
- Parking shortages increase pedestrian exposure
- Fragmented coordination and limited evaluation

### Opportunities for Advancement

- Design-based speed management and road diets
- Protected and consolidated pedestrian crossings
- Integrated parking and circulation strategies
- Data-driven monitoring and continuous improvement

## Why This Matters for SS4A

The 2020 Final School Safety Assessment Study provides clear, actionable evidence that school-area safety challenges in Scottsbluff are predictable, systemic, and preventable. The SS4A Safety Action Plan supplies the structure and funding pathway needed to implement these recommendations comprehensively and equitably, advancing the city's Vision Zero goals.


Scottsbluff Public Schools Safe Pupil Transportation Plan

The Safe Pupil Transportation Plan establishes procedures to ensure the safety and security of students transported in school vehicles. It outlines protocols for handling emergencies, behavioral issues, and operational concerns to protect pupils and staff.

Key Plan Components:

1. Weapons on Vehicle
Drivers must notify dispatch, pull over safely, confiscate weapons if safe, and report to law enforcement and school administration.
2. Student Behavior
Drivers manage behavior affecting safety, initially through discussion, escalating to notifying dispatch and safely stopping the vehicle if needed. Discipline issues are reported via incident forms.
3. Terrorist Threats
Drivers notify dispatch, keep passengers calm (possibly complying with threats), and await instructions from authorities.
4. Severe Weather
Drivers notify dispatch, return to school if close, seek shelter at nearest school or underground location if distant, and evacuate vehicle if necessary.
5. Hazardous Materials
Drivers report hazardous material presence, pull over safely, notify dispatch, and await instructions.
6. Medical Emergencies
Drivers notify dispatch and medical agencies, follow instructions, administer first aid as needed, and keep students calm.
7. Mechanical Breakdowns
Drivers pull over safely, notify dispatch, activate emergency signals, keep students calm, and await assistance.
8. Uncertain or Unsafe Drop-Off Locations
Students are only released if a responsible adult is present; otherwise, students remain on the vehicle and are returned to school. Dispatch and authorities are notified if appropriate.
9. Incident Documentation
Drivers must document and report incidents involving weapons, safety-affecting behavior, threats, weather, hazardous materials, or medical emergencies using incident report forms promptly after events.
10. Transport of Unsafe Items
Prohibited items that could endanger passengers or the driver are not allowed on vehicles. Look-

11. Plan Availability
Copies of the plan ar
available upon reque
plan and the Nebras

Reference:
Nebraska Department of Edu
Link

Integration of Scottsbluff Pu

Summary of Current Pupil Tr

The Scottsbluff Public School
operational protocols to ens
include management of vio
materials, medical emergenc
communication with dispatc
unsafe items aboard vehicles

Alignment with SS4A's

This Plan primarily addresses
expectations for students and
threats. The Plan contributes
protocols, and to Emergency
authorities. However, opport
components.

Opportunities for Improvem

1. Equity and Inclusion
o Incorporate
needs, recei
o Establish ove
diverse backg
considerations
2. Data-Driven Safety I
o Integrate sys
types, locati
o Utilize crash
engineering
3. Engineering & Infrast

# Scottsbluff Public Schools Safe Pupil Transportation Plan – Transportation & Safety Findings Summary

The Scottsbluff Public Schools Safe Pupil Transportation Plan establishes operational procedures to protect students and staff during school transportation activities. The plan focuses on emergency response, student behavior management, communication protocols, and incident documentation to ensure consistent and safe pupil transportation operations across the district.

While the plan is primarily operational in nature, it provides an important policy and procedural foundation that complements infrastructure-based safety efforts addressed in the SS4A Safety Action Plan.

## Key Transportation and Safety Themes

The plan addresses safety risks associated with:

- Student behavior and prohibited items on school vehicles
- Emergency situations, including severe weather, medical incidents, hazardous materials, and security threats
- Mechanical breakdowns and unsafe drop-off conditions
- Communication and coordination with dispatch, law enforcement, and emergency responders
- Incident reporting, documentation, and accountability

The plan emphasizes clear roles, rapid communication, and consistent procedures to minimize risk during transportation-related incidents.

## Transportation Safety Review – Integrated 5 E's Summary

### Engineering

The plan indirectly supports safety through procedures that require safe stopping locations, controlled loading and unloading, and coordination with authorities during roadway-related incidents.

#### Gaps Identified

The plan does not include guidance on roadway or infrastructure design near bus stops, nor does it address physical treatments that reduce crash risk or severity around pupil loading zones.

#### SS4A Relevance

SS4A provides the framework to connect operational safety needs with engineering solutions such as safer bus stop design, traffic calming, lighting, sidewalks, and pedestrian refuge areas.

### Education

The plan clearly defines expectations for drivers and students and outlines training and communication requirements related to safety, emergency response, and incident handling.

#### Gaps Identified

Education efforts are focused internally and are not explicitly tied to broader community education for drivers traveling near school buses and bus stops.

#### SS4A Relevance

SS4A supports expanded education and outreach addressing driver behavior near school buses, stops, and routes.

### Enforcement

The plan establishes enforcement mechanisms through reporting requirements, coordination with law enforcement, and defined disciplinary processes.

#### Gaps Identified

Enforcement related to roadway behavior near bus stops (e.g., speeding, illegal passing of stopped buses) is not explicitly integrated with citywide traffic enforcement strategies.

#### SS4A Relevance

SS4A strengthens enforcement by aligning school transportation safety needs with data-driven, location-specific traffic enforcement.

### Encouragement

Encouragement is implicit through procedures designed to promote orderly, predictable behavior and safe decision-making during transport.

#### Gaps Identified

The plan does not include incentive-based or encouragement strategies for safe behavior by motorists near school transportation routes.

### SS4A Relevance

SS4A supports encouragement through safer system design that makes correct behavior easier for all users.

## Evaluation

The plan requires incident documentation and reporting, providing a basic mechanism for tracking safety events.

### Gaps Identified

Incident data is not clearly integrated into a broader, data-driven evaluation framework to identify trends, hotspots, or recurring risk locations.

### SS4A Relevance

SS4A establishes performance monitoring and data integration across agencies to guide continuous safety improvement.

## Safe System & Vision Zero Alignment

### Strengths

- Clear operational protocols for managing risk and emergencies
- Strong emphasis on communication, documentation, and accountability
- Focus on protecting vulnerable users during boarding, alighting, and transport
- Alignment with state and federal pupil transportation standards

### Key Gaps

- Limited integration with roadway design and infrastructure safety
- No formal process to link incident data with engineering or enforcement actions
- Equity considerations not explicitly tied to prioritization of safety improvements

## Role of SS4A

The SS4A Safety Action Plan enhances the Safe Pupil Transportation Plan by:

- Linking operational safety needs to physical infrastructure improvements
- Using crash and incident data to prioritize safety investments near bus stops and routes
- Supporting cross-agency coordination between schools, city departments, and law enforcement
- Advancing Vision Zero goals through a Safe System approach that reduces exposure and crash severity

## Summary of Key Gaps and Opportunities

### Gaps Identified

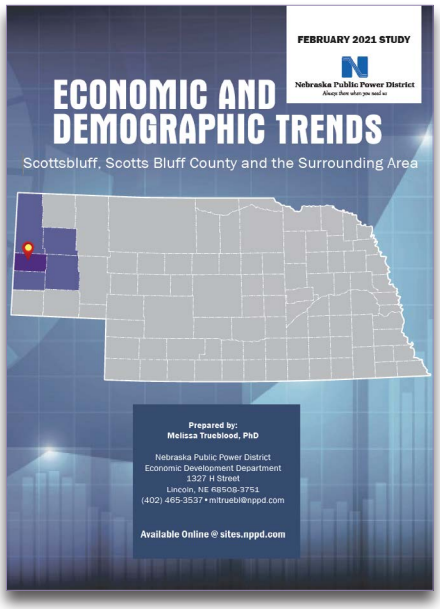
- Lack of engineering standards for safe bus stop environments
- Limited speed management and enforcement integration near routes and stops
- Incident data not systematically analyzed for safety planning
- Equity considerations not explicitly embedded in prioritization

### Opportunities for Advancement

- Safer bus stop design with traffic calming and pedestrian protections
- Data-driven identification of high-risk routes and stops
- Integrated enforcement strategies targeting bus-related safety risks
- Formalized multi-agency coordination and performance monitoring

## Why This Matters for SS4A

The Scottsbluff Public Schools Safe Pupil Transportation Plan establishes strong operational safeguards for student transportation. The SS4A Safety Action Plan complements this work by addressing the systemic roadway, speed, and infrastructure conditions that influence safety outside the vehicle, ensuring that students are protected not only during transport, but throughout their entire trip to and from school.




# Economic and Demographic Trends (2021) – Transportation & Safety Findings Summary

## Scottsbluff, Scotts Bluff County, and Surrounding Area

The Economic and Demographic Trends analysis provides important context for understanding transportation safety needs in Scottsbluff and the surrounding region. Travel behavior, population characteristics, and economic conditions identified in this analysis directly influence exposure, vulnerability, and equity considerations within the transportation system and reinforce the need for a data-driven, context-sensitive approach to safety planning.

## Key Transportation and Safety Context

Several regional trends have direct implications for transportation safety:

**Short, local trip patterns**: A large share of the workforce lives and works within the region, with most daily commutes under 10 miles. This results in frequent, short trips concentrated on local streets and arterials, increasing interaction between vehicles, pedestrians, and bicyclists.

**Regional traffic draw**: Scottsbluff functions as a regional employment and retail hub. A retail pull factor nearly double the state average generates higher traffic volumes along key commercial corridors and access routes.

**Aging population**: The county's median age exceeds the state average, indicating a growing proportion of older adults who may experience increased vulnerability to crashes and mobility challenges.

**Lower household incomes**: Median household income trails state averages, suggesting a higher reliance on walking, biking, shared transportation, and older vehicles, with equity implications for safety investment.

## Transportation Safety Implications

### Travel Patterns and Exposure

Short trip lengths and high internal commuting mean residents regularly use the same corridors, intersections, and commercial access points. This increases cumulative exposure to risk, particularly on arterial streets that serve both local and regional traffic.

#### SS4A relevance

Supports prioritizing systemic corridor and intersection improvements rather than isolated spot fixes.

### Regional Retail and Employment Traffic

As a regional destination, Scottsbluff experiences elevated traffic volumes that are not solely driven by local residents. This intensifies conflict points along commercial corridors, particularly where pedestrian activity is present.

#### SS4A relevance

Reinforces the need for safety treatments on corridors with high exposure, turning movements, and mixed user types.

## Aging Population and Accessibility

An aging population increases the importance of:

- Shorter crossing distances
- Longer signal timing
- Improved lighting and visibility
- ADA-compliant sidewalks and crossings

Older adults are more vulnerable to serious injury in crashes, even at lower speeds.

#### SS4A relevance

Aligns with Safe System principles that emphasize reducing crash severity and designing for the most vulnerable users.

## Equity and Economic Considerations

Lower median household incomes indicate that a significant portion of residents may depend on non-driving modes or older vehicles

with fewer safety features. Transportation investments therefore have a direct equity and public health dimension.

**SS4A relevance**

Supports equity-focused prioritization of safety investments and improvements to walking, biking, and transit access.

## Safe System & Vision Zero Alignment

**Key Takeaways**

- Travel behavior and demographics shape where and how safety risk occurs
- Vulnerable users—older adults, pedestrians, and lower-income households—face disproportionate risk
- Regional traffic patterns increase exposure on specific corridors and intersections

## Role of SS4A

The SS4A Safety Action Plan responds to these conditions by:

- Using crash and exposure data to identify a High Injury Network
- Prioritizing corridors that serve both local and regional traffic
- Advancing equitable, multimodal safety improvements
- Aligning safety investments with the needs of an aging population
- Summary of Key Gaps and Opportunities

**Gaps Identified**

- Transportation system historically oriented toward vehicle mobility over accessibility
- Limited accommodation for aging users and those reliant on active modes
- Elevated exposure on commercial corridors serving regional traffic

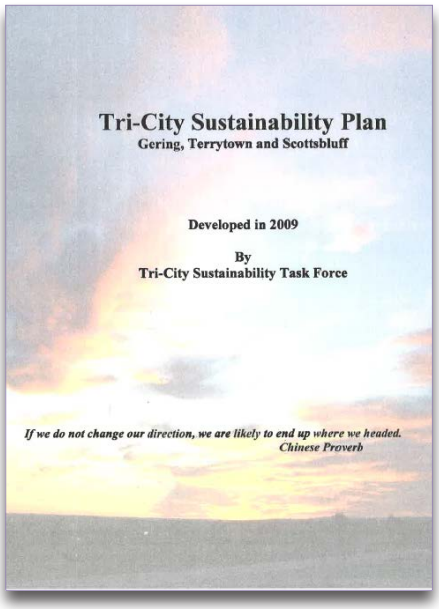
**Opportunities for Advancement**

- Context-sensitive corridor design that balances mobility and safety
- Improved pedestrian and ADA infrastructure
- Equity-driven prioritization of safety projects
- Systemic speed and conflict management on high-exposure routes

## Why This Matters for SS4A

Economic and demographic conditions shape who is exposed to traffic risk and where severe crashes are most likely to occur. By grounding safety strategies in local and regional trends, the SS4A Safety Action Plan ensures that investments address real-world travel behavior, protect vulnerable populations, and advance Scottsbluff's long-term Vision Zero goals.






# Tri-City Sustainability Assessment (2009) – Transportation & Mobility Findings Summary

Scottsbluff, Gering, and Terrytown

The Tri-City Sustainability Assessment provides an early regional evaluation of transportation, land use, and infrastructure conditions across Scottsbluff, Gering, and Terrytown. Developed by the Tri-City Sustainability Task Force, the assessment identifies systemic transportation and mobility challenges that continue to influence safety, access, and sustainability outcomes in the region.

While the assessment predates more recent planning efforts, its findings remain highly relevant to understanding long-standing patterns of vehicle dependency, limited multimodal infrastructure, and the need for coordinated, context-sensitive transportation planning.

## Key Transportation and Mobility Themes

The assessment identifies several transportation-related strengths and deficiencies with direct safety implications:

- High reliance on personal vehicles, with limited cohesive strategies to reduce single-occupancy vehicle travel
- Underdeveloped walkability and bicycle networks, with streets rarely designed for safe walking or biking
- Limited use of trail systems for transportation, despite their potential to support active travel and connectivity
- Minimal integration of land use and transportation planning, resulting in dispersed development patterns and increased vehicle trips
- Emerging but limited alternative transportation options, including carpooling, handi-bus service, and remote work

The Buildings & Transportation subtest score of 19 out of 50 reflects the need for significant improvement in mobility design, connectivity, and sustainability practices.

## Transportation Safety and Systemic Risk Implications

### Vehicle Dependency and Exposure

The assessment highlights a regional transportation system oriented primarily toward vehicle travel. This dependency increases exposure to traffic risk by concentrating travel on arterial roadways and limiting safer alternatives for short, local trips.

**SS4A relevance**

Supports shifting from vehicle-only mobility toward safer, multimodal networks that reduce exposure and conflict.

### Walkability, Bicycling, and Connectivity Gaps

Streets and corridors are generally not designed to support walking or biking as everyday transportation. Trail systems are underutilized for mobility purposes and lack integration with destinations and street networks.

**SS4A relevance**

Aligns with SS4A emphasis on filling sidewalk and bikeway gaps, improving crossings, and creating connected networks for vulnerable users.

## Land Use and Transportation Coordination

The assessment identifies limited use of compact development, building clustering, and connectivity strategies, which contributes to longer trips and increased traffic volumes.

**SS4A relevance**

Reinforces the importance of context-sensitive corridor design and coordination between land use and transportation safety planning.

## Environmental Conditions and Roadway Design

Impervious surfaces, limited storm water treatment, and corridor design practices contribute to runoff and environmental degradation in street environments. These conditions can also affect

roadway condition, visibility, and pedestrian comfort.

**SS4A relevance**

Supports incorporating green infrastructure and corridor design improvements that enhance safety, comfort, and resilience.

## Safe System & Vision Zero Alignment

### Strengths

- Early recognition of the need to reduce vehicle dependency
- Acknowledgement of the importance of walkability and alternative transportation
- Regional perspective across multiple jurisdictions

### Key Gaps

- Limited implementation mechanisms for multimodal infrastructure
- Minimal focus on traffic safety outcomes or crash severity
- No data-driven prioritization of high-risk corridors or users

## Role of SS4A

The SS4A Safety Action Plan advances the assessment's sustainability goals by:

- Translating mobility and sustainability concerns into safety-focused actions
- Prioritizing corridors and locations with elevated crash risk
- Supporting multimodal infrastructure that reduces vehicle dependence and exposure
- Aligning safety improvements with long-term sustainability and equity goals

## Summary of Key Gaps and Opportunities

### Gaps Identified

- Persistent vehicle dependency
- Limited walkable and bikeable street design
- Underutilized trail systems for transportation
- Weak integration of land use, transportation, and safety planning

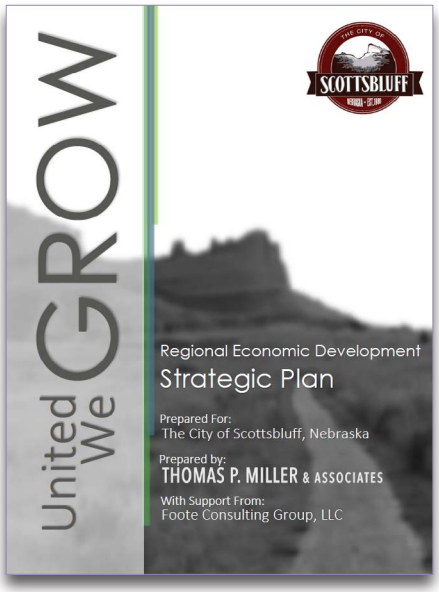
### Opportunities for Advancement

- Expansion of connected pedestrian and bicycle networks
- Corridor redesign to balance safety, access, and sustainability
- Integration of green infrastructure in roadway projects
- Regional coordination on multimodal and safety investments

### Why This Matters for SS4A

The Tri-City Sustainability Assessment underscores that many of today's transportation safety challenges stem from long-standing system design choices. The SS4A Safety Action Plan provides the mechanism to address these legacy conditions by advancing safer, more sustainable, and more equitable transportation networks consistent with Vision Zero and Safe System principles.






# United We GROW Regional Economic Development Strategic Plan – Transportation & Safety Findings Summary

## City of Scottsbluff and Regional Labor Shed

The United We GROW Regional Economic Development Strategic Plan highlights the essential role that transportation systems play in supporting economic growth, workforce development, and regional competitiveness across Scotts Bluff County and the surrounding labor shed. The plan emphasizes that safe, reliable, and connected transportation infrastructure is a foundational requirement for attracting employers, supporting key industry sectors, and connecting residents to jobs and education.

## Key Transportation and Mobility Themes

The plan identifies several transportation-related priorities with direct safety implications:

- **Regional connectivity and corridor function:** Major corridors linking Scottsbluff, Terrytown, and Gering are critical for freight movement, commuter travel, and economic integration.
- **Cross-jurisdictional workforce access:** A large share of the workforce commutes from surrounding counties in Nebraska and Wyoming, increasing reliance on regional highways and arterials.
- **Freight and industrial access:** Target industries require safe, efficient truck access to industrial sites and regional highway connections.
- **Access to education and training:** Career Academies, technical schools, and job training facilities must be safely accessible for students, young workers, and underserved populations.
- **Equity and inclusion:** Transportation barriers disproportionately affect low-income, transit-dependent, and younger populations, limiting access to economic opportunity.

## Transportation Safety and Systemic Risk Implications

### Regional Corridors and Exposure

Corridors that support freight and commuter travel carry higher traffic volumes and heavier vehicles, increasing crash severity risk—particularly where local access and multimodal activity occur.

**SS4A relevance**

Supports prioritizing systemic safety improvements on high-exposure regional corridors within the High Injury Network.

### Workforce Mobility and Reliability

Safe and predictable travel conditions are essential for workforce retention and access. Crash-related delays, unsafe conditions, and limited multimodal options can create barriers to employment and training.

**SS4A relevance**

- Aligns safety investments with economic resilience and workforce access goals.
- Freight Movement and Conflict Management
- Industrial and agribusiness activity requires truck access that is compatible with surrounding land uses. Poorly managed access points and mixed-use corridors increase conflict risk.

**SS4A relevance**

Reinforces the need for access management, intersection safety improvements, and context-sensitive corridor design.

### Youth, Education, and Equity

Safe access to Career Academies, training centers, and employment sites is especially important for youth and underserved populations who may rely on walking, biking, transit, or shared rides.

**SS4A relevance**

Supports equity-focused safety investments and multimodal access improvements.

## Safe System & Vision Zero Alignment

**Strengths**

- Strong linkage between transportation performance and economic success
- Emphasis on regional coordination and corridor investment
- Recognition of workforce access and equity considerations

**Key Gaps**

- Limited focus on crash risk and safety outcomes within economic corridors
- No explicit safety performance measures tied to mobility investments
- Multimodal access discussed conceptually but not operationalized

## Role of SS4A

The SS4A Safety Action Plan strengthens the United We GROW framework by:

- Embedding safety as a core criterion in regional mobility investments
- Using crash and risk data to prioritize corridor and intersection improvements
- Advancing multimodal access to jobs and education
- Aligning economic development goals with Vision Zero and Safe System principles

**Gaps Identified**

- Safety not consistently integrated into economic corridor planning
- Elevated exposure on regional commuter and freight routes
- Limited multimodal access to employment and training sites

## Opportunities for Advancement

- Systemic safety improvements on key regional corridors
- Safer access to industrial and employment centers
- Multimodal connectivity for workforce and youth access
- Equity-driven transportation safety investments

## Why This Matters for SS4A

Economic vitality depends on safe, reliable transportation. The United We GROW Strategic Plan confirms that reducing crash risk, improving access, and strengthening corridor safety are not only transportation goals but economic imperatives. The SS4A Safety Action Plan provides the framework to ensure transportation safety investments directly support regional growth, workforce development, and equitable access to opportunity.






# Tax Increment Financing (TIF) Program – Transportation & Safety Findings Summary

City of Scottsbluff

The City of Scottsbluff's Tax Increment Financing (TIF) Program is a critical implementation tool for addressing infrastructure deficiencies and advancing redevelopment in blighted or substandard areas. Transportation and public infrastructure improvements are eligible TIF expenditures, positioning the program as a key funding mechanism to support mobility, accessibility, and traffic safety improvements in areas with documented need.

## Key Transportation and Mobility Themes

The TIF Program supports transportation safety and mobility through several core functions:

- Funding for public infrastructure improvements, including streets, sidewalks, utilities, public parking, and right-of-way enhancements
- Targeted investment in underserved areas, where infrastructure deficiencies often contribute to elevated safety risk
- Alignment with Comprehensive Plan goals, including Complete Streets, walkability, and multimodal access
- Improved site access and circulation, supporting both vehicular operations and non-motorized safety
- Leveraging private investment to deliver public safety benefits that may otherwise be cost-prohibitive

By directing reinvestment toward areas with aging or inadequate infrastructure, the TIF Program can help address long-standing transportation safety gaps.

## Transportation Safety and Systemic Risk Implications

### Infrastructure Deficiencies in Redevelopment Areas

Blighted and redevelopment areas frequently exhibit outdated street geometry, incomplete sidewalks, poor lighting, and substandard intersections—all of which contribute to increased crash risk for pedestrians, bicyclists, and drivers.

**SS4A relevance**

Supports directing safety investments to locations with systemic infrastructure deficiencies and elevated risk.

## Access, Circulation, and Conflict Reduction

Redevelopment projects often involve changes to site access, driveway configuration, and internal circulation. Without safety-focused design, these changes can increase conflict points.

**SS4A relevance**

Aligns with access management, intersection redesign, and multimodal safety strategies identified in the SS4A Safety Action Plan.

## Equity and Community Reinvestment

Because TIF districts are often located in underserved areas, transportation improvements funded through TIF can improve safety, accessibility, and mobility for residents who may rely more heavily on walking, biking, or transit.

**SS4A relevance**

Supports equity-focused prioritization and investment consistent with Vision Zero principles.

***Safe System & Vision Zero Alignment***

***Strengths***

- Provides a dedicated funding mechanism for infrastructure improvements
- Encourages integration of transportation upgrades into redevelopment projects
- Aligns redevelopment with Comprehensive Plan mobility goals
- Enables public–private partnerships that advance safety outcomes

***Key Gaps***

- Safety performance outcomes are not explicitly required as part of TIF project evaluation

- Transportation improvements may vary in quality without consistent safety standards

## Role of SS4A

The SS4A Safety Action Plan strengthens the TIF Program by:

- Providing data-driven prioritization to guide TIF investments toward high-risk locations
- Establishing safety performance goals that can be integrated into redevelopment agreements
- Identifying specific countermeasures eligible for TIF funding (e.g., ADA upgrades, crossings, lighting, quick-build treatments)
- Ensuring redevelopment projects contribute to citywide Vision Zero objectives

***Gaps Identified***

- Safety outcomes not consistently embedded in redevelopment decision-making
- Variable application of multimodal and pedestrian safety standards

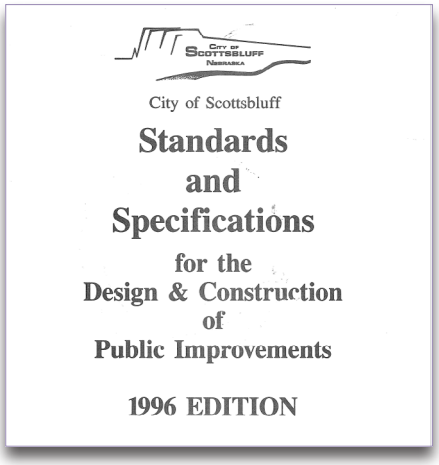
***Opportunities for Advancement***

- Use TIF to fund SS4A-priority safety projects in redevelopment areas
- Integrate safety criteria into TIF project selection and design
- Leverage private investment to deliver public safety benefits
- Advance equitable infrastructure improvements in underserved neighborhoods

***Why This Matters for SS4A***

Achieving lasting reductions in fatal and serious injury crashes requires both strong planning and reliable implementation tools. Scottsbluff's TIF Program provides a practical pathway to fund and deliver transportation safety improvements identified in the SS4A Safety Action Plan, ensuring that redevelopment contributes not only to economic revitalization but also to safer, more accessible streets for all users.






# City of Scottsbluff Standards and Specifications (1996) Transportation & Safety Findings Summary

City of Scottsbluff Standards and Specifications (1996) Transportation & Safety Findings Summary (SS4A Review)

The City of Scottsbluff's Standards and Specifications (Sections 100–800) establish the technical foundation for the design, construction, testing, and acceptance of public infrastructure, including streets, traffic signals, sidewalks, landscaping, and major utility systems within the public right-of-way. As the City's primary design and construction reference, these standards influence roadway geometry, pedestrian environments, operating conditions, and long-term maintenance practices across Scottsbluff.

This review considers the standards through the lens of the SS4A framework, the 5 E's, and the USDOT Safe System Approach, identifying core strengths that support infrastructure reliability and opportunities to modernize provisions that affect multimodal safety, speed management, equity, and data-driven decision-making.

## Key Strengths Relevant to Transportation Safety

### Engineering

Robust specifications for materials, construction methods, inspections, and maintenance support long-term infrastructure performance and consistent delivery.

Traffic signal provisions include pedestrian signalization elements consistent with common national practices.

Accessibility is addressed through sidewalk, curb ramp, and related placement standards.

Landscaping and streetscape elements support corridor comfort, visibility, and maintainability.

### Enforcement and Evaluation

Clear authority for the City Engineer and inspectors supports permitting, inspection, and compliance.

Defined testing, inspection, and warranty requirements provide quality control and post-construction accountability.

These strengths provide a solid technical baseline upon which modern safety practices can be built.

### Key Gaps and Systemic Limitations

Despite their technical rigor, the standards reflect an era when roadway design often prioritized vehicle operations over multimodal safety and injury prevention.

### Multimodal and Complete Streets Integration

Limited explicit requirements to design for pedestrians, bicyclists, transit users, or micro-mobility.

No consistent requirement to document how projects accommodate vulnerable users.

### Speed Management and Traffic Calming

Limited design guidance for managing speeds through context-sensitive geometry and traffic calming treatments.

Speed setting is not explicitly linked to crash severity and Safe System principles.

### Pedestrian and Crossing Safety

Minimal specifications for crosswalk visibility, pedestrian refuge islands, curb extensions, lighting, or reduced crossing distances.

No routine requirement for pedestrian safety assessments during design review.

### Equity and Data-Driven Safety

Accessibility is addressed, but equity-driven prioritization and safety outcomes for underserved populations are not embedded.

Crash data, High Injury Network analysis, and safety performance measures are not routinely integrated into design and investment decisions.

### Safe System and Vision Zero Alignment

#### Strengths

- Strong construction quality and inspection framework
- Clear accountability for infrastructure delivery
- Pedestrian signal elements already present

#### Key Gaps

- Limited explicit tolerance for human error in roadway design
- Speed management not addressed as a system-level safety function
- Safety outcomes not explicitly prioritized or measured

### Strategic Opportunities for the SS4A Safety Action Plan

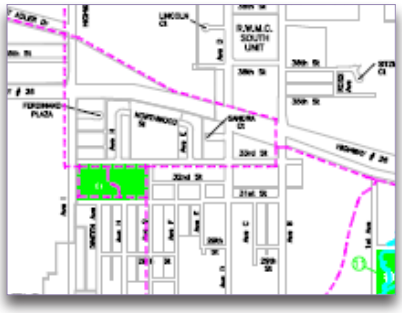
The Standards and Specifications represent a high-impact leverage point for institutionalizing safety improvements citywide. Key opportunities include:

- Integrating Complete Streets and multimodal design requirements into street projects
- Embedding traffic calming and speed management criteria into design standards
- Requiring pedestrian-focused intersection and crossing treatments
- Establishing safety performance metrics tied to fatal and serious injury reduction
- Using HIN mapping and equity data to guide design and investment decisions
- Formalizing coordination across engineering, enforcement, education, and emergency response

### Why This Matters for SS4A

Lasting reductions in fatal and serious injury crashes require more than individual projects—they require institutional change. Updating Scottsbluff's Standards and Specifications to reflect Safe System principles helps ensure that future maintenance, reconstruction, and development-driven projects advance Vision Zero goals by default, not by exception.

> *Many pathways identified in 2005 remain incomplete, reinforcing current SS4A findings related to network gaps and exposure risk.*



## City of Scottsbluff Master Pathways Plan (2005) – Map Narrative Summary

The City of Scottsbluff Master Pathways Plan (2005) map illustrates a long-standing vision for a connected, citywide network of shared-use paths, on-street routes, and trail corridors intended to support walking, bicycling, and recreational travel throughout the community. The map identifies both existing pathways and proposed future connections linking neighborhoods, schools, parks, commercial areas, and regional destinations.

As shown on the Master Pathways Plan map, the envisioned network emphasizes east–west and north–south connectivity, trail connections along natural corridors, and linkages between residential areas and community activity centers. The map also highlights gaps where pathways were proposed but not constructed, particularly along arterial corridors, near highway and rail crossings, and at transitions between neighborhoods and major destinations.

### 2005 Master Pathway 05-03-05

#### Relevance to Current Safety Conditions

While the Master Pathways Plan reflects a strong early commitment to active transportation, many of the proposed connections remain incomplete or fragmented. As a result, pedestrians and bicyclists are often required to navigate high-speed roadways, indirect routes, or discontinuous facilities, increasing exposure to traffic conflicts. Several of the corridors shown as pathway gaps on the 2005 map correspond with locations now identified through crash analysis and High Injury Network mapping as higher-risk areas for vulnerable road users.

#### Relationship to SS4A Findings

The pathway gaps illustrated on the 2005 map reinforce broader findings from crash data, public input, and corridor studies that Scottsbluff's pedestrian and bicycle network lacks continuous, protected, and intuitive routes. The persistence of these gaps over time underscores that safety challenges for people walking and bicycling are systemic rather than isolated.

#### Connection to SS4A Goals

The SS4A Safety Action Plan builds upon the intent of the Master Pathways Plan by:

- Prioritizing completion of missing pedestrian and bicycle links in high-risk corridors
- Aligning pathway investments with crash risk, exposure, and equity considerations
- Shifting from recreational connectivity alone toward safe, everyday transportation routes
- Integrating pathway planning with intersection safety, speed management, and crossing improvements

By revisiting the Master Pathways vision through a Safe System lens, the SS4A plan advances a more targeted, safety-focused approach to closing network gaps and reducing serious injury and fatal crash risk for pedestrians and bicyclists.

## A4.6 Transportation Projects and Improvements Supported by the 2026 Comprehensive Plan

The following transportation projects and improvement concepts are explicitly identified or supported within the adopted Comprehensive Plan through public engagement results, neighborhood and corridor guidance, parks and pathway planning, and implementation discussions. These projects form a policy-supported foundation for SS4A implementation.

***A. Intersection & Corridor Safety Improvements***

- US Highway 26 Intersection Safety Improvements
- Turn lane additions or modifications
- Signalized intersection enhancements
- Improved pedestrian crossings
- Access management where feasible
- US Highway 26 Corridor Enhancements
- Safety-focused entryway improvements
- Pedestrian facilities and crossings
- Lighting and visibility improvements
- South Beltline Highway Safety & Entryway Improvements
- Pedestrian accommodations
- Corridor safety and access enhancements
- Target / Major Commercial Area Crossing Improvements
- Enhanced pedestrian crossings
- Signalization or crossing control improvements

***B. Pedestrian, Bicycle, and Trail Projects***

- Citywide Pathway and Trail System Expansion
- New shared-use paths
- Connections between neighborhoods, parks, schools, and commercial areas
- Riverside Park Access & Crossing Improvements
- Safer roadway crossings
- Improved trail connections to surrounding neighborhoods
- Pedestrian Crossing Improvements on Major Streets
- High-visibility crosswalks
- Pedestrian warning signage
- Signalized or user-activated crossings where warranted

***C. School-Area Safety Projects***

- School Area Traffic & Pedestrian Safety Improvements
- Intersection and crossing upgrades near schools
- Parking and circulation improvements to reduce conflicts
- Speed management and visibility improvements

***D. Lighting, Visibility, and Speed Management***

- Corridor and Neighborhood Lighting Improvements
- Focus on areas with documented visibility and safety concerns
- Speed Management and Enforcement Support
- Corridor-specific speed mitigation strategies
- Enhanced signage and warning treatments

***E. Railroad Crossing Safety***

- Railroad Crossing Safety Enhancements
- Evaluation and prioritization of crossings
- Warning device and visibility improvements
- Coordination with rail operators and state partners

***F. Pedestrian-Oriented Street Projects***

- 18th Street Plaza (Completed Project)
- Demonstrates community support for pedestrian-oriented street design
- Serves as a precedent for future safety-focused, people-first street projects

## Table A4-2. Comprehensive Plan → SS4A Policy & Action Crosswalk

***Purpose:*** *This table documents how transportation- and traffic safety–related policies, needs, and recommendations in the 2026 Scottsbluff Comprehensive Plan directly support and inform the Scottsbluff SS4A Safety Action Plan strategies, projects, and programs.*

| Comprehensive Plan Policy / Direction | Source within Comp Plan | SS4A Safety Action Plan Alignment |
|---|---|---|
| Improve safety at major intersections, particularly along high-volume corridors such as US Highway 26 | Community engagement results; key improvement items; corridor discussions | Systemic intersection safety analysis; prioritization of high-risk intersections; countermeasures such as turn lanes, signal timing, access management, and enhanced pedestrian crossings |
| Address public concerns related to unsafe intersections and traffic operations | Community survey results and written comments | High Injury Network (HIN) identification and targeted intersection improvements |
| Expand the citywide pathway and trail system | Community survey support for pathway expansion; parks and open space policies | SS4A pedestrian and bicycle network safety improvements; closing sidewalk and pathway gaps; safer trail-roadway crossings |
| Improve pedestrian crossings on major streets and near activity centers | Public comments; park access and corridor guidance | Pedestrian crossing safety countermeasures (high-visibility markings, RRFBs, refuge islands, improved signage) |
| Improve safety and accessibility near parks, including Riverside Park | Neighborhood plans and parks/trails sections | Focused pedestrian safety improvements near parks and recreational destinations |
| Improve visibility, lighting, and streetscape conditions along key corridors | Public input and corridor/entryway guidance | Lighting upgrades, visibility improvements, and speed management as SS4A emphasis areas |
| Improve safety near schools and school travel routes | Public comments and neighborhood concerns | School-area safety audits, traffic calming, crossing improvements, and Safe Routes to School–style strategies |
| Address railroad crossing safety concerns | Public input identifying east-side railroad crossings | Railroad crossing safety evaluation, data-driven prioritization, and coordination with rail agencies |
| Promote Complete Streets–style development and connected street networks | Land use and health-related policy sections | SS4A emphasis on designing streets for all users and reducing crash severity through context-sensitive design |
| Enhance corridor entryways to be safe, functional, and reflective of community character | Entryway and corridor planning sections | Corridor-level SS4A projects combining safety, access management, and pedestrian improvements |

*Note: This crosswalk will be updated to incorporate specific Transportation chapter policies once that chapter is adopted.*

## A4.7 Synthesis: Connection Between Findings and the SS4A Safety Action Plan

The review of crash data, High Injury Network (HIN) analysis, public engagement, adopted plans, municipal standards, and supporting studies demonstrates that Scottsbluff's traffic safety challenges are systemic, predictable, and preventable. Fatal and serious injury crashes are concentrated along a limited number of corridors and intersections where speed, exposure, and conflict density converge—particularly along major arterials, state-controlled highways, commercial activity centers, school areas, and rail interfaces.

Across multiple planning documents—including the Comprehensive Plan, corridor and streetscape guidance, school safety discussions, pathway planning efforts, economic and demographic analyses, and engineering standards—there is consistent recognition of the need for safer pedestrian crossings, improved multimodal connectivity, speed management, and stronger coordination between infrastructure design and safety outcomes. However, these documents also reveal persistent gaps between policy intent and implementation, particularly where roadway design standards, jurisdictional authority, or funding constraints limit the City's ability to address risk proactively.

Crash history and HIN analysis confirm that severe crashes are not isolated incidents but instead occur in repeatable environments shaped by roadway geometry, operating speeds, turning movements, land use context, and multimodal exposure. Vulnerable road users—especially pedestrians—face elevated risk in locations with long crossing distances, limited pedestrian priority features, incomplete networks, and widely spaced crossing opportunities. These conditions are especially pronounced along US Highway 26, near commercial centers, and in school- and rail-adjacent environments.

The SS4A Safety Action Plan directly responds to these findings by applying a Safe System approach, recognizing that human error is inevitable and that the transportation system must be designed to prevent those errors from resulting in fatal or serious injury. Rather than relying on isolated spot fixes or enforcement alone, the plan prioritizes corridor- and network-level strategies that manage speed, reduce conflict exposure, improve visibility, and strengthen protection for vulnerable road users.

Importantly, some of Scottsbluff's highest-risk corridors—including US Highway 26—are controlled by external agencies such as the Nebraska Department of Transportation (NDOT). The SS4A framework provides a formal, data-driven structure to document safety needs on state-controlled facilities using federally recognized methods, including crash analysis and HIN mapping. This strengthens interagency coordination and supports advancement of projects requiring shared jurisdiction and approval. Similarly, the SS4A framework enables coordinated safety strategies in complex environments such as school zones, rail corridors, and commercial activity centers where multiple stakeholders influence outcomes.

### Action Plan Response Summary

The Scottsbluff SS4A Safety Action Plan translates these findings into a coordinated package of capital projects (J-series), programs (P-series), and policy actions (O-series) (see **APPENDIX A8 - PROJECTS**) designed to reduce fatal and serious injury risk across the transportation system.

Collectively, the plan advances the following strategic response areas:

**A. Reduce Severe Crashes at High-Risk Intersections and Corridors**

The plan prioritizes intersection- and corridor-level safety improvements along the High Injury Network. These strategies focus on managing speed, reducing turning conflicts, improving signal operations, clarifying lane guidance, and strengthening pedestrian protection at locations where crash severity and exposure are highest.




### B. Improve Pedestrian, Bicycle, and ADA Connectivity as a Safety Strategy

Recognizing that network gaps contribute directly to crash risk, the plan advances targeted sidewalk, ADA, and pathway improvements that reduce exposure on high-speed corridors. Enhanced crossings, improved accessibility, and safer connections to parks, schools, neighborhoods, and commercial destinations are prioritized where demand and risk overlap.

### C. Address School Circulation, School-Zone Consistency, and Youth Safety

School-area findings identified recurring congestion, visibility, and crossing challenges. The plan supports structured school-area safety improvements, circulation refinements, consistent school-zone treatments, and Safe Routes–style strategies that reduce conflict exposure during peak travel periods.

### D. Improve Rail Crossing Safety and Accessibility Through Coordinated Upgrades

Railroad crossings and adjacent corridors present complex operating environments involving vehicle, pedestrian, and freight movements. The plan establishes a prioritized, data-informed approach to crossing surface improvements, visibility enhancements, and coordinated implementation with rail operators and state partners.

### E. Deliver Near-Term Safety Gains While Building Long-Term Implementation Capacity

The plan incorporates quick-build and phased implementation concepts to allow the City to test, refine, and advance safety treatments efficiently. It also establishes performance monitoring, prioritization criteria, and coordination mechanisms that support long-term progress toward eliminating fatal and serious injury crashes.

### F. Align Ordinances, Standards, and Operational Practices with Safe System Principles

Policy and implementation gaps identified in these findings are addressed through ordinance updates, standardized safety review processes, and integration of safety performance considerations into capital planning and maintenance decisions. This ensures that future investments consistently reflect the City's Vision Zero–aligned safety goals.

## Direct Line from Findings to Implementation

These findings provide a foundation for project prioritization and action selection by:

- Identifying corridors and intersections with the highest concentration of fatal and serious injury crashes
- Linking crash severity to speed, exposure, visibility, and conflict density
- Highlighting locations where vulnerable road users are disproportionately affected
- Documenting infrastructure, policy, and operational gaps that contribute to systemic risk

By translating documented risks into coordinated, prioritized actions, the Scottsbluff SS4A Safety Action Plan establishes a clear, transparent line from data → risk → strategy → implementation. This approach is consistent with FHWA SS4A Notice of Funding Opportunity (NOFO) expectations and reflects a long-term commitment to eliminating fatal and serious injury crashes across the community.

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# A5

# baseline data

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## A5.1 Purpose of Baseline Data

Baseline Data documents the demographic, transportation, and infrastructure baseline conditions that provide context for the Scottsbluff SS4A Safety Action Plan. These data establish a reference point for understanding existing conditions, interpreting crash risk, and tracking progress over time as safety actions are implemented.

**The baseline data summarized here support:**

- Crash and risk analysis (APPENDICES A2–A4)
- Project and countermeasure selection (APPENDICES A8–A9)
- Performance tracking for future SS4A implementation grants

## A5.2 Community Demographics

Demographic analysis for the Scottsbluff Safety Action Plan utilized U.S. Census and American Community Survey (ACS) data at the census tract and block group level to understand community characteristics across the project area. For consistency across datasets, the study area included both the Scottsbluff corporate limits and the City's extraterritorial jurisdiction (ETJ).

Because Census geographies do not align exactly with the project boundary—often extending beyond the ETJ—demographic data were used primarily to understand general patterns rather than to assign precise values to specific areas within the project limits.

To support the public engagement process, the project area was divided into five geographic regions (Northwest, Northeast, Central, Southeast, and Southwest) based on recognizable neighborhood patterns and major corridors. These regions were aligned with block group boundaries within the corporate limits and as closely as practical with Census block group boundaries outside corporate limits; however, because block groups extend beyond the project area, responses could not be assigned as exact percentages of population by geography.

Instead, survey responses and comments were tracked by general location within these five regions to ensure that input was received from across the community. A sixth category was used to capture input from adjacent communities, including Terrytown and Gering, as well as individuals who live outside the project area but work, shop, or travel regularly within Scottsbluff.

This approach allowed the project team to:

- Confirm broad geographic representation across the community
- Identify differences in perceived safety concerns by area
- Ensure that priorities reflected citywide conditions rather than isolated viewpoints
- Incorporate input from regional users who regularly interact with Scottsbluff's transportation system

This engagement-based geographic framework complements traditional demographic analysis and aligns with SS4A guidance for small communities, where community input, lived experience, and observed safety concerns provide critical context alongside crash data and Census information.

## A5.3 Travel Modes and Travel Patterns

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

**Observed and reported travel patterns include:**

- Daily walking trips to schools, parks, downtown, and community facilities

- Limited but meaningful bicycle use, including recreational and youth travel
- Heavy reliance on personal vehicles for commuting, shopping, and services
- Seasonal variation in travel patterns related to agriculture, recreation, and weather

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

The Monument Valley Pathway provides an important shared-use corridor for walking and bicycling, supporting both recreational use and connectivity across the community.

## A5.4 Roadway Network and Functional Classification

**The Scottsbluff roadway network includes:**

- Local residential streets
- Collector streets serving neighborhoods and schools
- State highways (US-26, NE-71, NE-92) that function as regional corridors

**Key characteristics of the roadway system include:**

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

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

## A5.5 Traffic Volumes and Exposure

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

**Key considerations:**

- AADT data were used where available to provide context for exposure, with 2024 providing the most complete data.
- Traffic volumes (2024 AADT) are highest along US-26, Avenue I, 27th Street, Broadway, Avenue B, 5th Avenue, and 20th Street.
- Volume data were supplemented with functional classification, land use context, and observed activity patterns.
- Exposure risk was evaluated using a combination of volume, speed environment, and pedestrian activity rather than traffic counts alone.

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

## A5.6 School Enrollment and Student Travel

Scottsbluff Public Schools and two additional private schools represent a major generator of daily travel activity.

**Baseline considerations include:**

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

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

## A5.7 Pedestrian, Bicycle, and Transit Infrastructure

**Sidewalk and ADA Infrastructure**

Sidewalk conditions are not completely mapped in City GIS data but field verification confirms gaps in the sidewalk network throughout residential areas, near schools, and along key corridors.

**Baseline conditions include:**

- Sidewalk gaps on local streets and near schools
- Inconsistent ADA curb ramp coverage

- Variable sidewalk condition and continuity
- Locations where pedestrians routinely walk in the roadway due to infrastructure gaps

A comprehensive sidewalk inventory has not been completed; however, observed conditions and community input consistently identify gaps as a key safety concern.

**Bicycle Facilities**

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

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

The Monument Valley Pathway provides the primary off-street bicycle and pedestrian facility in the community, connecting the YMCA area along South Broadway and South Beltline Highway to the west side of the city, continuing east along the south side of US-26, crossing via a pedestrian bridge, and extending to the Western Nebraska Community College (WNCC) campus. This facility serves both recreational and transportation functions.

**Transit**

Transit service is provided by Tri-City Roadrunner, including fixed-route and demand-response services within Scottsbluff, Gering, and Terrytown.

Transit routes and stops are documented in **APPENDIX A6 – MAPS** and were incorporated into the safety analysis.

See transit stakeholder summary in **APPENDIX A1 - ENGAGEMENT**.

## A5.8 Developed Layers and Features

**Baseline spatial datasets developed for this plan include:**

- Limited sign inventory
- Project boundary (3-mile extraterritorial jurisdiction)
- Generated intersection locations for analysis
- Railroad crossings and rail corridors (signage, lighting, decision point, sight line, sight obstruction)
- Land use data
- School sites and related safety features (beacons, lighting, crosswalk centerlines)
- Public transit routes and stops
- Traffic signal locations
- Public engagement locations and comment data
- Crowdsource safety comment point layer

**These datasets supported:**

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

## A5.9 Crash Data Baseline

Crash data obtained from the Nebraska Department of Transportation (NDOT) for the period 2014–2023 establish the baseline safety record for the Scottsbluff Safety Action Plan. These data include all reported crashes within the City of Scottsbluff and its extraterritorial jurisdiction (ETJ) and provide the foundation for identifying trends, risk factors, and priority locations.

Between **2014** and **2023**, Scottsbluff experienced **5,361** reported crashes, including **93** crashes resulting in fatal or serious injury (KSI). These data reflect reporting practices consistent with NDOT and Model Minimum Uniform Crash Criteria (MMUCC) standards, including updates implemented in 2021.

**Key baseline characteristics include:**

- A concentration of fatal and serious injury (KSI) crashes along a limited number of corridors and intersections, forming the basis of the High Injury Network (HIN)
- A strong relationship between crash severity and roadway speed, corridor function, and intersection control, particularly along higher-speed, multi-lane facilities
- Recurring contributing factors, including speeding, failure to yield, distraction, and impairment
- Elevated risk for vulnerable road users, especially near schools, activity centers, and key crossing locations
- Crash patterns influenced by time of day, lighting

conditions, and roadway environment, including increased severity during nighttime conditions

Crash data were analyzed in detail in **APPENDICES A2-A4** and are summarized here to establish baseline conditions that inform the plan's strategies, priorities, and performance measures.

## A5.10 Comparative Context

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

- Validate Scottsbluff's crash profile
- Support the emphasis on preventive and systemic safety strategies
- Reinforce the appropriateness of SS4A planning approaches for the community of Scottsbluff.

## A5.11 Role of Baseline Data in Future Evaluation

**The datasets documented in Baseline Data establish a foundation for:**

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

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

## A5.12 Data Sources List

- US Census Bureau 2024 (ACS 5-Year Estimates): Census Tracts, Census Blocks, Demographics, Population
- TIGER/Line shapefiles: road centerlines and administrative boundaries
- NDOT crash database (2014-2023): cities of Scottsbluff, Beatrice, Gering, North Platte, South Sioux City
- NDOT AADT data (2024)
- City GIS datasets: road centerlines, landmarks, signs, corporate limits, extraterritorial jurisdiction, public spaces, public facilities, pathways, other reference layers
- sUAS imagery acquired by MCS family of companies
- Scottsbluff City Police citation and crash data (2024-2025, where available)
- BNSF railroad crossings conditions and crash data
- 4 Task Force meetings
- 12 open house / pop-up events
- 4 targeted information sharing sessions with Scottsbluff teens
- Public pop-up and online surveys (499 responses)
- Online map commenting survey (2,066 mapped responses)
- Stakeholder coordination meetings including schools, transit, business leaders, public safety and public health:
  - Elementary & Middle Schools
    - Roosevelt Elementary
    - Longfellow Elementary
    - Lincoln Heights Elementary
    - Westmoor Elementary
    - St Agnes Catholic School
    - Community Christian School
    - Bluffs Middle School
  - Tri-City Roadrunner public transit leadership
  - Rotary
  - Public safety officers (City Police and Fire Departments, Nebraska State Patrol, EMS)
  - Panhandle Public Health District (PPHD)

## A5.13 Relationship to Other Appendices

**This appendix supports:**

- **APPENDIX A2 – COLLISIONS**
- **APPENDIX A3 – CRASH MAPS**
- **APPENDIX A4 – FINDINGS**
- **APPENDIX A6 – MAPS**
- **APPENDIX A7 – METHODS**

# A6

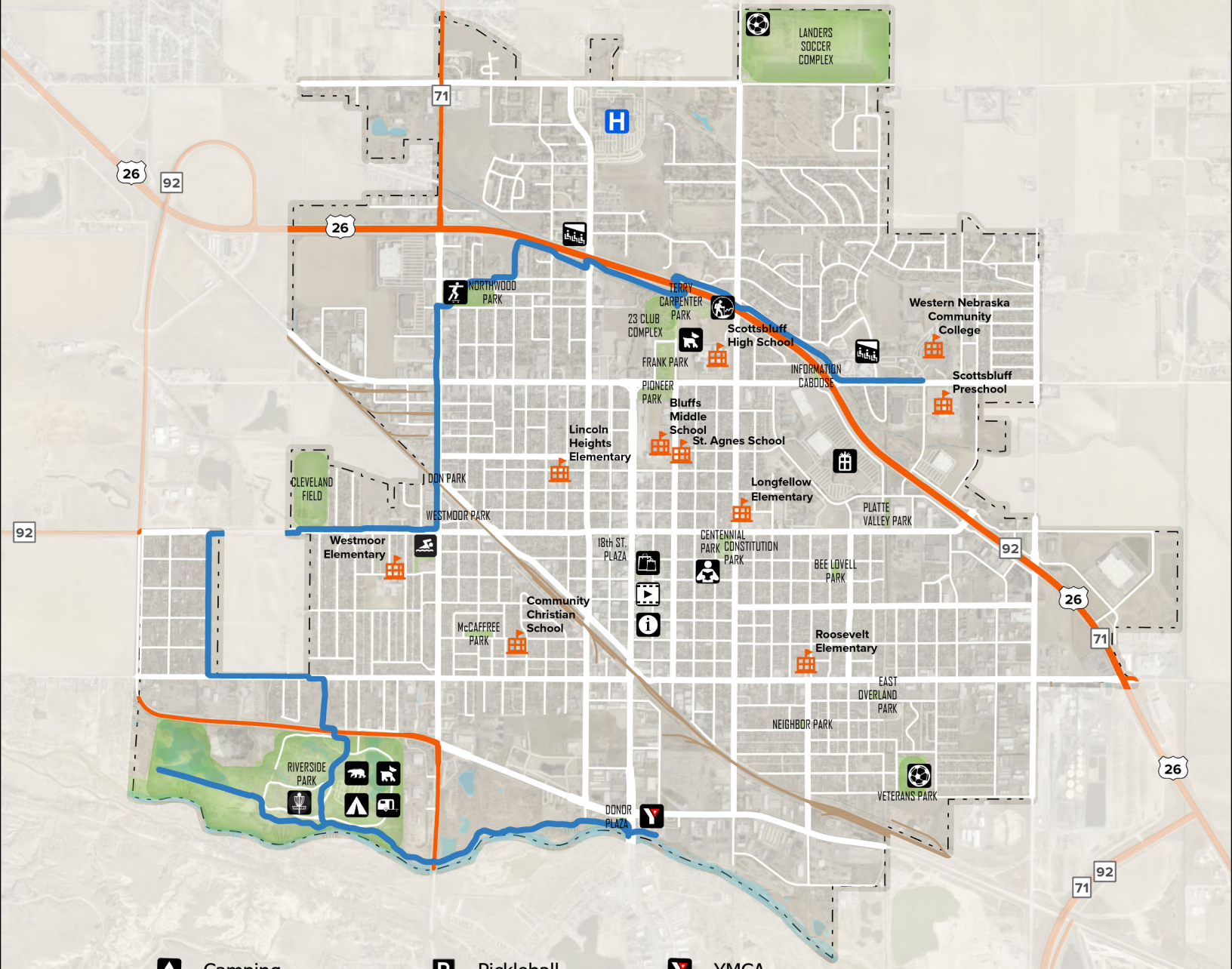
# maps

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# A6.1 COMMUNITY CONTEXT & KEY DESTINATIONS

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

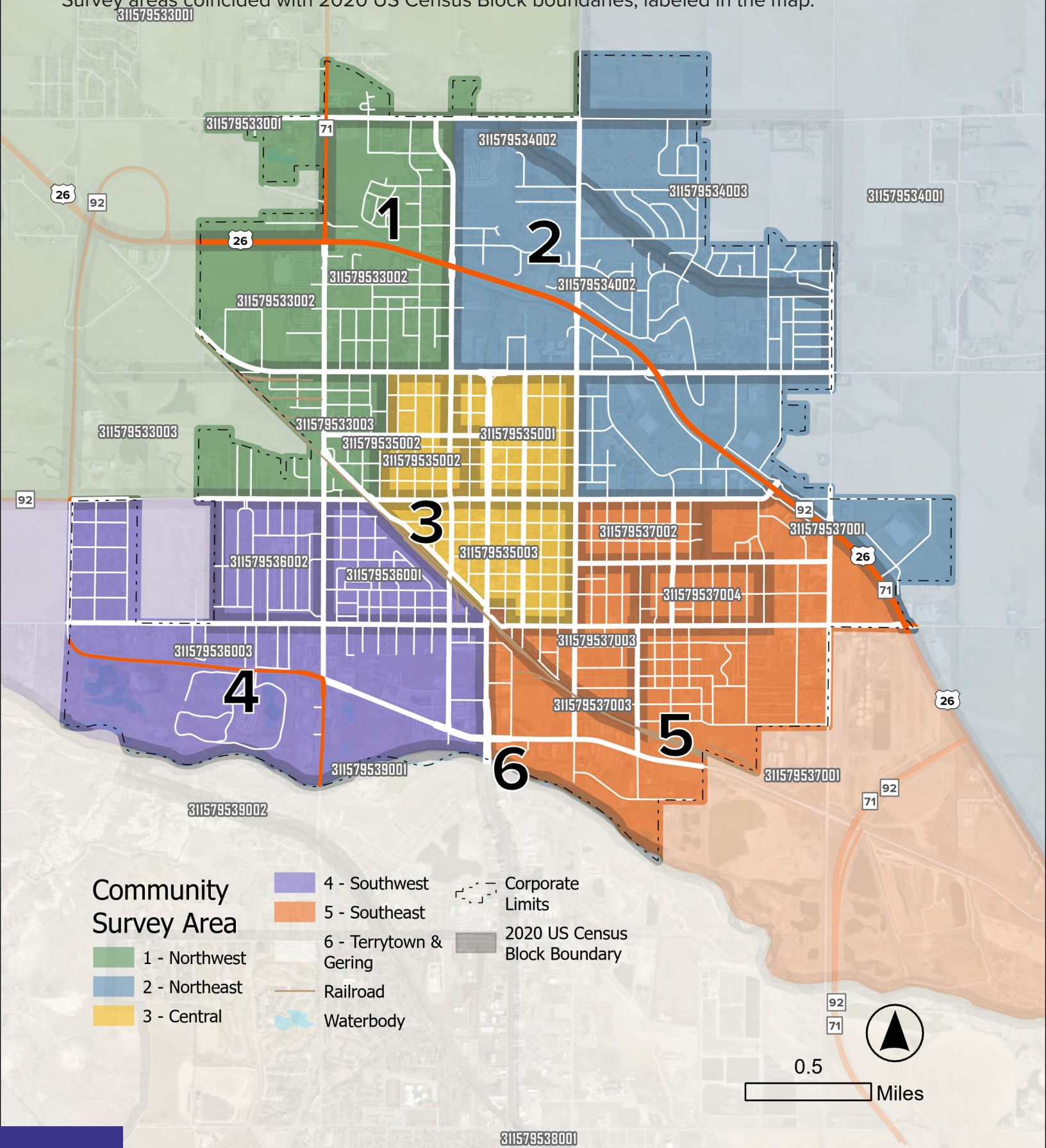



- Camping
- Convention Center
- Disc Golf
- Discovery Center (Zoo)
- Dog Park
- Football
- Hospital
- Library
- Museum
- Pickleball
- Plaza
- Skatepark
- Soccer Complex
- Swimming
- Theatre
- Uptown
- Visitor Information
- Walking
- YMCA
- School / Preschool / College
- Monument Valley Pathway
- Railroad
- Park
- Waterbody
- Corporate Limits

0.5 Miles

## A6.2 COMMUNITY INPUT & ENGAGEMENT MAPS

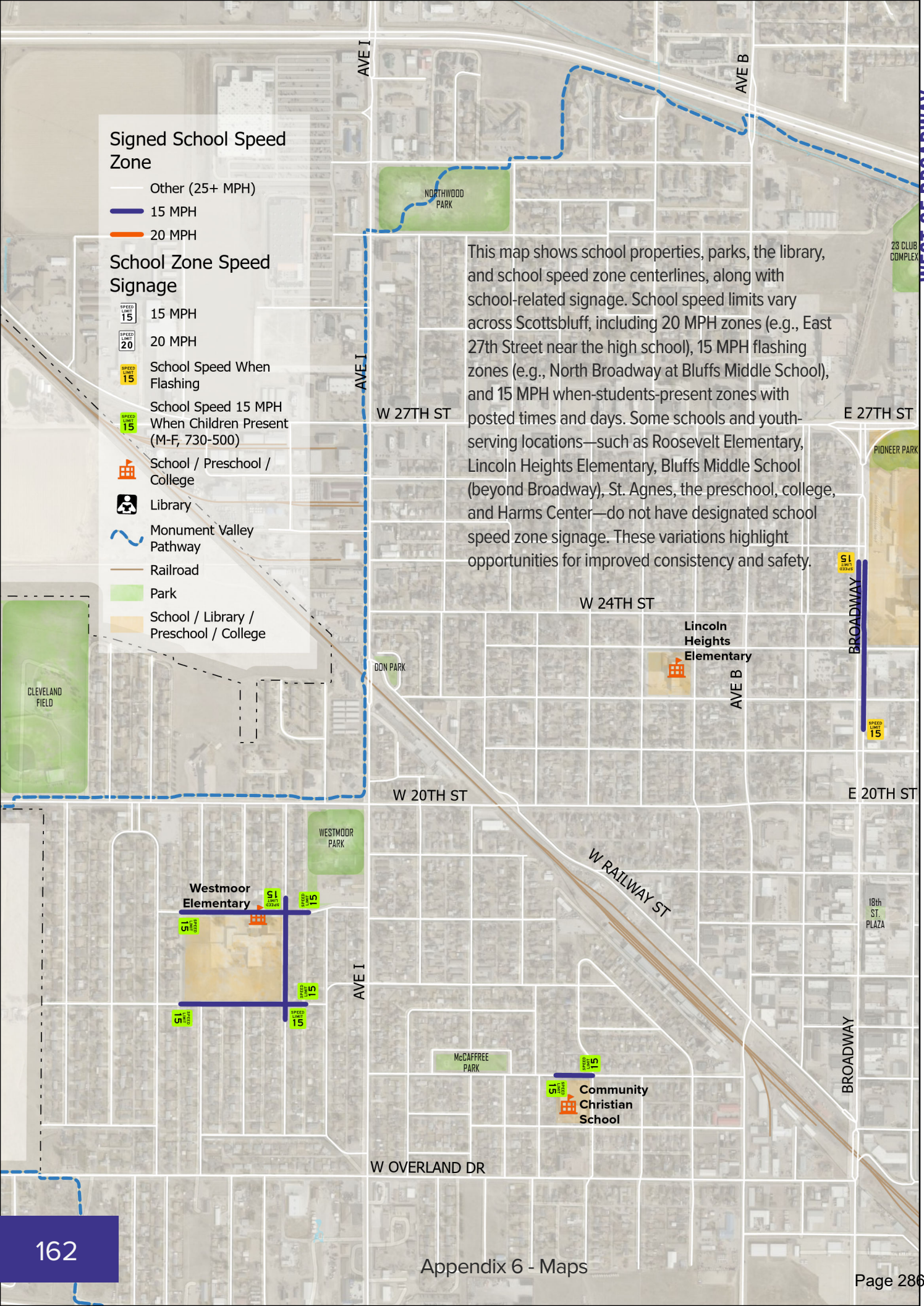
Public input was distributed geographically and community feedback informed plan development. Survey areas coincided with 2020 US Census Block boundaries, labeled in the map.

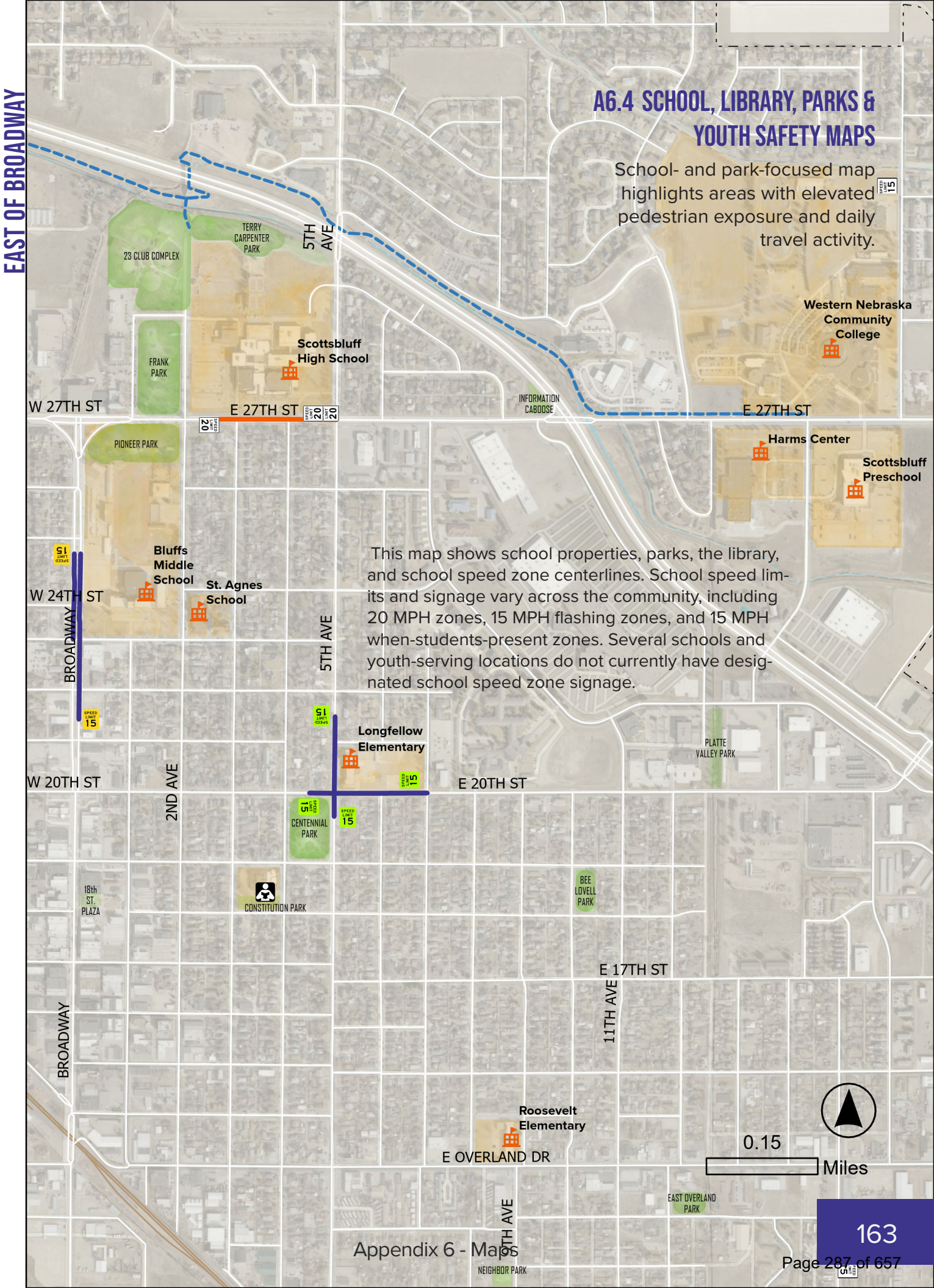


# A6.3 INFRASTRUCTURE & ACCESSIBILITY MAP

Existing conditions and gaps affecting pedestrian and multimodal safety.




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



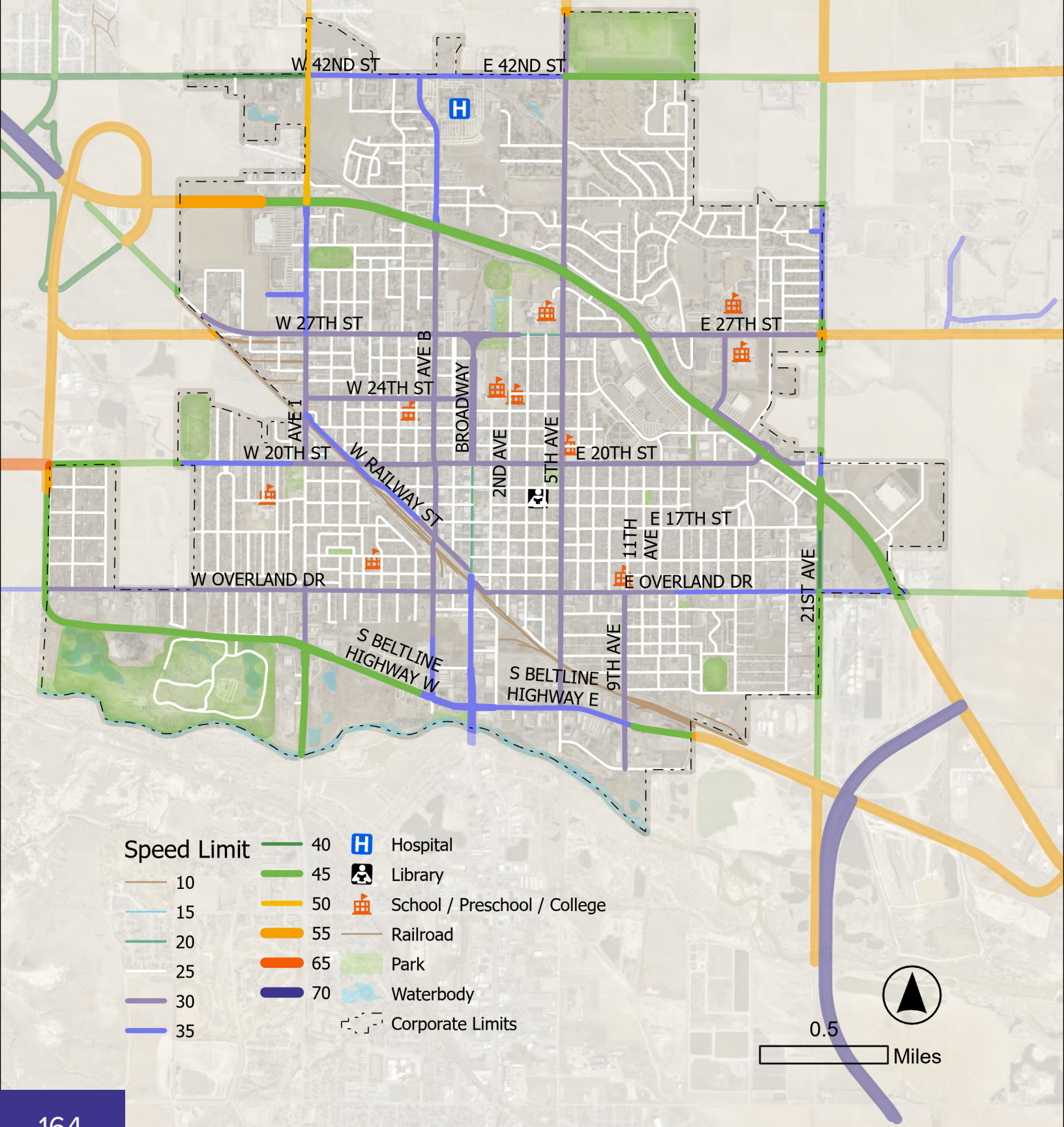

# A6.4 SCHOOL, LIBRARY, PARKS & YOUTH SAFETY MAPS

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

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

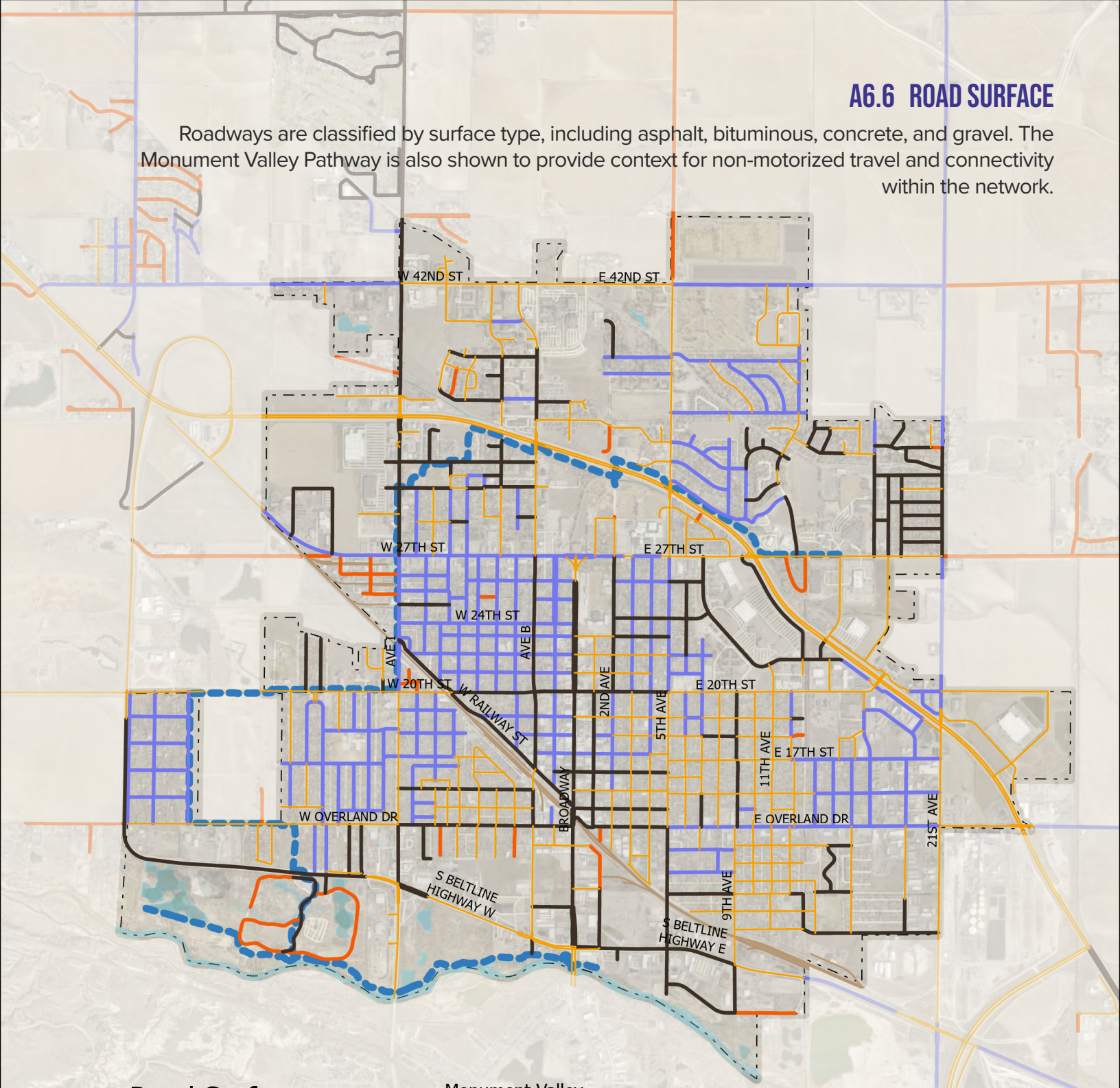
## A6.5 POSTED SPEED LIMIT

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



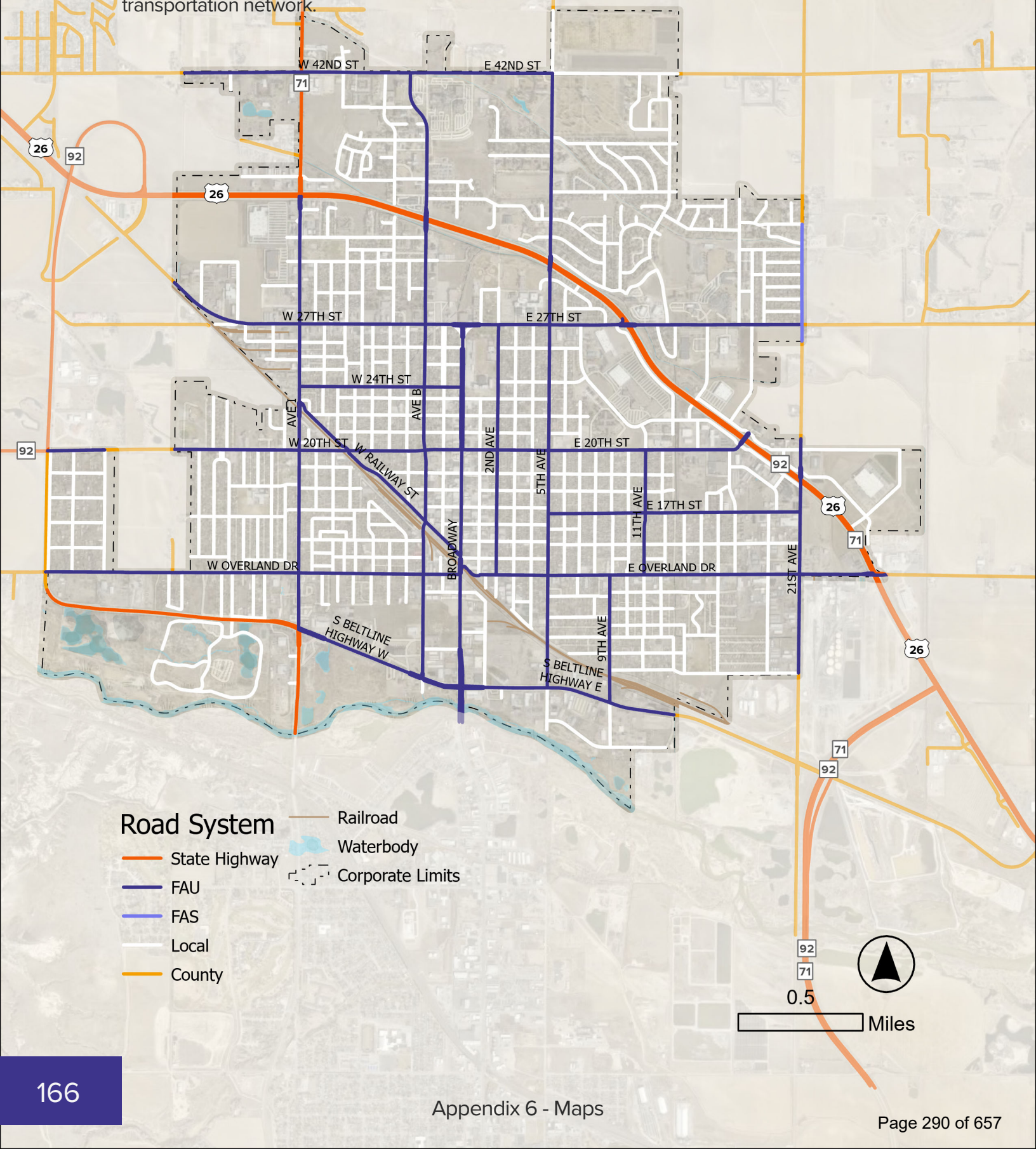
## A6.6 ROAD SURFACE

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



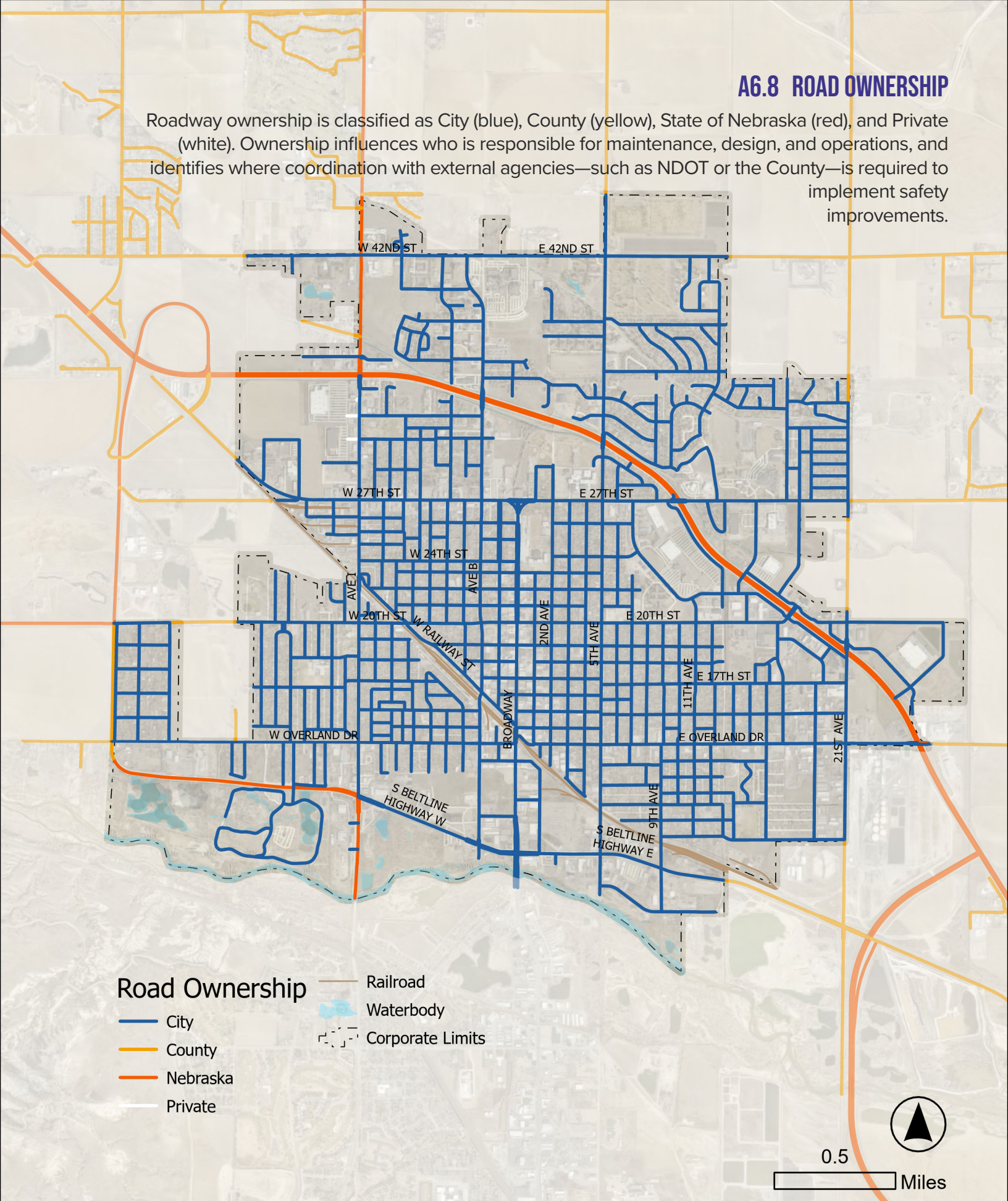
## A6.7 ROAD SYSTEM CLASSIFICATION

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



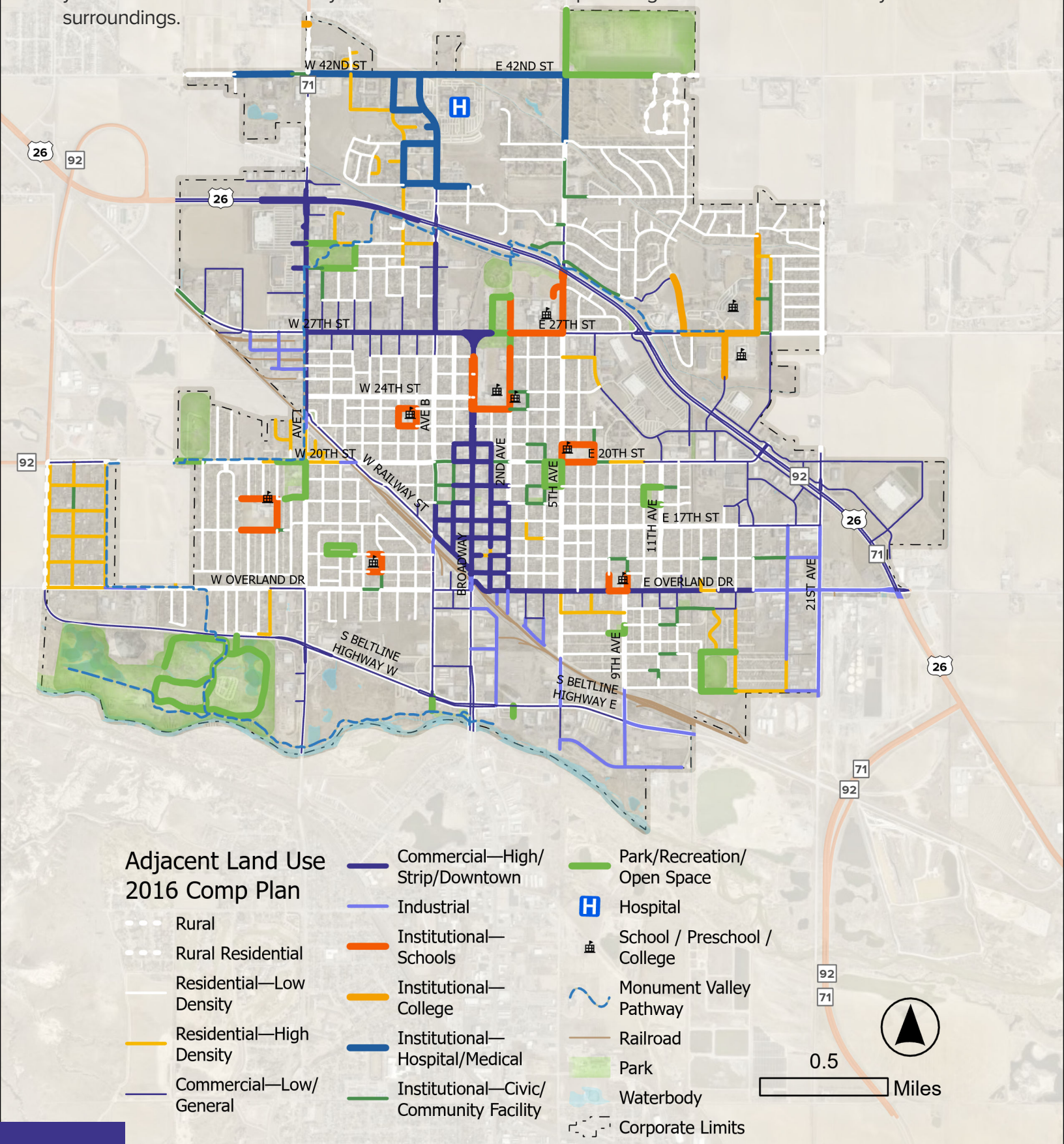
## A6.8 ROAD OWNERSHIP

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



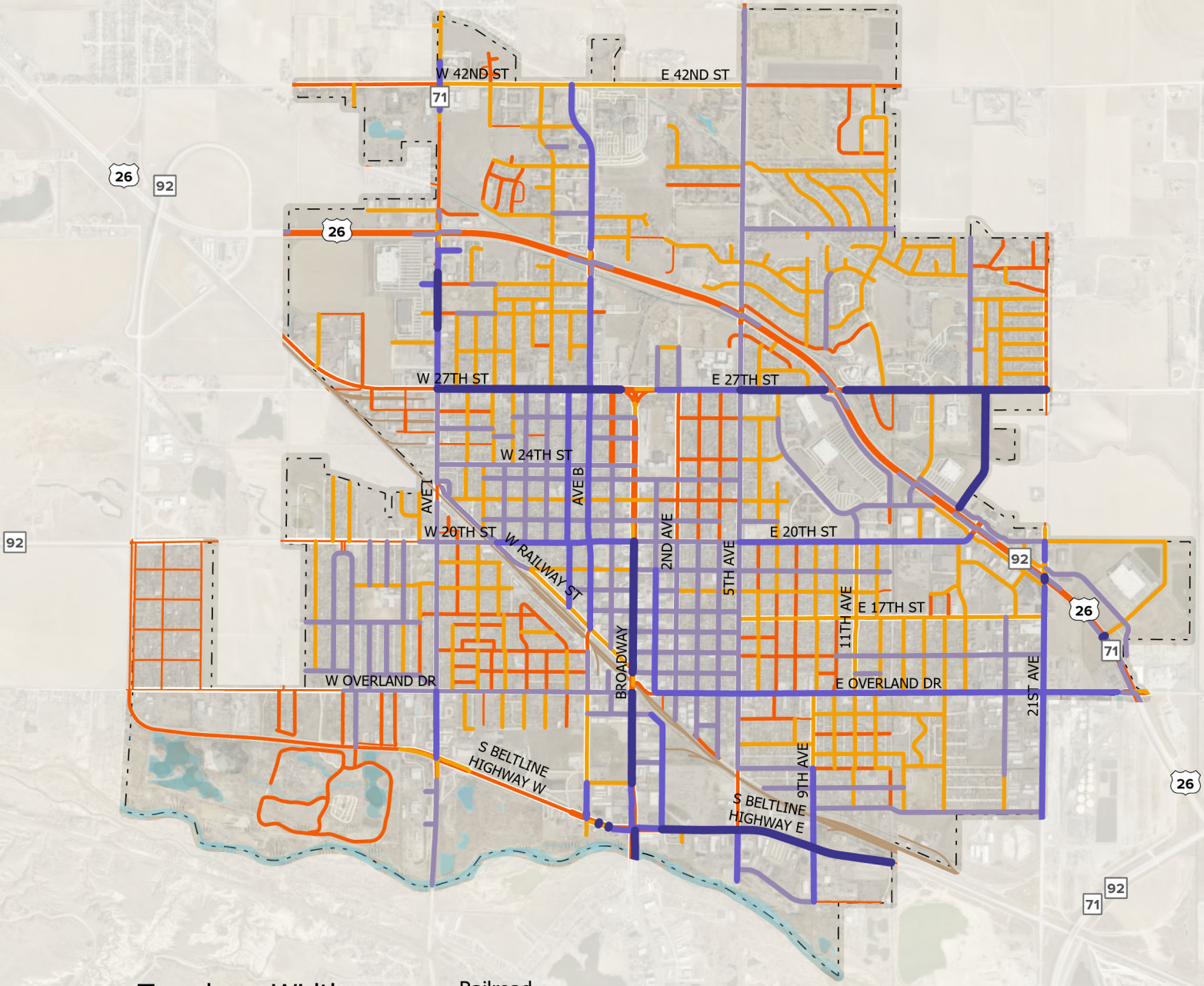
## A6.9 ADJACENT LAND USE

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



# A6.10 ROAD TRAVELWAY WIDTH

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




Travelway Width: Curb to Curb

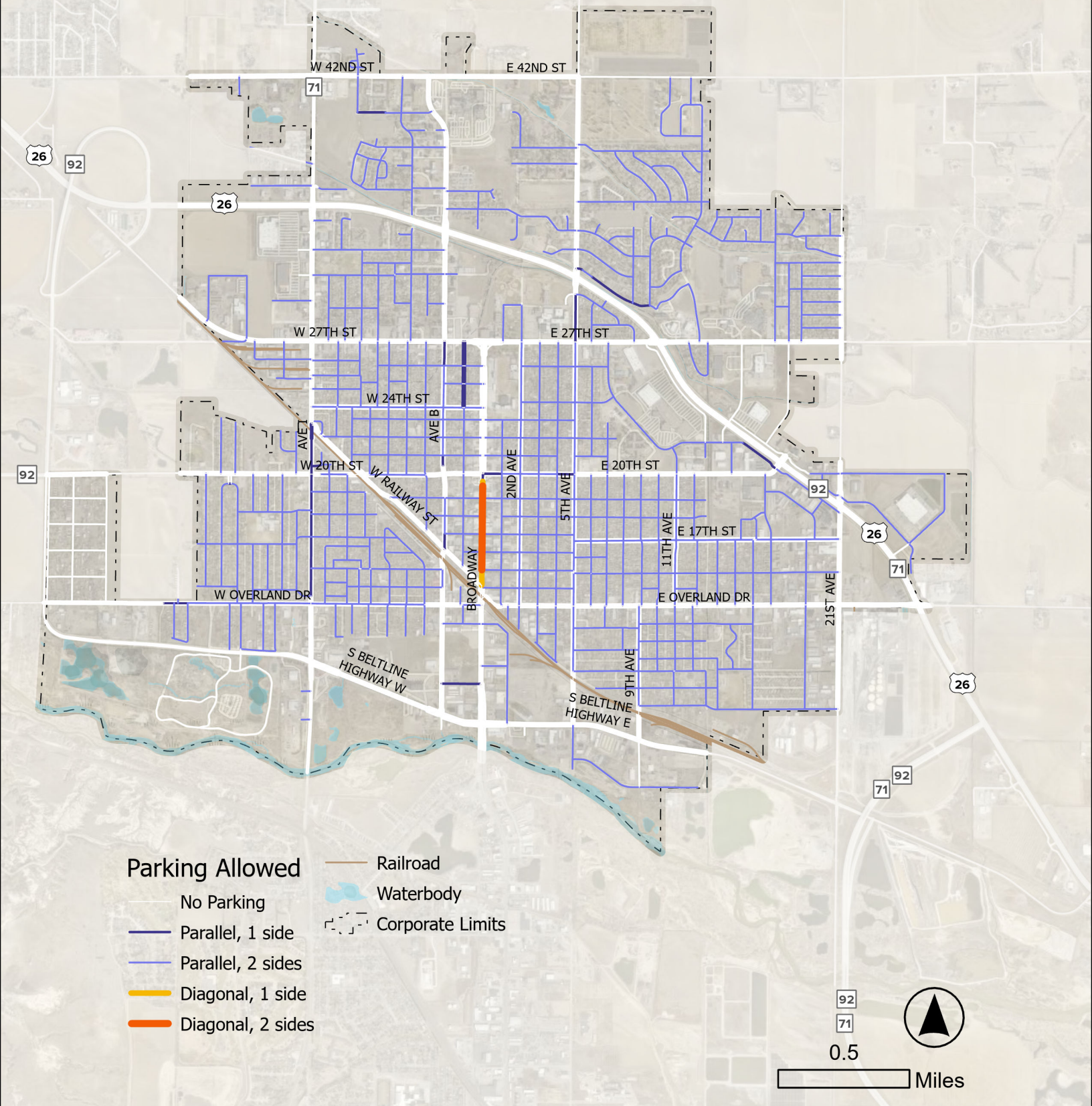
- 12'-22'
- 23'-30'
- 31'-37'
- 38'-45'
- 46'-55'
- 56'-80'

- Railroad
- Waterbody
- Corporate Limits

0.5 Miles

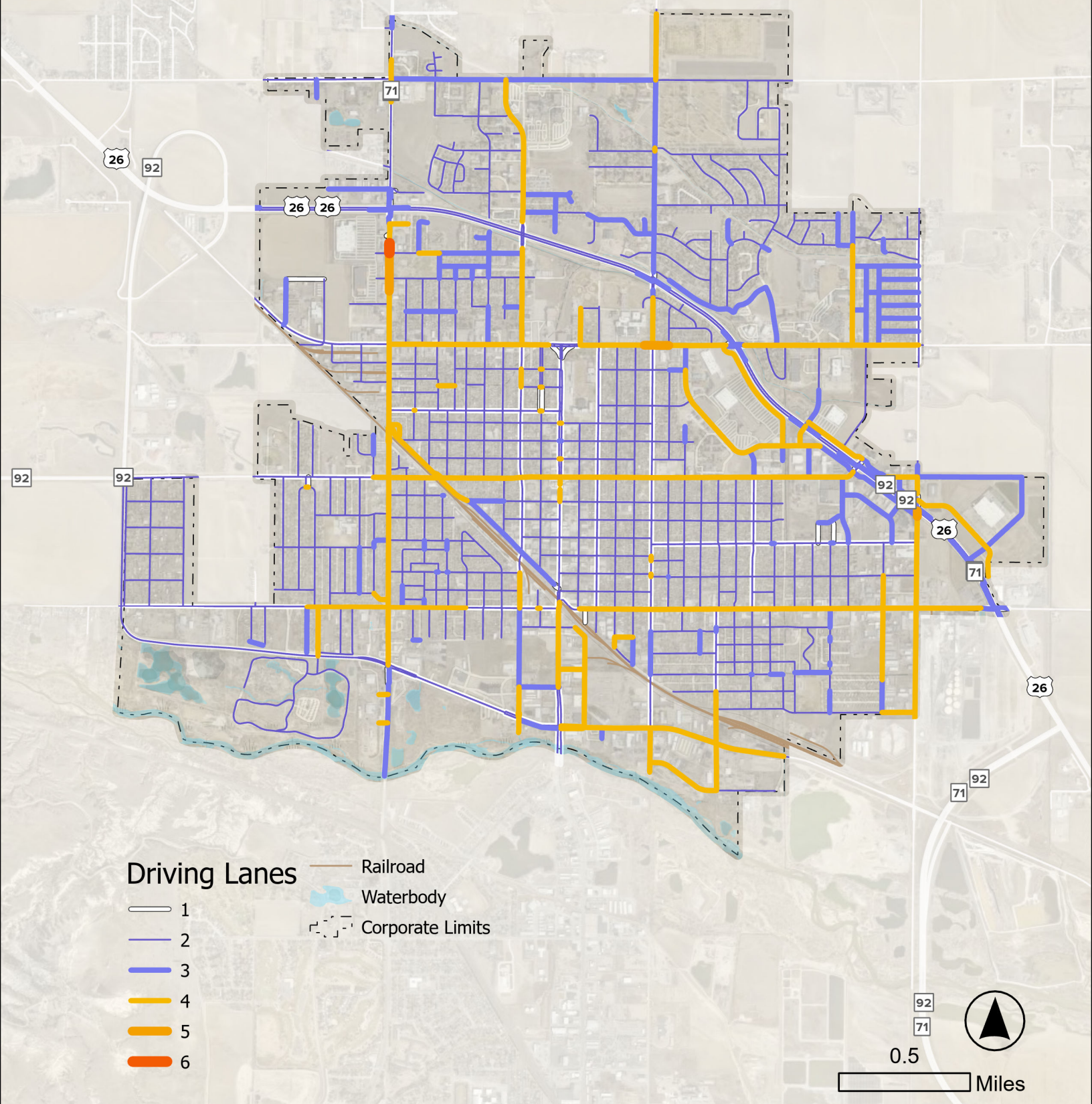
## A6.11 PARKING

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



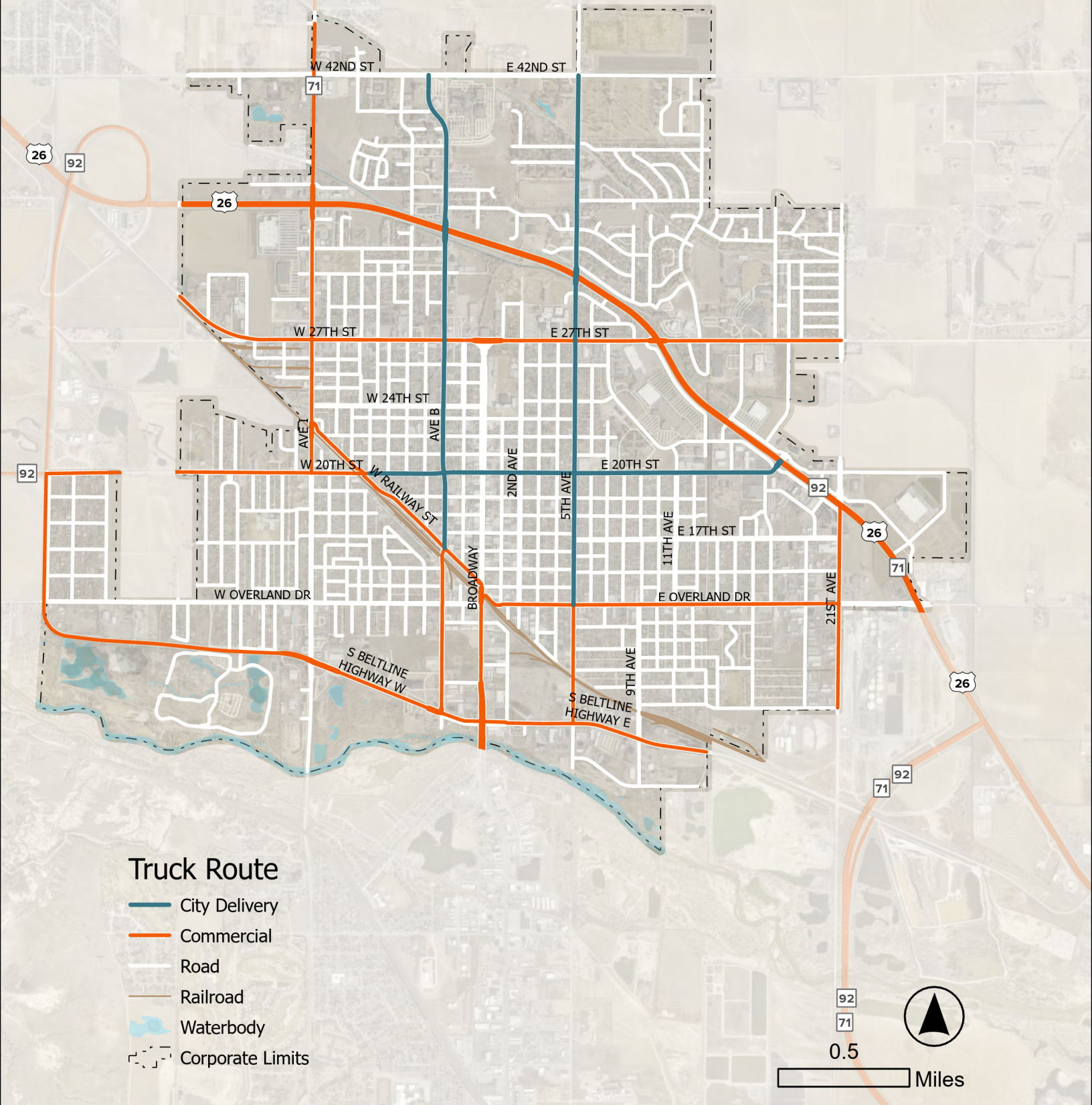
# A6.12 ROAD LANES

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



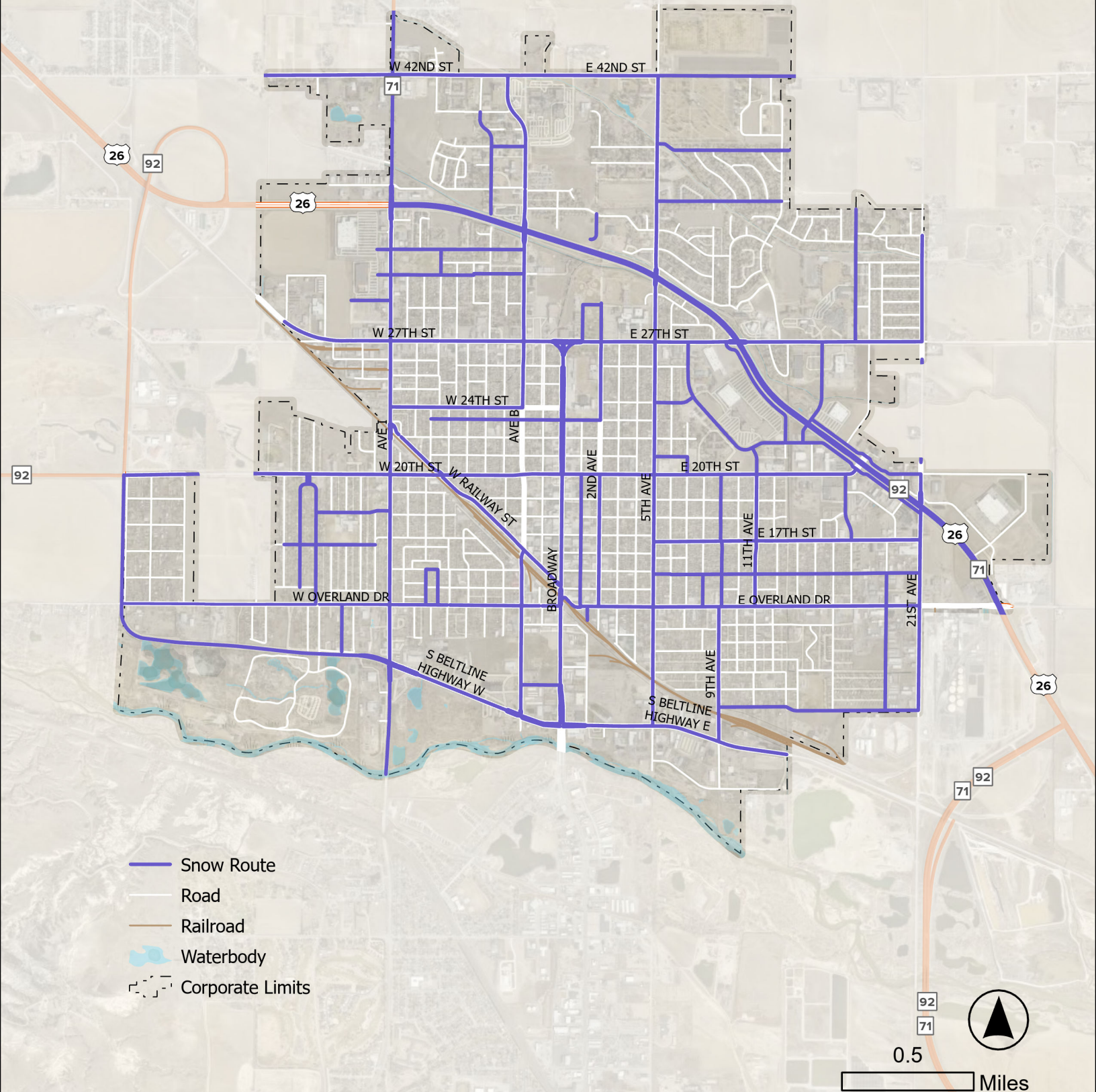
## A6.13 TRUCK ROUTE

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



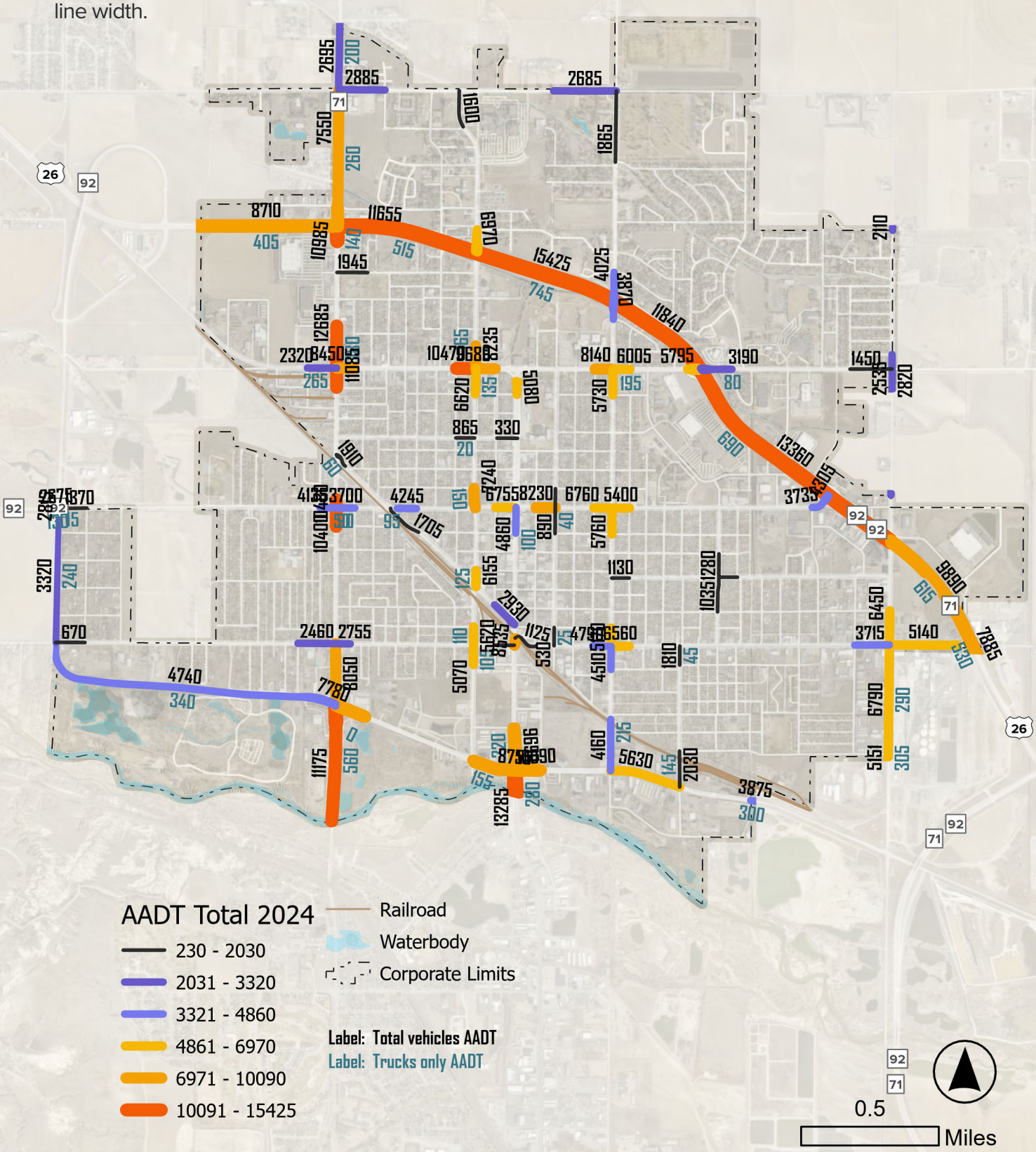
# A6.14 SNOW ROUTE

Roadways shown in dark blue represent designated snow routes.



# A6.15 ANNUAL AVERAGE DAILY TRAFFIC 2024

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



# A6.16 TRI-CITY ROADRUNNER TRANSIT

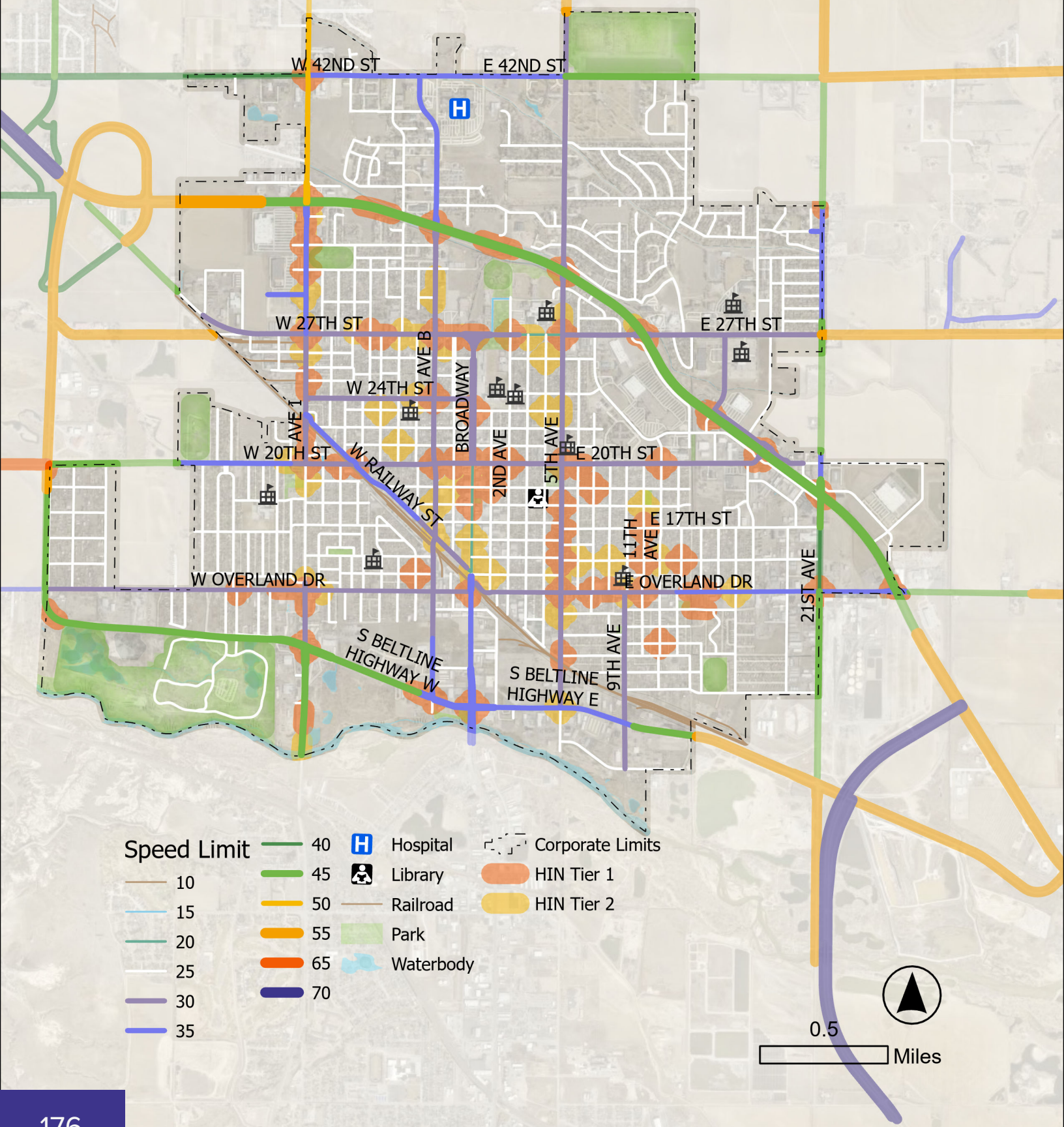
Public transit routes and stops are concentrated along higher-speed arterial corridors, where stakeholder input identified challenges with safe boarding, visibility, and access—highlighting the need for targeted stop and corridor safety improvements.




**Public Transit Route**
- Blue
- Orange
- Public Transit Stop
- Public Transit Major Stop
- Railroad Crossing
- Railroad
- Park
- Waterbody
- Corporate Limits
- Camping
- Convention Center
- Disc Golf
- Discovery Center (Zoo)
- Dog Park
- Football
- Hospital
- Library
- Museum
- Pickleball
- Plaza
- Skatepark
- Soccer Complex
- Swimming
- Theatre
- Uptown
- Visitor Information
- Walking
- YMCA

## A6.17 POSTED SPEED AND THE HIGH INJURY NETWORK

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





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

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

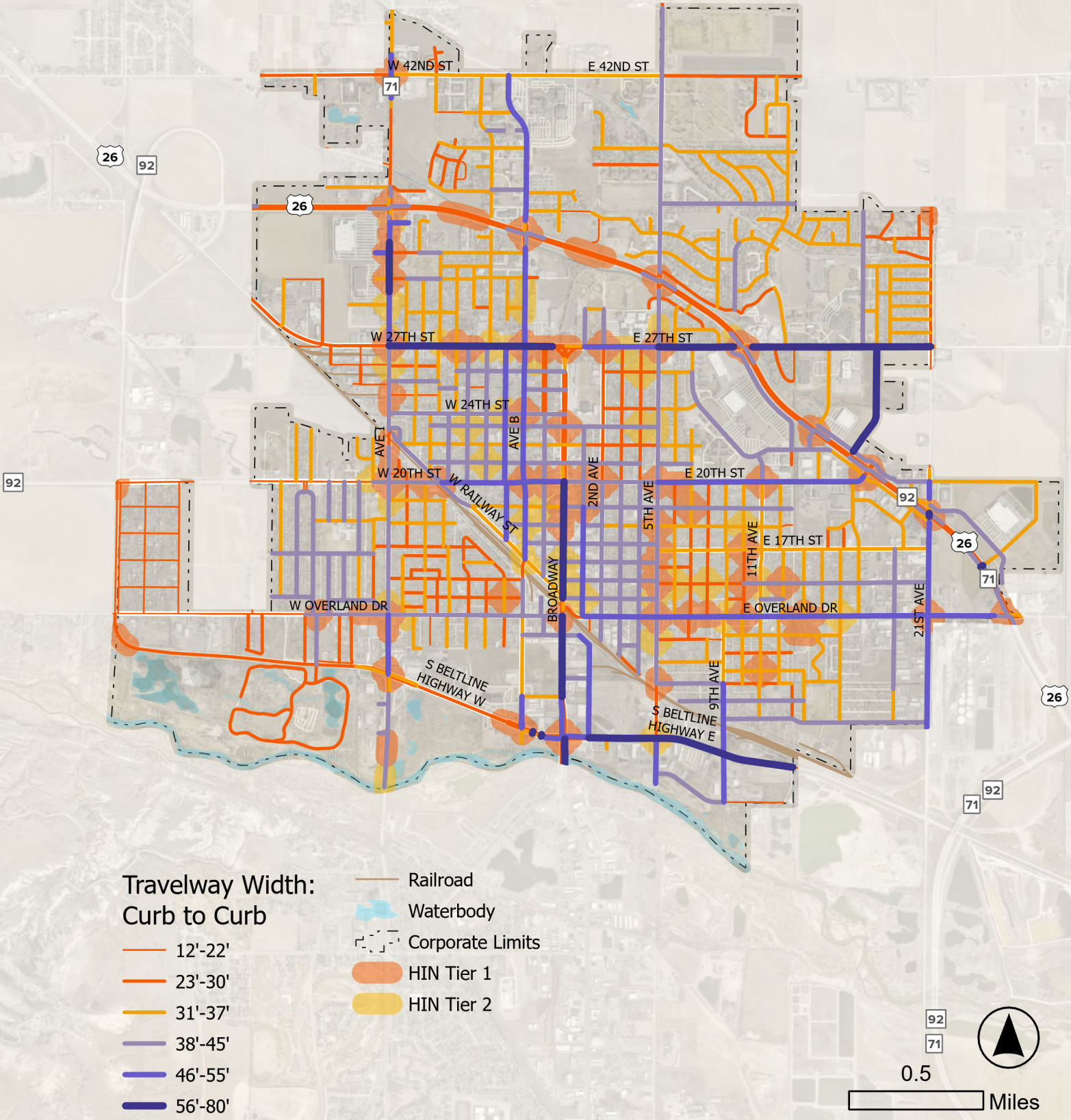
*These results emphasize the importance of addressing both speed management and corridor design along Scottsbluff's higher-speed arterial routes.*

## HIN AND POSTED SPEED LIMIT

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

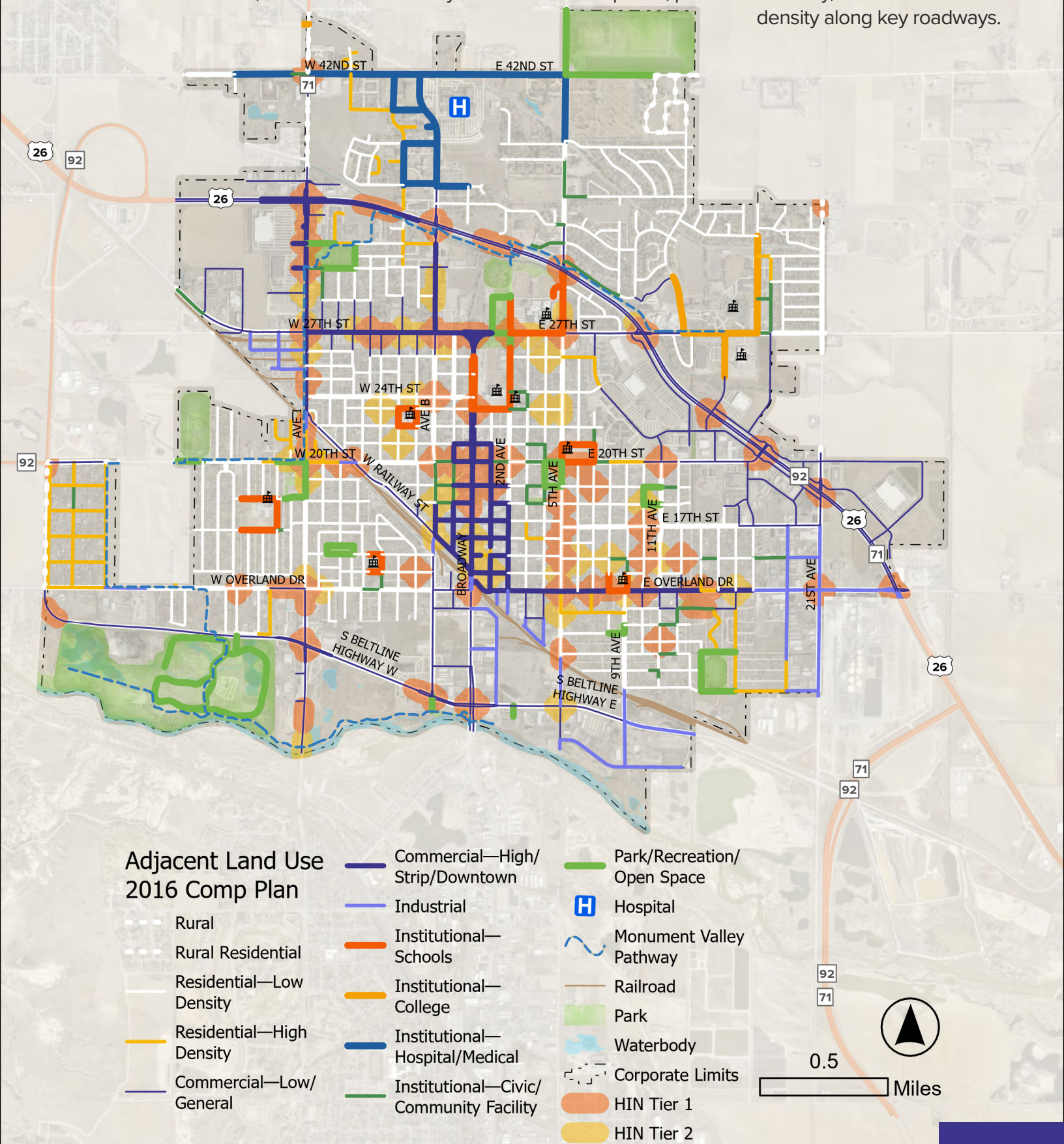
## A6.18 EXPOSURE (TRAVELWAY WIDTH AND THE HIN)

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



# A6.19 ADJACENT LAND USE AND THE HIN

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



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

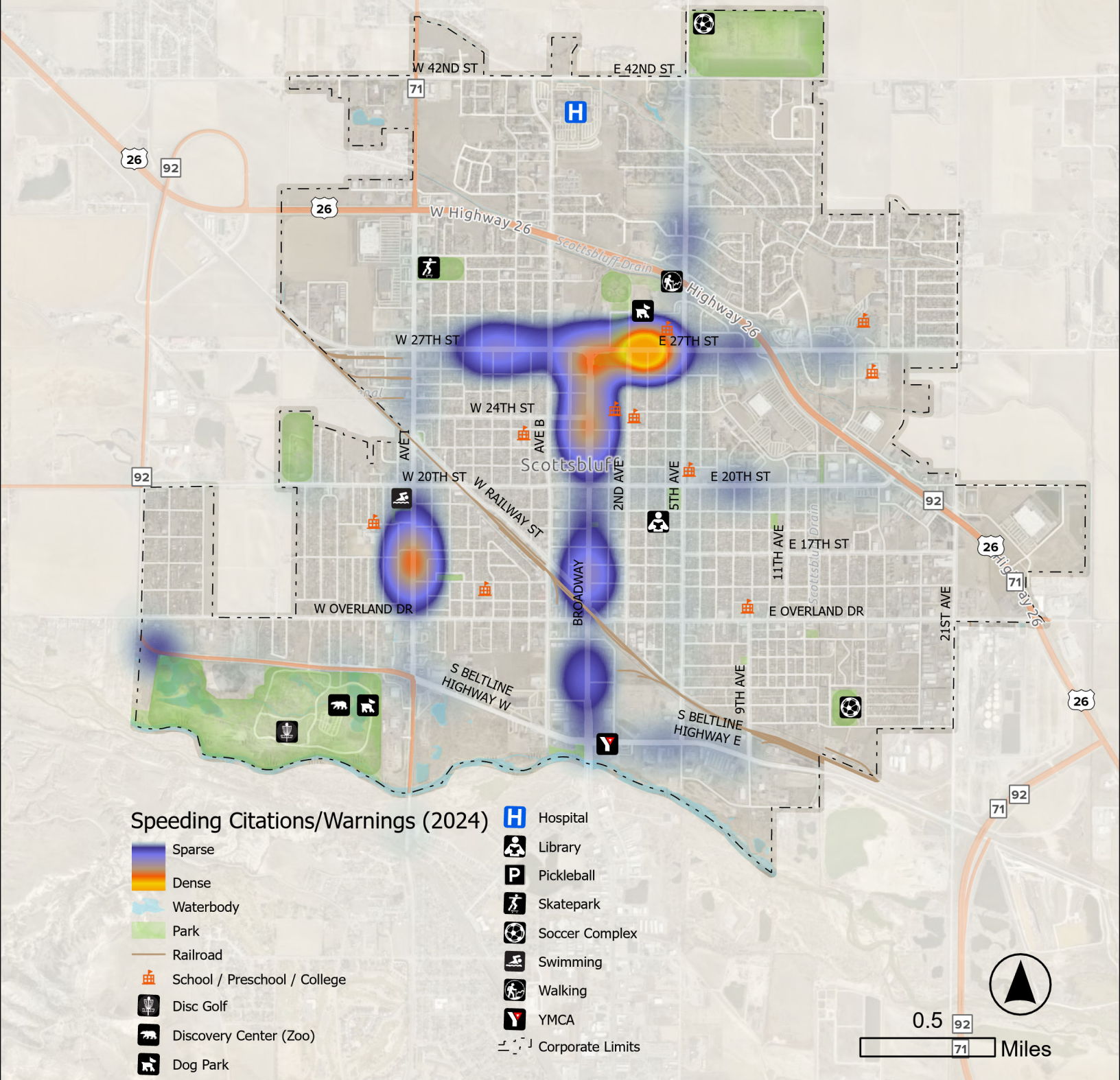
*These conditions are most prevalent along arterial corridors such as US-26, Avenue I, Broadway, and East Overland, where roadway design and surrounding land use create the highest-risk environments.*

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

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

# A6.20 CITATIONS MAPPING 2024 - SPEEDING HOTSPOTS

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



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# A7

# methods

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## A7.1 Data Sources and Year Ranges

Traffic safety analysis for the Scottsbluff SS4A Safety Action Plan was based on multiple data sources, with an emphasis on completeness, consistency, and relevance to fatal and serious injury risk.

The primary dataset used for crash analysis was Nebraska Department of Transportation (NDOT) crash data covering the period 2014–2023, inclusive. Only complete calendar years were included; no partial-year data were used. Crash severity was classified using MMUCC-compliant definitions, with analysis focused on fatal and serious injury (KSI) crashes, consistent with FHWA SS4A guidance.

Additional supporting datasets included:

- Traffic volumes, using the most recent and complete NDOT traffic counts available (primarily 2023 data)
- Pedestrian counts at select locations, including the South Beltline Highway and Broadway signalized intersection
- Citation and enforcement data, where available, for limited time periods and locations (2024: Broadway, 5th Avenue, Avenue B, Avenue I, 27th Street, 20th Street, East & West Overland, and South Beltline Highway)
- Roadway centerlines, intersections, rail corridors, and jurisdictional boundaries
- School locations, parks, land use context, and demographic data used for qualitative context and equity considerations
- Adopted plans, ordinances, standards, and studies, reviewed qualitatively to inform risk interpretation and implementation feasibility

Together, these datasets supported a data-driven, systemic evaluation of transportation safety risk across the Scottsbluff roadway network.

## A7.2 GIS Analysis Steps

Spatial analysis was conducted using ArcGIS Pro, following FHWA-recommended practices for systemic safety analysis and High Injury Network (HIN) development.

### *Crash Data Processing*

- Crash records were spatially joined to the roadway network and intersections.
- Only fatal and serious injury (KSI) crashes were included in HIN development.
- Duplicate records and invalid locations were reviewed and corrected as part of quality control.

### *Intersection Analysis*

- Intersections were represented as point features derived from roadway centerlines.
- A 40-meter (~131-foot) buffer was applied to each intersection to capture crashes associated with intersection influence areas, including turning, crossing, and approach-related crash activity.
- On divided roadways, each directional carriageway was represented as a separate centerline. As a result, intersections where divided highways cross divided streets were represented by multiple intersection points (up to four), allowing more precise attribution of crash risk by movement and approach.

### *Corridor Segmentation*

- Roadway corridors were segmented using a fixed-length approach of 100 meters (~328 feet). Additional shorter segments were retained between adjacent intersection buffers to ensure continuous network coverage and avoid unassigned roadway gaps. The selected segment length balances sensitivity to localized crash patterns while maintaining sufficient crash aggregation for meaningful systemic screening.
- Divided roadways were analyzed as separate directional segments to preserve geometric and operational characteristics.

### *High Injury Network (HIN) Development*

- KSI crashes were aggregated to both corridor segments and intersection buffers.
- Density and frequency measures were used to screen for elevated risk locations.
- The High Injury Network (HIN) was defined as the subset of roadway corridors and intersections accounting for a disproportionate share of fatal and serious injury (KSI) crashes relative to the overall transportation network.

### *Modifiers and Contextual Factors*

The HIN analysis was refined using additional contextual modifiers developed specifically for the Scottsbluff SS4A effort, including:

- Roadway classification and function
- Traffic volume context
- Presence of vulnerable road user activity generators (schools, parks, commercial centers)
- Jurisdictional considerations (e.g., state-controlled corridors)
- Land use and access characteristics

These modifiers were used to support prioritization and interpretation, not to exclude locations from consideration.

## A7.3 Metadata for Spatial Layers

All spatial analysis was performed using Nebraska State Plane Coordinates, NAD 1983, U.S. Feet.

Key spatial layers included:

- Crash point layer (2014–2023, NDOT)
- Roadway centerline network
- Intersection point layer (derived)
- High Injury Network (HIN) corridor segments
- High Injury Network (HIN) intersections
- City of Scottsbluff corporate limits
- Rail corridors
- School locations and community facilities

Spatial layers were reviewed for completeness, spatial alignment, and projection consistency prior to analysis. Attribute fields relevant to safety analysis (severity, year, roadway type, etc.) were verified to ensure consistency with source documentation.

## A7.4 Notes on Assumptions, Limitations, and Quality Checks

As with all transportation safety analyses, several assumptions and limitations apply:

- Crash data underreporting is possible, particularly for minor crashes and non-motorized incidents.
- Exposure data (e.g., pedestrian and bicycle volumes) were limited to select locations and were not available citywide.
- Jurisdictional constraints affect implementation feasibility, particularly on state-controlled corridors such as US Highway 26.
- Citation and enforcement data were available only for limited periods and locations and were used for contextual understanding rather than quantitative modeling.

Quality assurance and quality control measures included:

- Verification of crash severity coding
- Review of spatial joins and intersection assignments
- Visual inspection of HIN outputs for consistency with known roadway conditions
- Cross-checking results against public input and documented safety concerns

These steps ensured that analysis results are reasonable, repeatable, and appropriate for SS4A planning purposes.

## A7.5 Description of Prioritization Methods

Project prioritization for the Scottsbluff SS4A Safety Action Plan followed a risk-based, systemic approach, consistent with FHWA SS4A guidance and Safe System principles.

Using the GIS analysis described above, the project team:

- Identified a High Injury Network of corridors and intersections
- Applied contextual modifiers reflecting roadway function, exposure, and vulnerable road user risk
- Evaluated jurisdictional feasibility and implementation considerations

From this process, the top 26 intersections were identified based on cumulative risk, crash severity, and contextual importance. Corridors and intersections were then grouped into priority tiers to guide project development rather than assigned a single numeric score.

This approach emphasizes:

- Reducing fatal and serious injury risk
- Addressing systemic safety challenges
- Supporting corridor-level solutions
- Aligning projects with documented data and adopted policy

The prioritization framework establishes a clear, defensible connection between analysis results and recommended safety projects, consistent with FHWA SS4A expectations.

# 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

High Incidence Network

Tier 1

Tier 2

Project ( J )

U.S. HIGHWAY 26

S BELTLINE HIGHWAY E

HEARTLAND EXPRESSWAY

0 0.2 0.4 Miles

Appendix 8 - Projects

# 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)



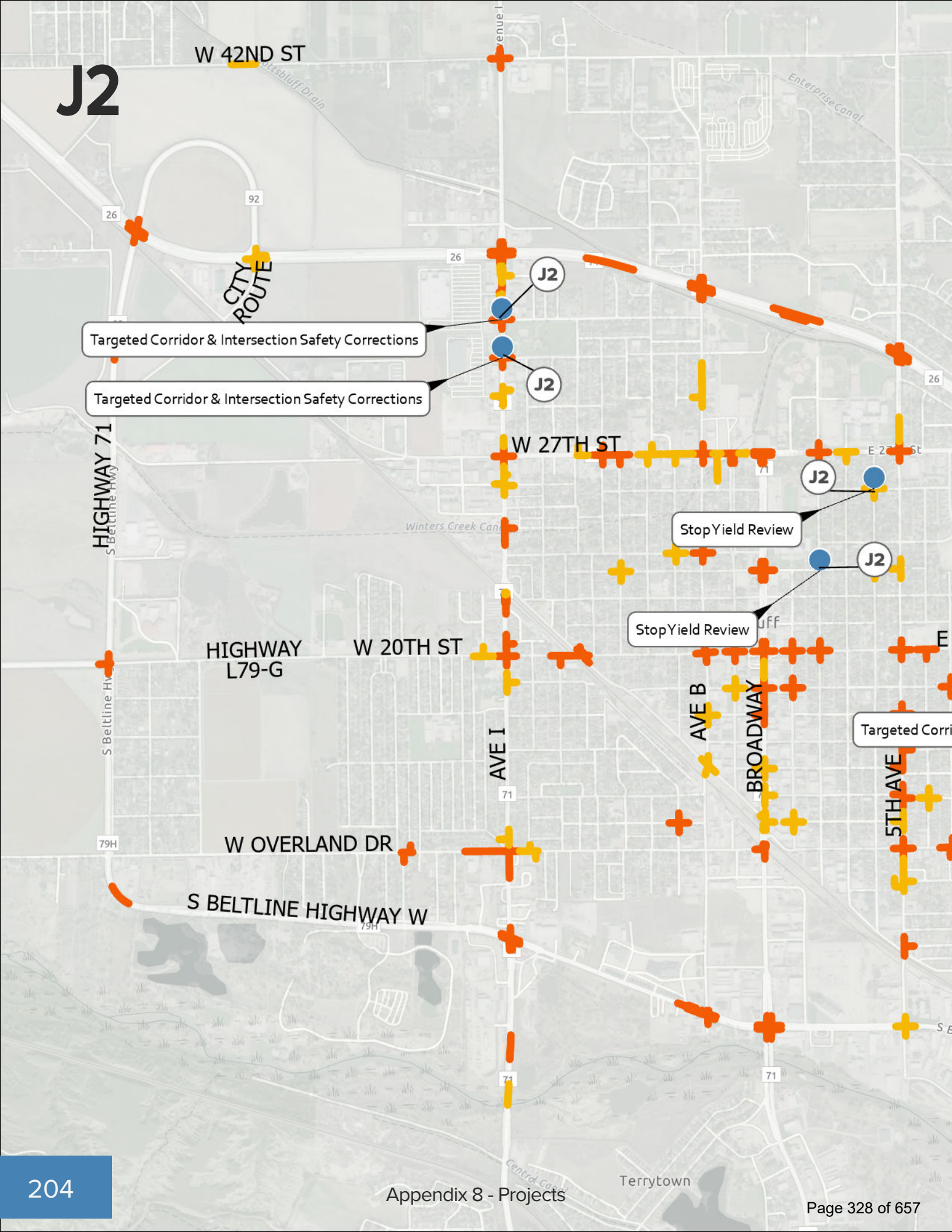
### Cost Estimate

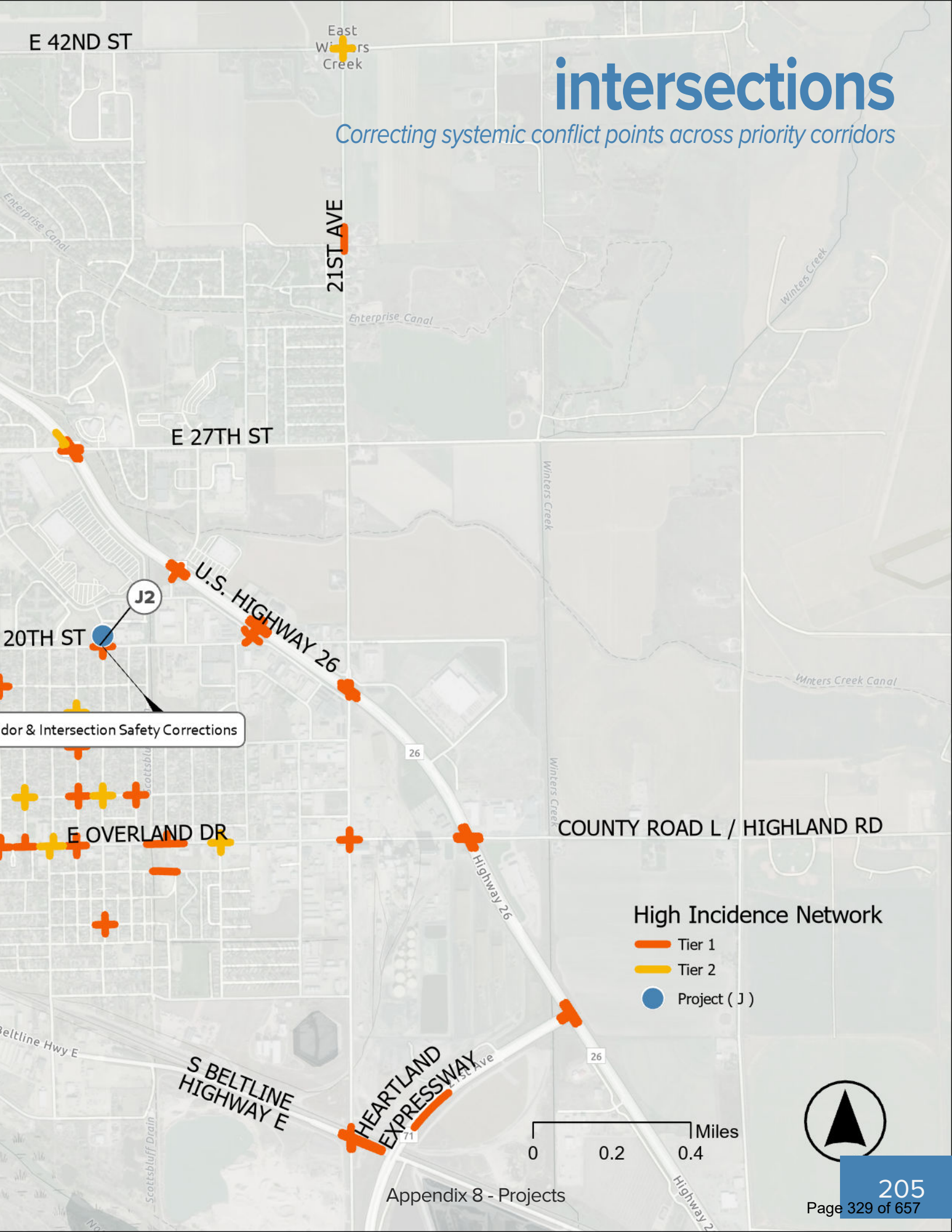
**$2.6 M**

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
CITY ROUTE
Targeted Corridor & Intersection Safety Corrections
Targeted Corridor & Intersection Safety Corrections
J2
J2
W 27TH ST
HIGHWAY 71
S Beltline Hwy
Winters Creek Canal
StopYield Review
J2
StopYield Review
HIGHWAY L79-G
W 20TH ST
AVE I
AVE B
BROADWAY
5TH AVE
Targeted Corri
W OVERLAND DR
S BELTLINE HIGHWAY W
Terrytown
Central Canal
EnterpriseCanal
Scottsbluff Drain


E 42ND ST
East Winters Creek
intersections
Correcting systemic conflict points across priority corridors
21ST AVE
Enterprise Canal
Winters Creek
E 27TH ST
U.S. HIGHWAY 26
J2
20TH ST
dor & Intersection Safety Corrections
Winters Creek Canal
26
E OVERLAND DR
COUNTY ROAD L / HIGHLAND RD
Highway 26
High Incidence Network
Tier 1
Tier 2
Project ( J )
Beltline Hwy E
S BELTLINE HIGHWAY E
HEARTLAND EXPRESSWAY
71st Ave
Scottsbluff Drain
Miles
0
0.2
0.4

# 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)



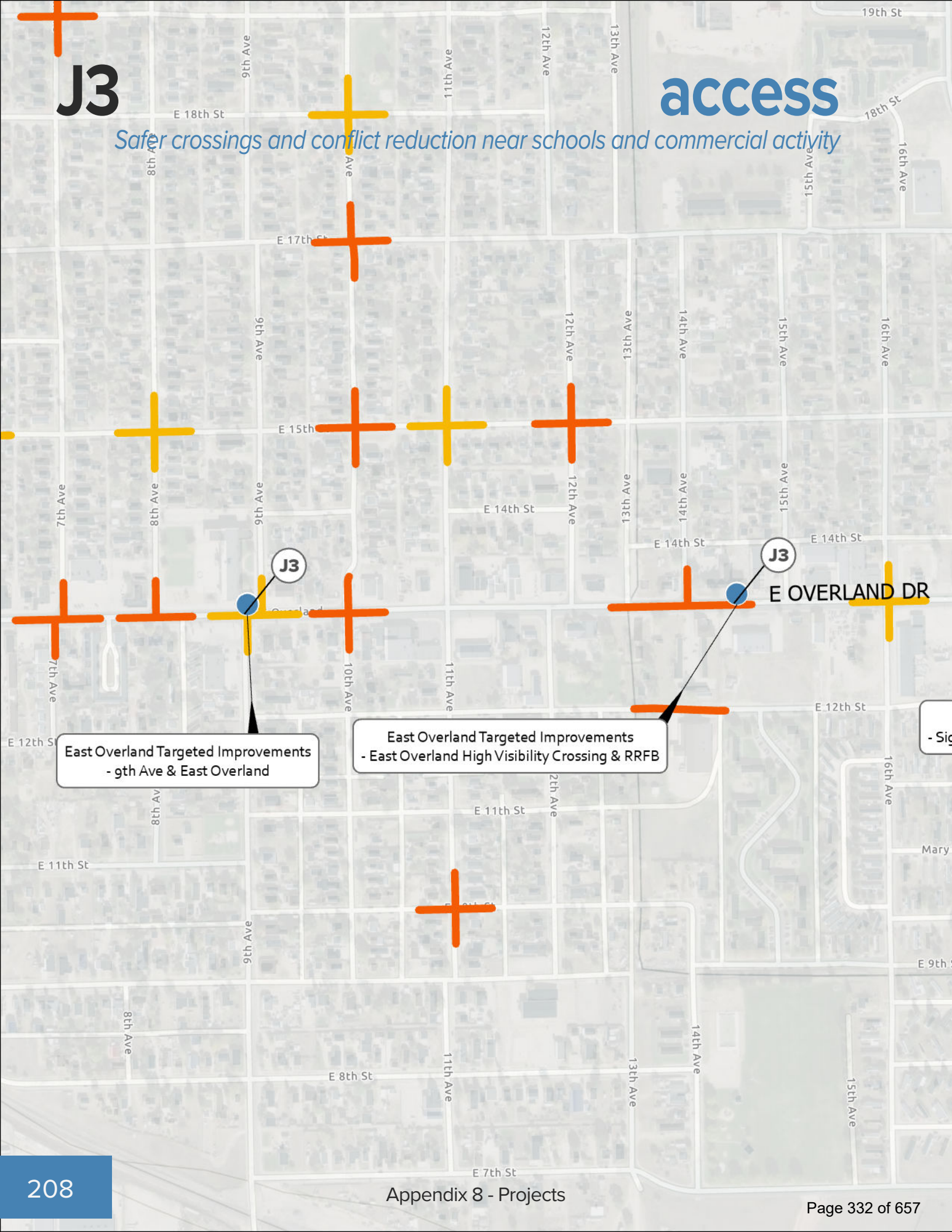
### Cost Estimate

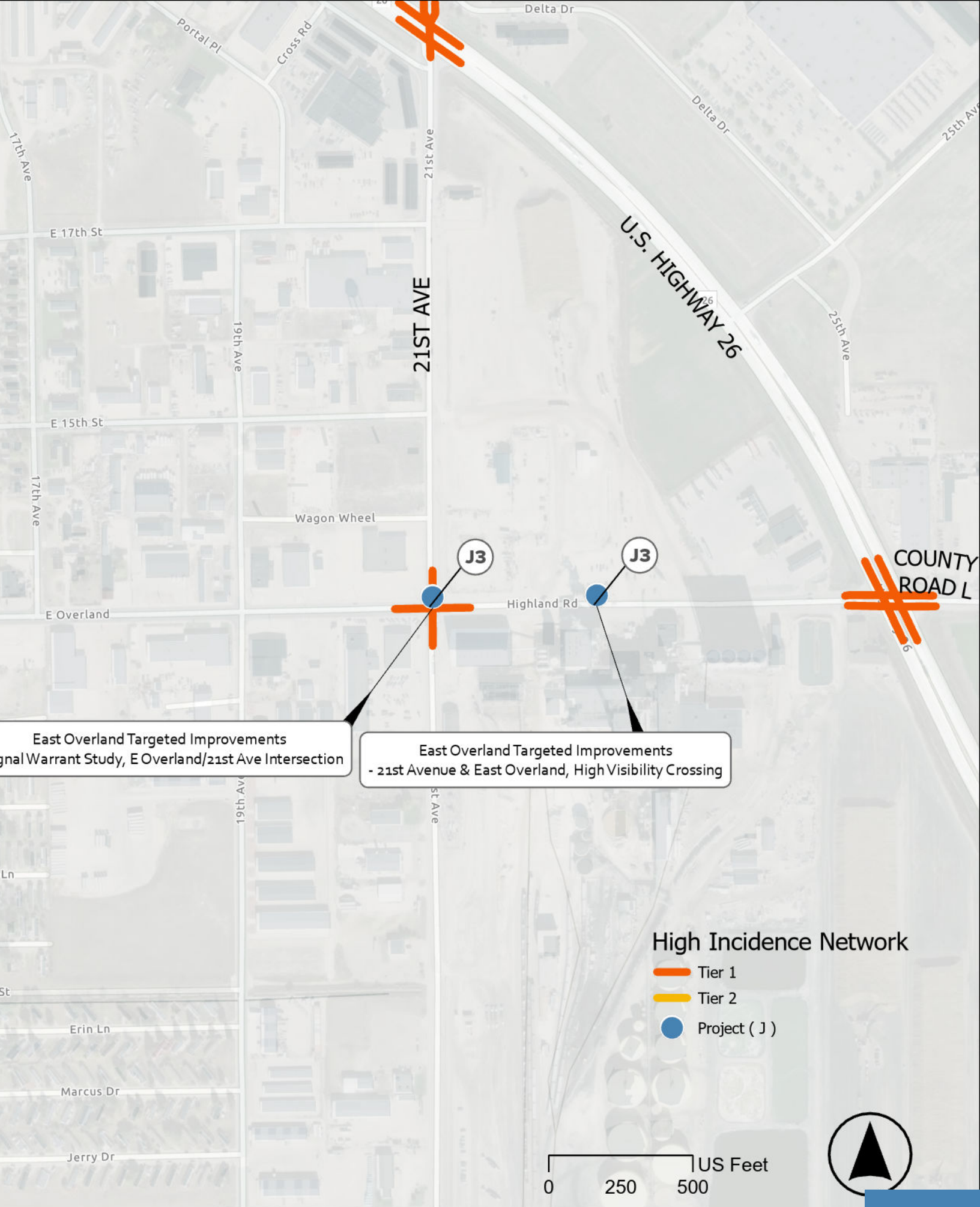
**$392 K**

Based on 2025 costs

### Key Partners

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


J3
J3
E OVERLAND DR
East Overland Targeted Improvements
- 9th Ave & East Overland
East Overland Targeted Improvements
- East Overland High Visibility Crossing & RRFB
19th St
18th St
E 18th St
17th St
E 17th St
16th Ave
15th Ave
14th Ave
13th Ave
12th Ave
11th Ave
10th Ave
9th Ave
8th Ave
7th Ave
E 15th
E 14th St
E 12th St
E 11th St
E 9th
E 8th St
E 7th St
Mary


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
J3
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

# 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
0
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

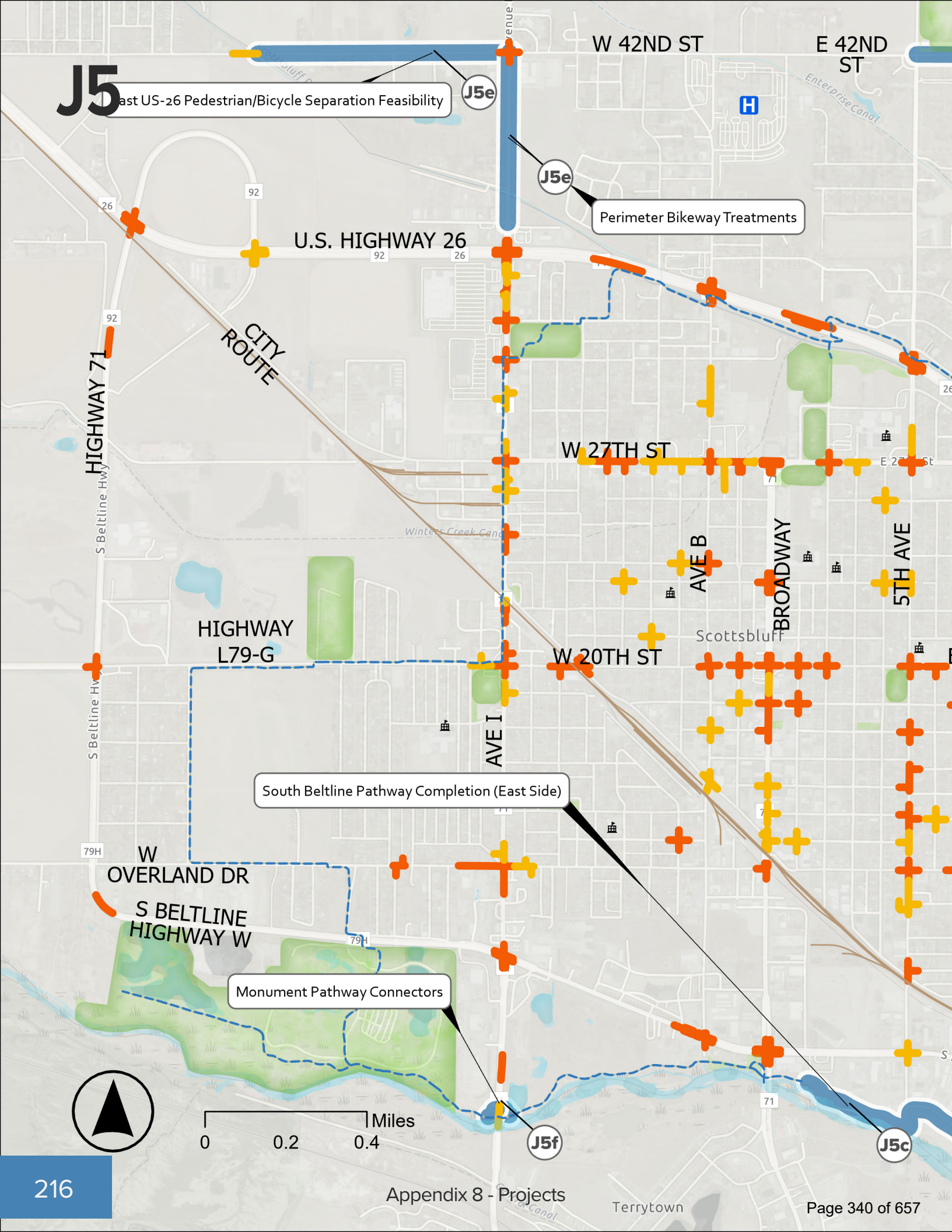
- 2026 Comprehensive Plan – School and corridor safety priorities
- School Safety Assessment findings
- High Injury Network (Tier 1 corridor) prioritization
- Community and law enforcement input

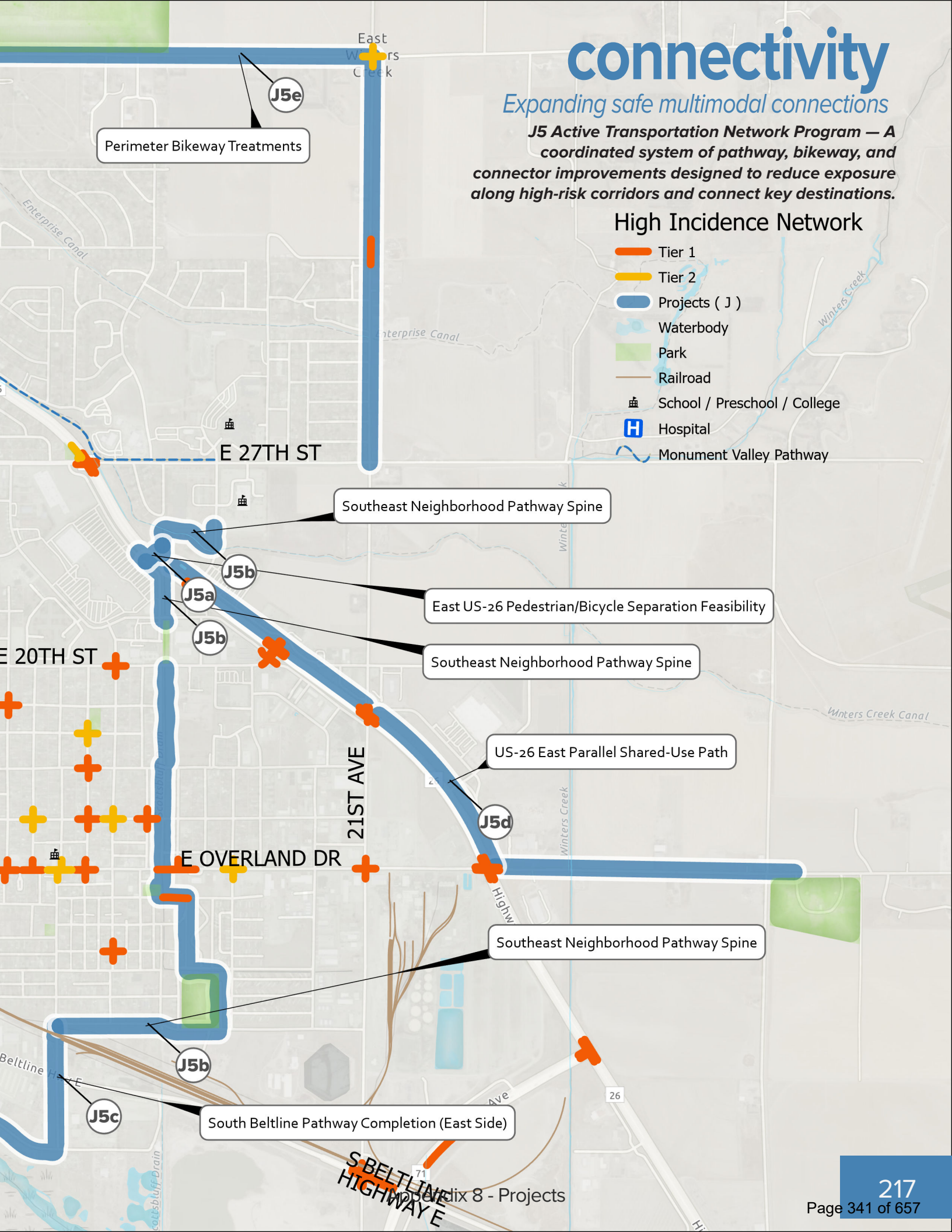


**Cost Estimate**
**$473 K**
Based on 2025 costs

## Key Partners

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


J5
ast 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
Miles
0
0.2
0.4
J5f
J5c
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.
High Incidence Network
Tier 1
Tier 2
Projects ( J )
Waterbody
Park
Railroad
School / Preschool / College
Hospital
Monument Valley Pathway
J5e
Perimeter Bikeway Treatments
E 27TH ST
Southeast Neighborhood Pathway Spine
J5b
J5a
J5b
East US-26 Pedestrian/Bicycle Separation Feasibility
Southeast Neighborhood Pathway Spine
E 20TH ST
21ST AVE
US-26 East Parallel Shared-Use Path
J5d
E OVERLAND DR
Southeast Neighborhood Pathway Spine
J5b
J5c
South Beltline Pathway Completion (East Side)
S BELTLINE HIGHWAY E
Winters Creek Canal
Winters Creek
Enterprise Canal

# 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

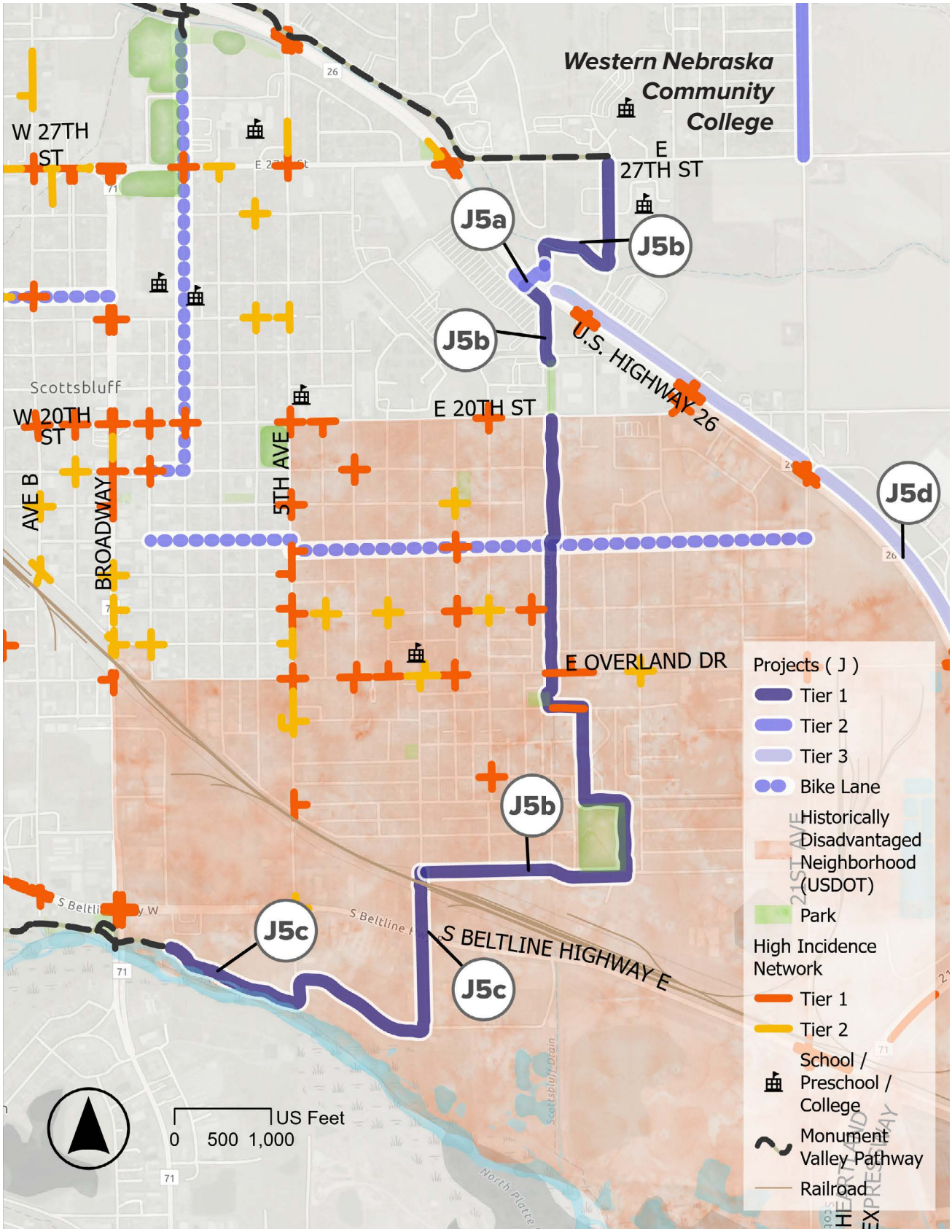
## Equity & Community Benefit

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)

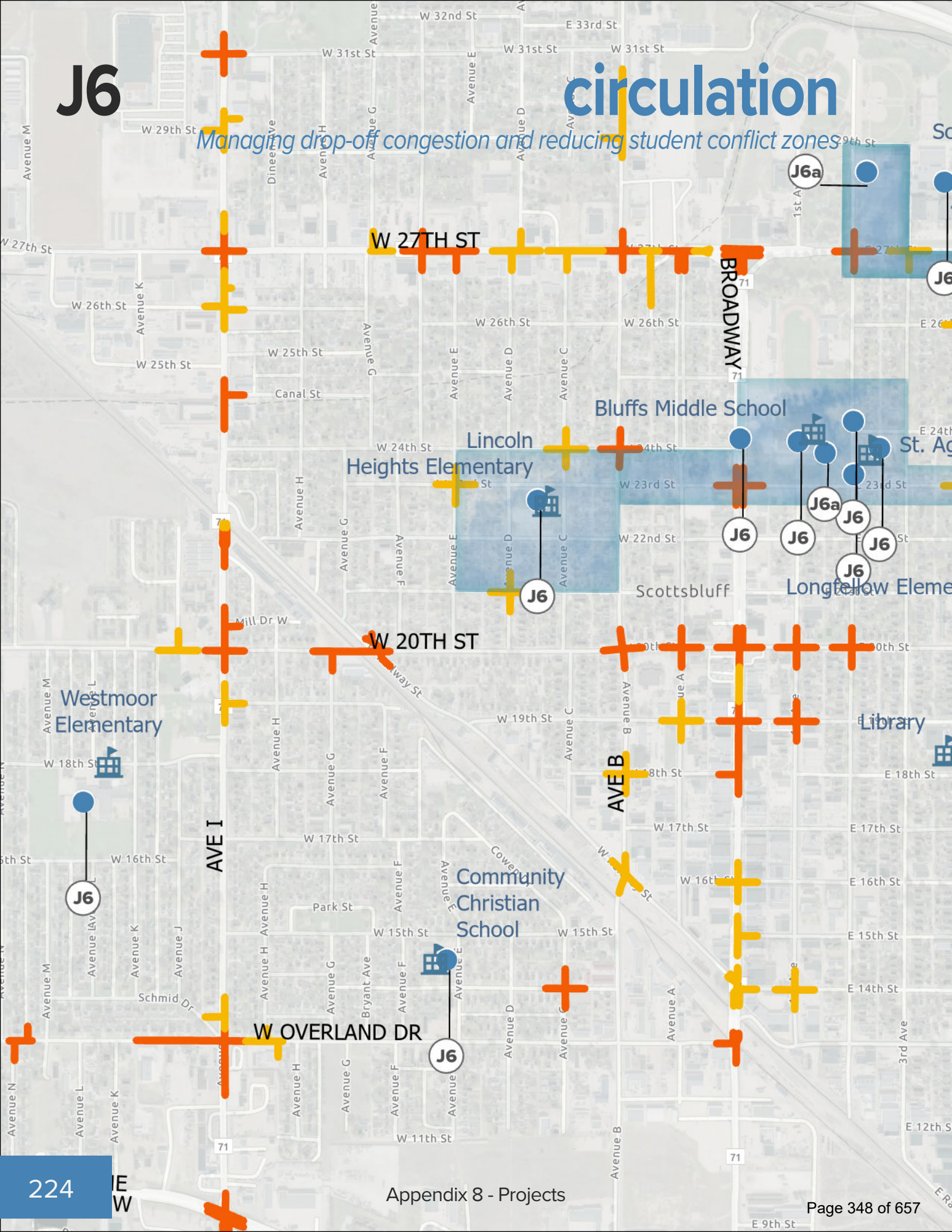
## Key Partners

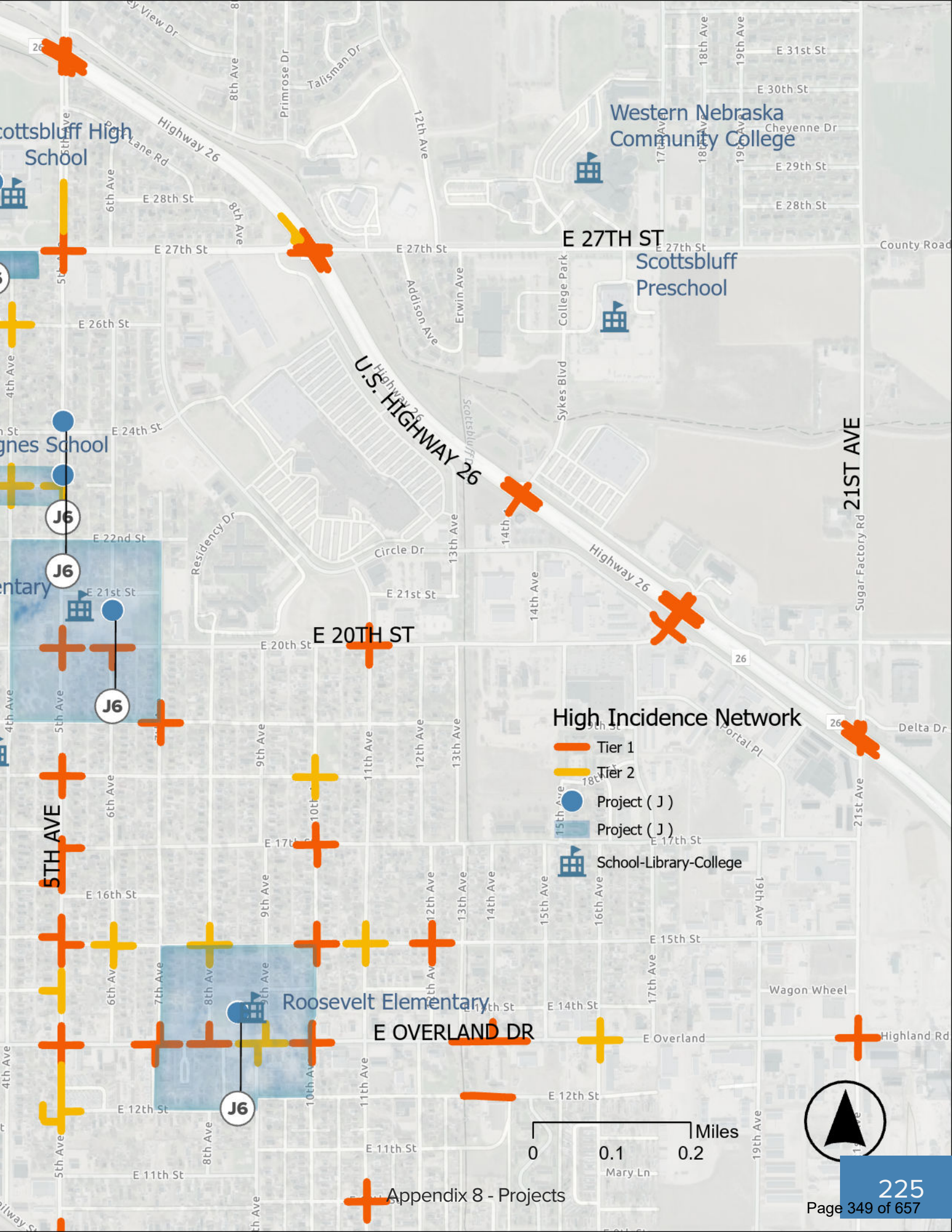
- City of Scottsbluff
- NDOT (US-26 coordination)
- Schools
- Parks & Recreation
- Public Safety
- Transit Provider
- Southeast neighborhood residents
- Western Nebraska Community College
- YMCA

# J6

# circulation

*Managing drop-off congestion and reducing student conflict zones*






Appendix 8 - Projects

# 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

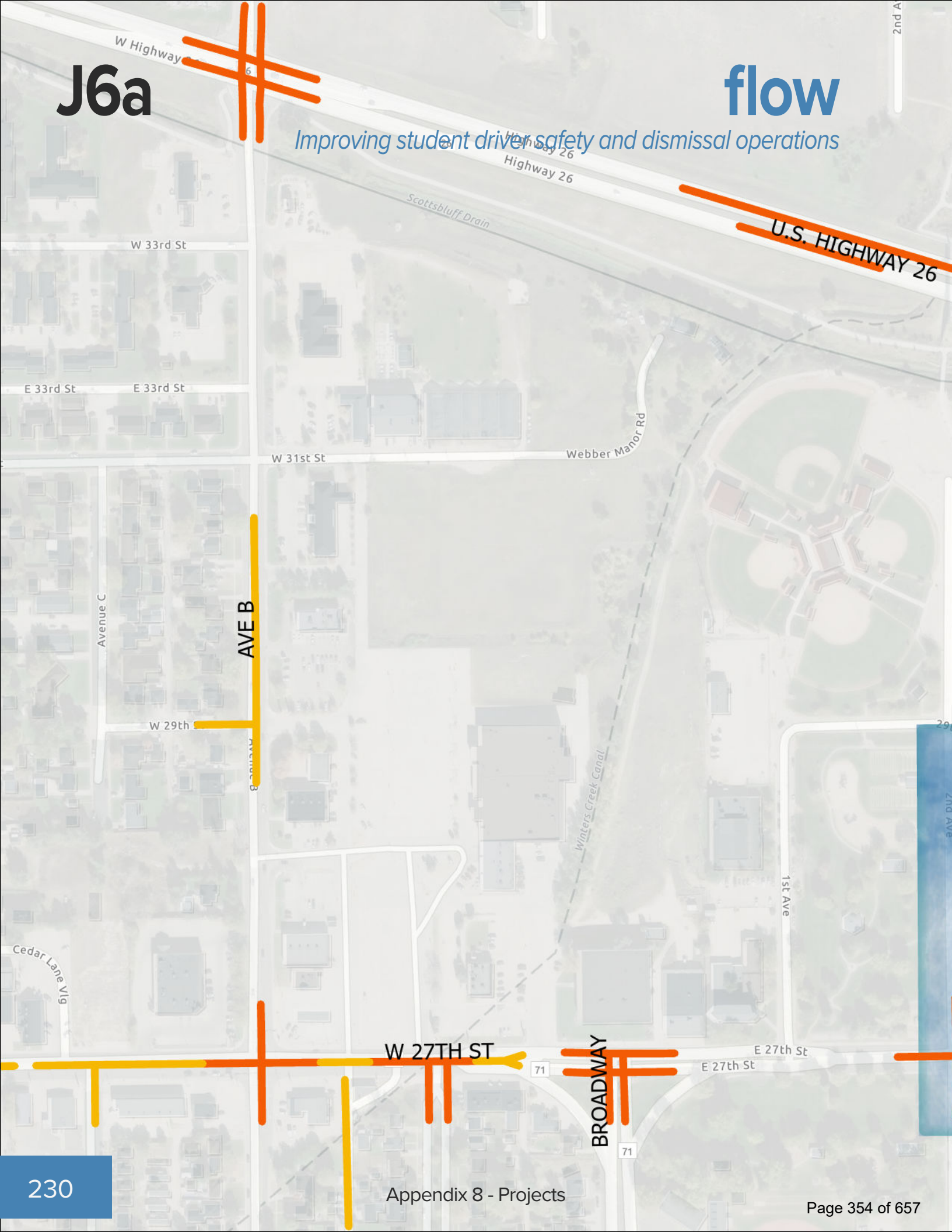
- 2026 Comprehensive Plan
- High Injury Network prioritization
- Public input on school safety and crossings
- School and stakeholder input



**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)


W Highway 26
Highway 26
Scottsbluff Drain
U.S. HIGHWAY 26
W 33rd St
E 33rd St
E 33rd St
W 31st St
Webber Manor Rd
Avenue C
AVE B
W 29th St
Winters Creek Canal
1st Ave
Cedar Lane Vlg
W 27TH ST
71
BROADWAY
E 27th St
E 27th St
71


Winters Creek Canal
5th Ave
Sunrise Dr
Rosedale Dr
Hillcrest Dr
Valley View Dr
Winter Creek Dr
Highway 26
Park Lane Rd
6th Ave
E 28th St
E 27th St
26
J6a
5TH AVE
Scottsbluff
High School
E 27TH ST
High Incidence Network
Tier 1
Tier 2
Project ( J )
Project ( J )
School-Library-College
Miles
0
0
0.1

# 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

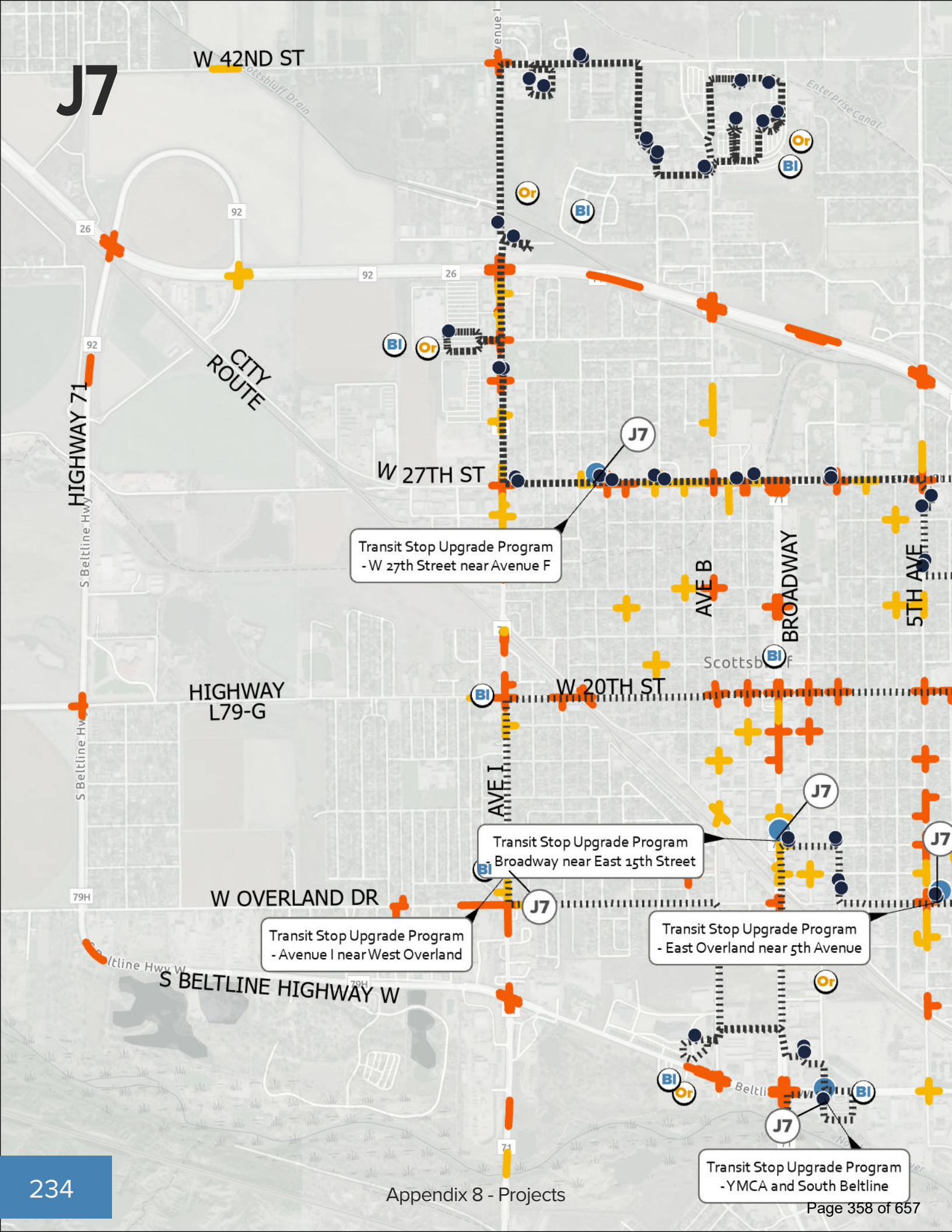
## Performance Metrics
- Reduced dismissal-period queue length
- Reduced spillover parking conflicts
- Improved vehicle exit times
- Maintained zero KSI crashes in school access zone

## 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



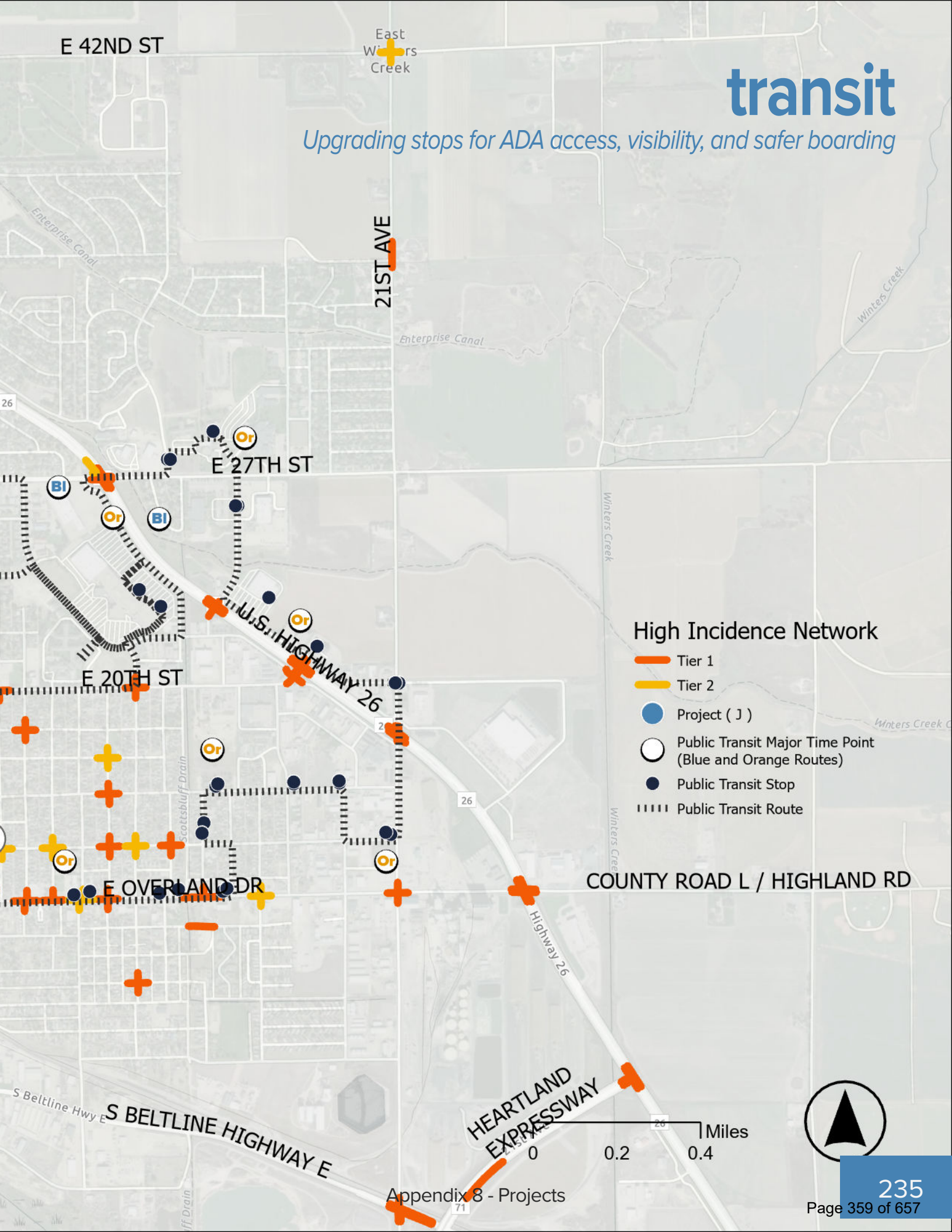
**Cost Estimate**
**$1.6 M —$6 M**
Based on 2025 costs

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


J7
W 42ND ST
92
26
HIGHWAY 71
S Beltline Hwy
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
79H
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)
J8
W OVERLAND DR
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

# 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

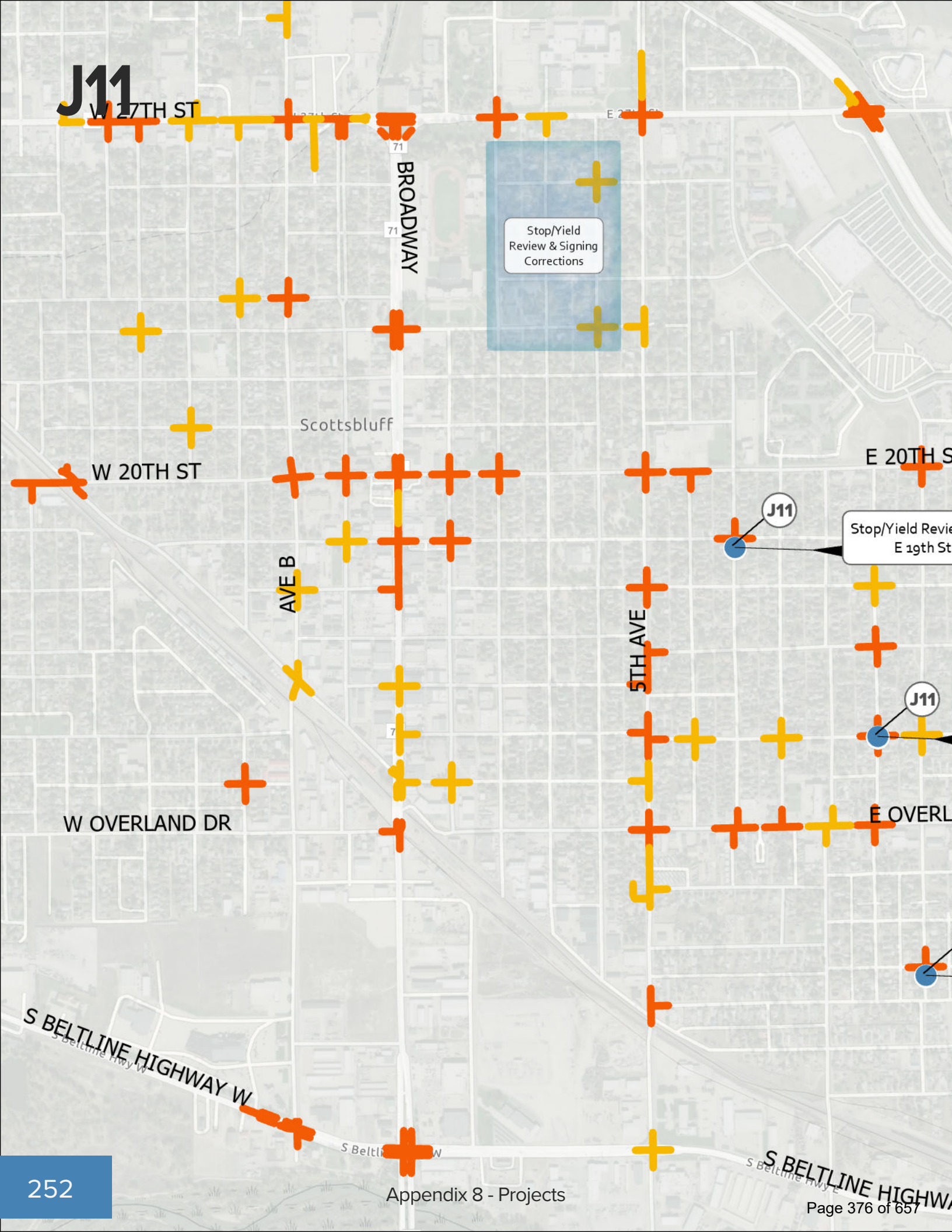
- 2026 Comprehensive Plan – Walkability & Connectivity Goals
- SS4A High Injury Network Analysis School Safety Study
- Public Input Summary (sidewalk and lighting concerns)
- ADA Transition Planning Framework

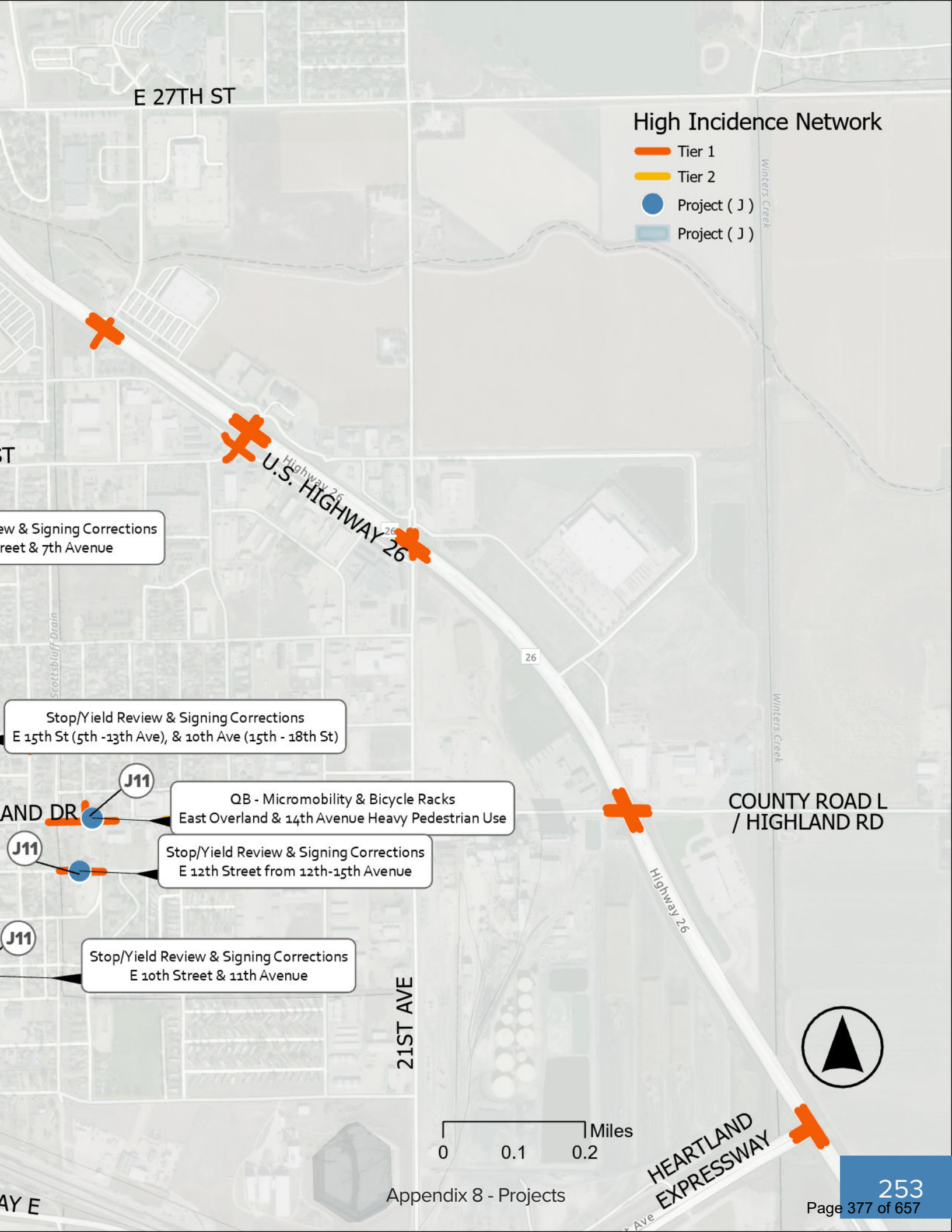


**Cost Estimate**
**$1.43 M**
Based on 2025 costs

## 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
71
Stop/Yield
Review & Signing
Corrections
Scottsbluff
W 20TH ST
E 20TH S
J11
Stop/Yield Revie
E 19th St
AVE B
5TH AVE
J11
W OVERLAND DR
E OVERL
S BELTLINE HIGHWAY W
S BELTLINE HIGHWA


E 27TH ST
High Incidence Network
Tier 1
Tier 2
Project ( J )
Project ( J )
U.S. HIGHWAY 26
Highway 26
Winters Creek
Scottsbluff Drain
26
ew & Signing Corrections
reet & 7th Avenue
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
21ST AVE
Miles
0
0.1
0.2
HEARTLAND
EXPRESSWAY
AY E

# 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



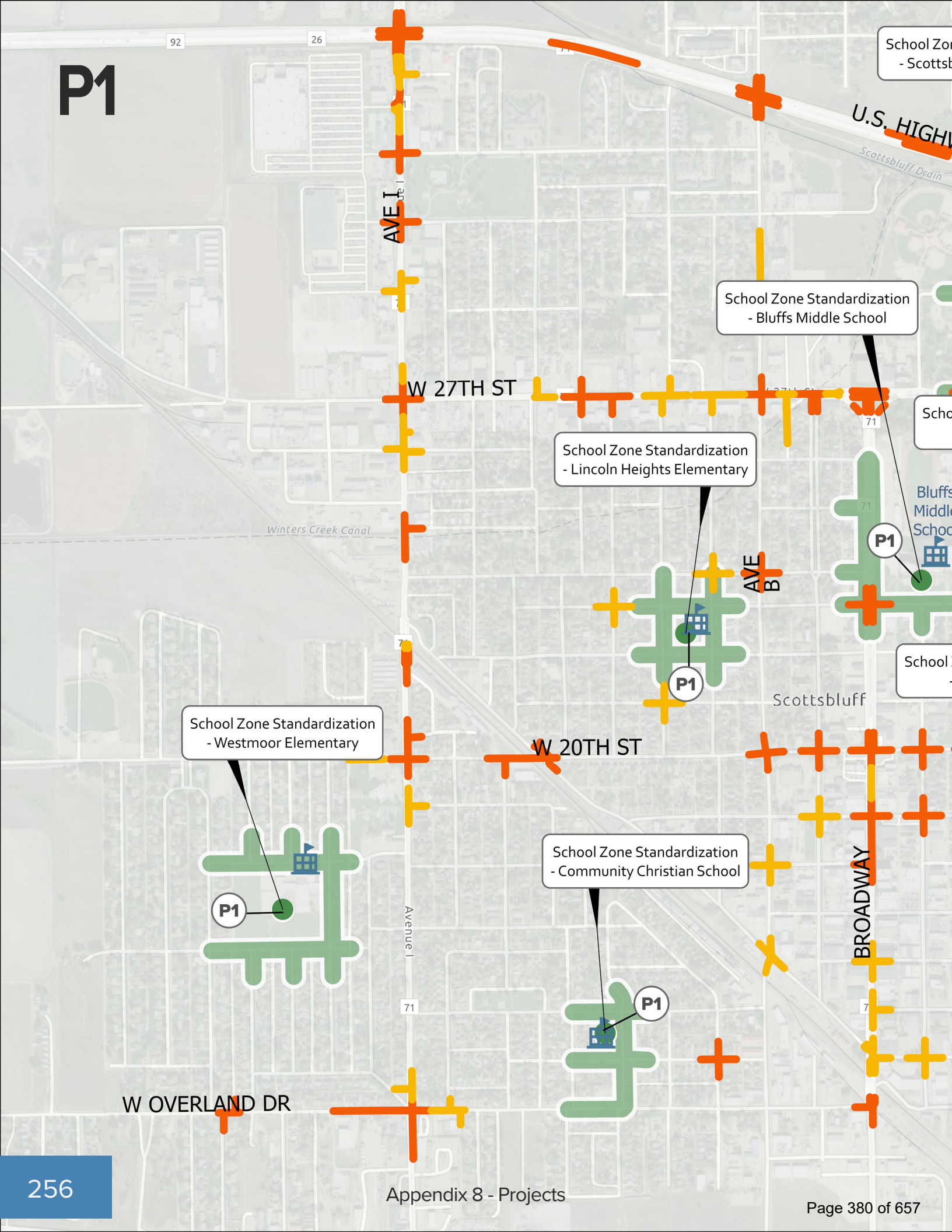
**Cost Estimate**

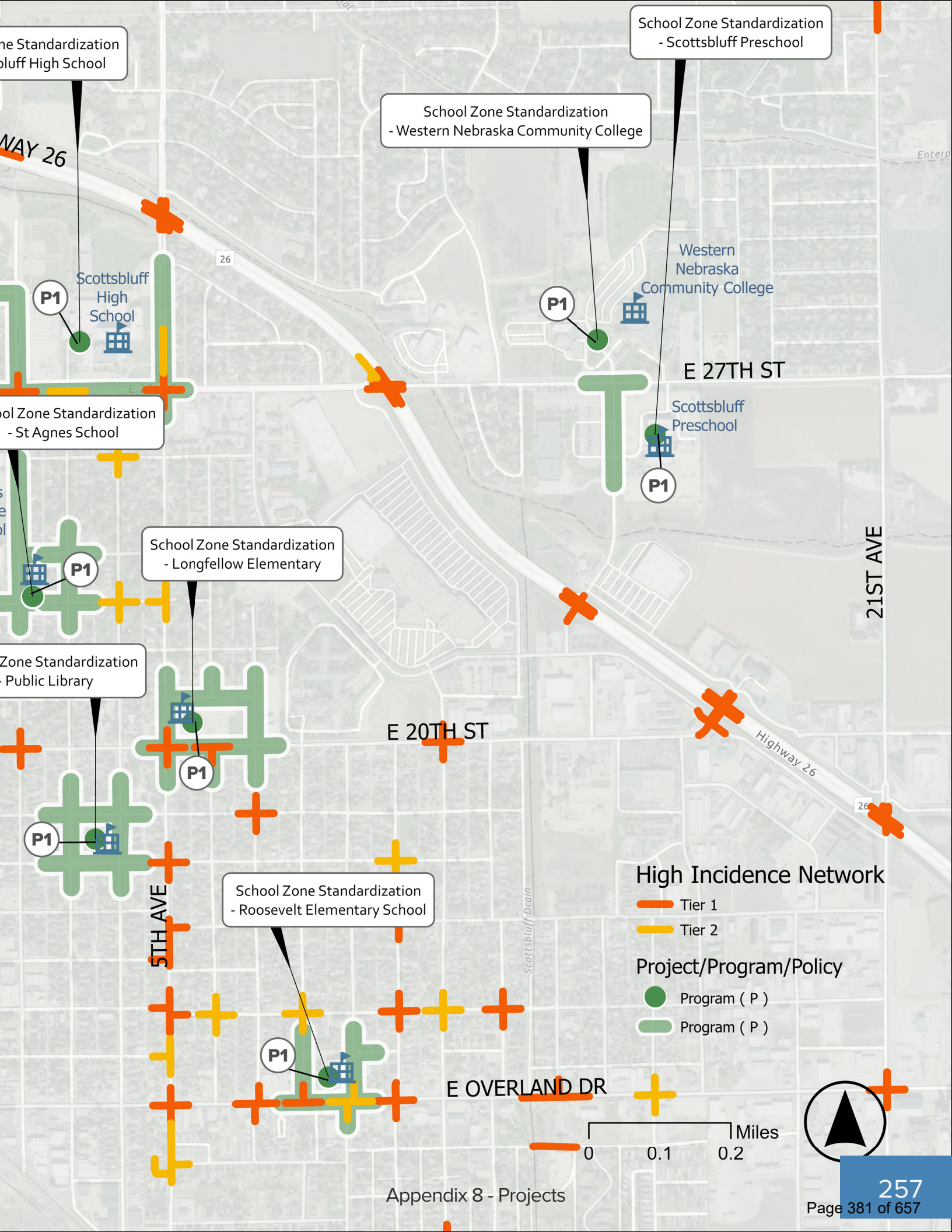
**$582 k**

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


ne Standardization
bluff High School
School Zone Standardization
- Scottsbluff Preschool
School Zone Standardization
- Western Nebraska Community College
WAY 26
26
Scottsbluff
High
School
P1
Western
Nebraska
Community College
E 27TH ST
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
Program ( P )
Program ( P )
0
0.1
0.2
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

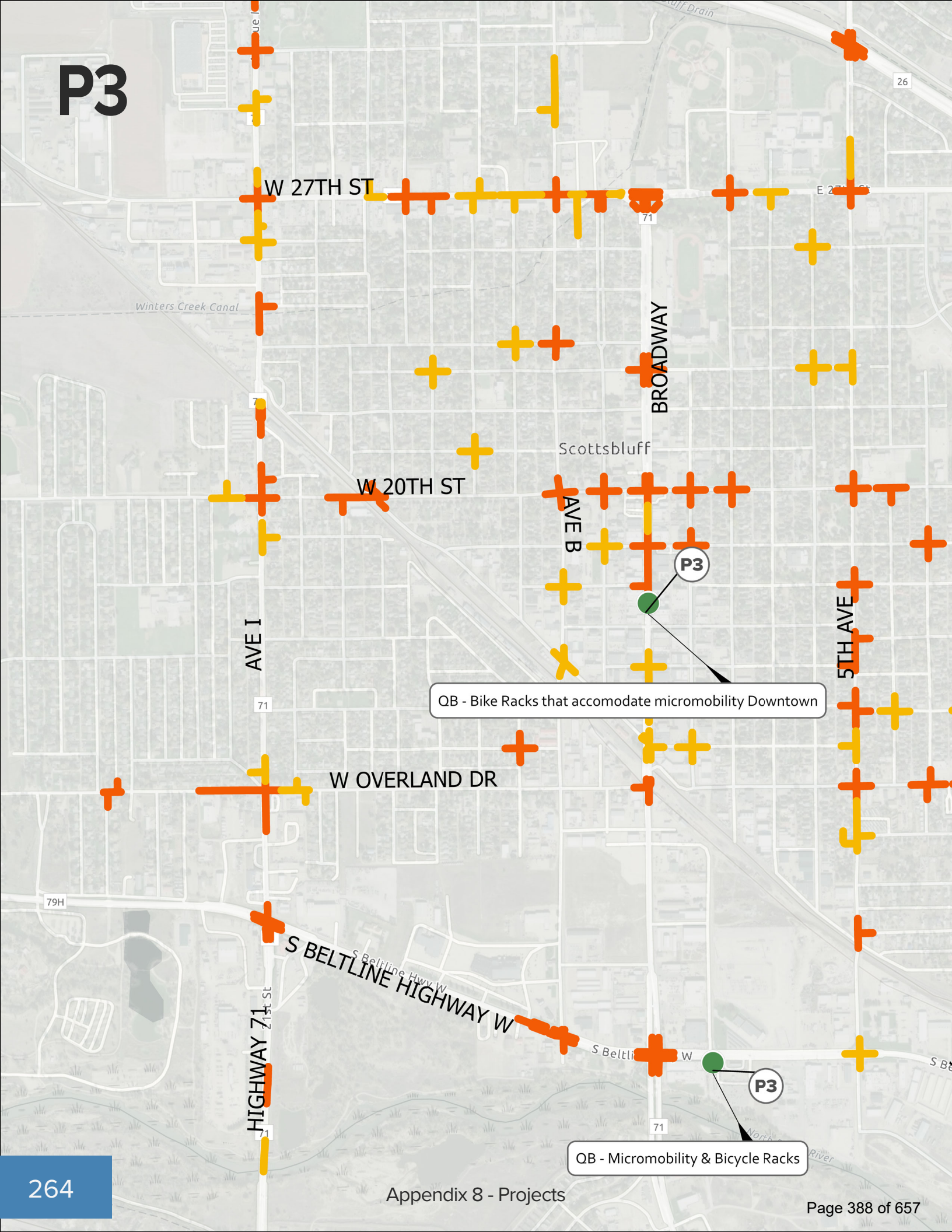
- HIN Analysis (Tier 1 & Tier 2 segments)
- Public Safety Stakeholder Input (Police Department lighting concerns)
- Public Input (vis concerns near W 27th & Ave I)
- 2026 Comprehensive Plan – Safety & Corridor Enhancement
- SS4A Safe System Approach – Improve Detection & Reaction Time

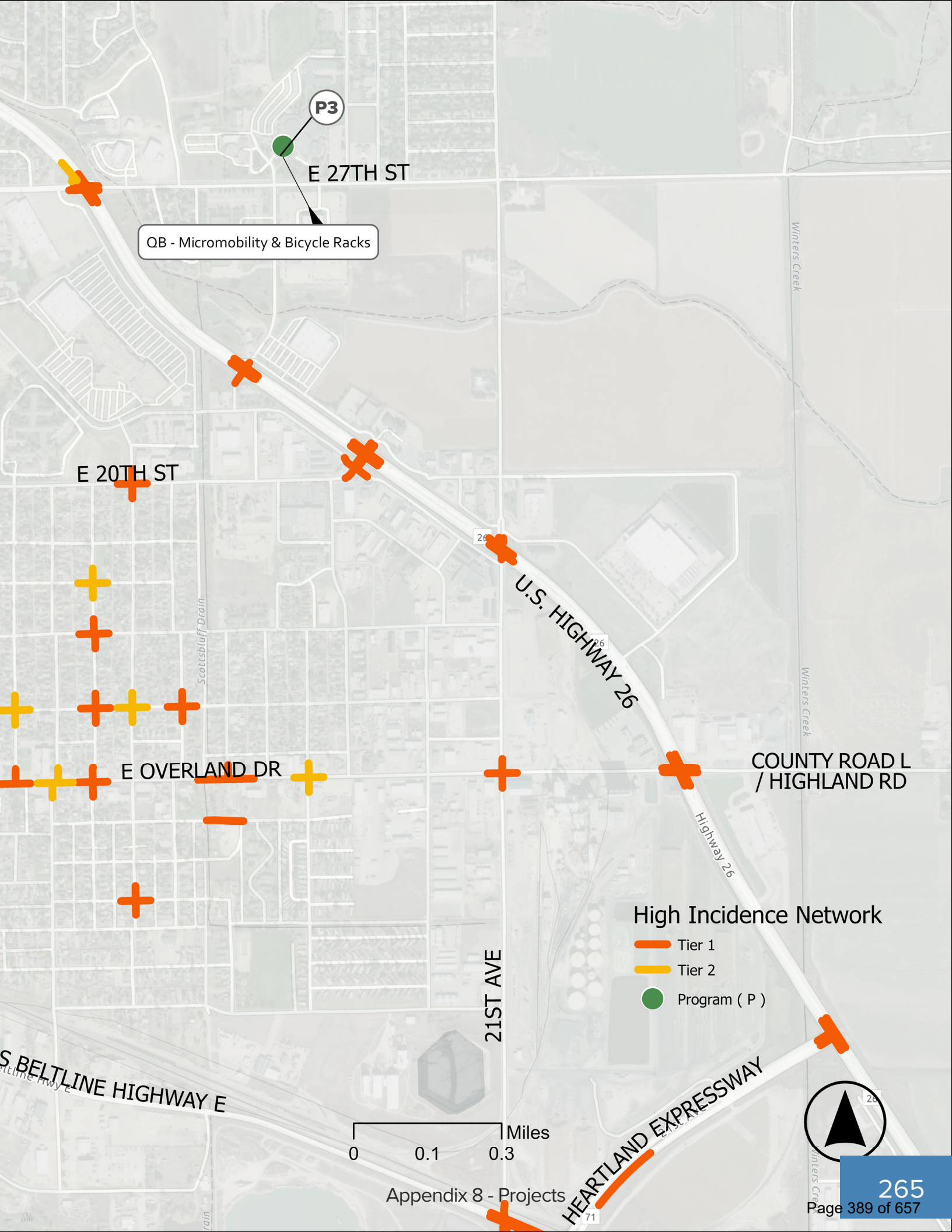


**Cost Estimate**
**$1 M**
Based on 2025 costs

## Key Partners

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


P3
W 27TH ST
Winters Creek Canal
BROADWAY
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)

# 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

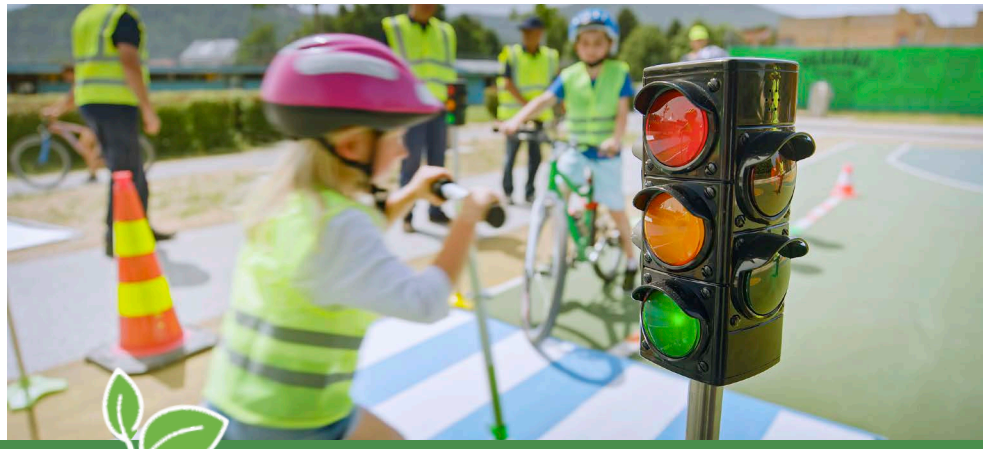
**P1** – School Zone Standardization

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 | |
| **Add-Alt Total (with contingency & engineering):** | | | | | **Estimated Total:** | **$ 137,200** | |

**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
**Estimated Total: $ 11,200,000**

**Add-Alternate Total (with contingency & engineering):**

## 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

**Planning document.**

*Foundation plan supporting J5 – Active Transportation Network Completion*

| 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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# A9

# countermeasures

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## A9.1 Best Practice Tools & Tactics

Ten safety countermeasures used throughout the Scottsbluff SS4A Safety Action Plan are provided and represent proven, FHWA-endorsed strategies selected to directly address the most common crash types, risk factors, and community safety concerns identified through data analysis and engagement.

Each countermeasure page includes a brief description of the treatment, illustrative graphics, and examples of typical applications. The intent is to provide a clear, consistent reference that supports project development, design scoping, and implementation without prescribing site-specific engineering solutions.

Countermeasure pages also summarize the roadway contexts and conditions where each treatment is most effective, including intersections, corridors, school zones, rail crossings, and transit areas. Where applicable, quick-build and permanent implementation options are identified to support phased delivery and funding flexibility.

References and links to additional design guidance are provided to support further technical review during project development. These include applicable FHWA resources, MUTCD guidance, and other nationally recognized best practices aligned with the Safe System Approach.

Finally, each countermeasure is mapped to the primary crash types and safety issues it addresses, illustrating how individual treatments contribute to reducing fatal and serious injury crashes. This alignment reinforces the plan's data-driven approach and clarifies how countermeasures are applied across multiple projects, as documented in the Project–Countermeasure Crosswalk in **APPENDIX A8 - PROJECTS**.

## A9.2 Examples of Proven Safety Treatments Referenced by the Scottsbluff Countermeasures

The following list summarizes examples of FHWA, NACTO, and nationally recognized safety treatments that inform and support the ten countermeasures used in this plan. These treatments are not additional countermeasures, but illustrative examples of specific tools that may be applied individually or in combination under the broader countermeasure framework described.

**Intersection Safety (CM-1, CM-3, CM-5)**

- *Signal modernization & visibility*
- *Left-turn phasing (protected / flashing yellow arrow)*
- *Advance signal-ahead warning flashers*
- *Stop bars & high-visibility markings*
- *Intersection lighting*

**Pedestrian Crossings (CM-1, CM-2, CM-6)**

- *RRFBs*
- *PHBs / HAWKs*
- *Median refuges*
- *Curb extensions*
- *Raised crossings*

**School Zone Safety (CM-4, CM-1, CM-7)**

- *Standardized school zone treatments*
- *School RRFBs & flashing beacons*
- *Pick-up/drop-off circulation changes*

**Corridor & Speed Management (CM-7, CM-3, CM-5)**

- *Road diets & lane narrowing*
- *Speed feedback signs*
- *Traffic calming elements*
- *Corridor lighting*

**Accessibility & Sidewalks (CM-8, CM-5)**

- *ADA curb ramps*
- *Sidewalk gap closure*
- *Pedestrian-scale lighting*

**Rail & Transit Safety (CM-9, CM-10, CM-5)**

- *Rail crossing upgrades*
- *Transit stop access & lighting*

**Quick-Build Safety (CM-6)**

- *Paint-and-post curb extensions*
- *Interim medians*
- *Temporary lane reconfiguration*

*Countermeasures are applied individually or in combination across multiple projects, as shown in **Table A9.1**, at right, and is applied through one or more of the ten countermeasures described on the following pages and referenced in **Table A8-6**, Project–Countermeasure <—> Crosswalk in* APPENDIX A8 - PROJECTS.

The Countermeasure Summary Matrix, shown in ***Table A9-1***, summarizes the primary countermeasures included in the Scottsbluff SS4A Safety Action Plan. These treatments were selected based on crash analysis, High Injury Network (HIN) findings, public and stakeholder input, and alignment with FHWA-endorsed Safe System strategies. Detailed descriptions and implementation guidance for each countermeasure are provided in the **Countermeasure Toolbox** section of this plan.

*Table A9-1. Countermeasure Summary Matrix*

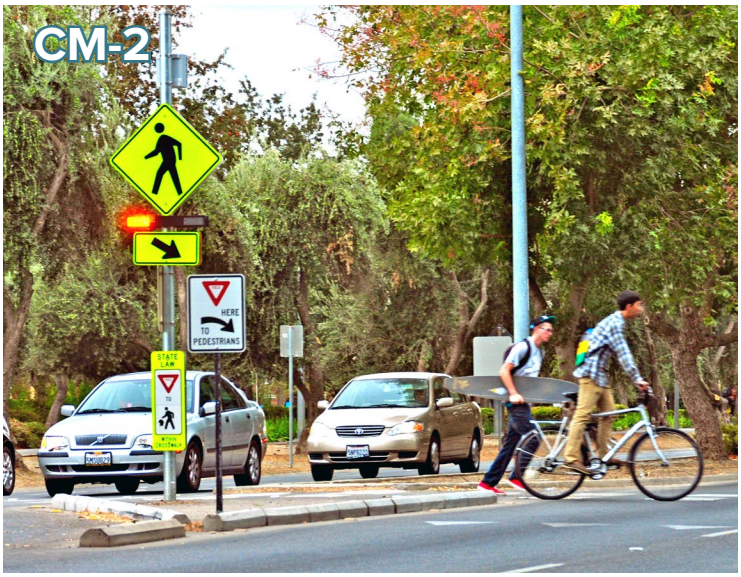
| | CM ID | Counter-measure | Primary Safety Purpose | Crash Types / Risk Factors Addressed | Typical Application Contexts | Implemen-tation Flexibility |
|---|---|---|---|---|---|---|
|  | **CM-1** | High-Visibility Pedestrian Crossings & Stop Bars | Improve pedestrian visibility and driver yielding at conflict points | Pedestrian injury; angle collisions; failure-to-yield | Signalized and unsignalized intersections; school areas; downtown crossings | Both |
|  | **CM-2** | Rectangular Rapid Flashing Beacons (RRFBs) | Increase driver awareness and compliance at uncontrolled pedestrian crossings | Pedestrian injury; failure-to-yield; mid-block crossing conflicts | Multilane or high-speed crossings; school routes; trail crossings | Permanent |
|  | **CM-3** | Signal Visibility & Operations Improvements | Reduce red-light running and improve predictable intersection operations | Angle collisions; rear-end crashes; red-light running | Signalized intersections; major arterials; state routes | Permanent |
|  | **CM-4** | School Zone Safety Treatments | Slow vehicle speeds and improve safety for children near schools | Pedestrian injury; speeding; drop-off/pick-up conflicts | School zones; routes to school; youth activity areas | Both |
|  | **CM-5** | Pedestrian-Scale & Intersection Lighting Improvements | Improve nighttime visibility of pedestrians, crossings, and conflict areas | Nighttime crashes; pedestrian injury; visibility-related crashes | Intersections; corridors; school areas; rail crossings; transit stops | Permanent |
|  | **CM-6** | Quick-Build & Interim Safety Measures | Test and deploy rapid, low-cost safety improvements | Speed-related crashes; pedestrian conflicts; visibility issues | Neighborhoods; corridors; school areas; downtown | Both |
|  | **CM-7** | Traffic Calming & Speed Management | Reduce vehicle speeds and cut-through traffic to lower crash severity | Speed-related crashes; loss-of-control; pedestrian injury | Residential streets; downtown corridors; school areas | Both |
|  | **CM-8** | Sidewalk & ADA Accessibility Improvements | Provide continuous, accessible pedestrian routes for all users | Pedestrian injury; accessibility barriers; trip/fall risk | Citywide pedestrian network; routes to schools, parks, transit | Permanent |
|  | **CM-9** | Rail Crossing Safety Improvements | Reduce conflicts and improve safety at rail-vehicle and rail-pedestrian crossings | Rail-vehicle crashes; pedestrian conflicts; visibility issues | At-grade rail crossings; rail corridors; emergency access routes | Permanent |
|  | **CM-10** | Transit Stop Safety & Accessibility Improvements | Improve safety, visibility, and access for transit riders | Pedestrian injury; boarding/alighting conflicts; nighttime crashes | Bus stops; transit corridors; activity centers | Permanent |

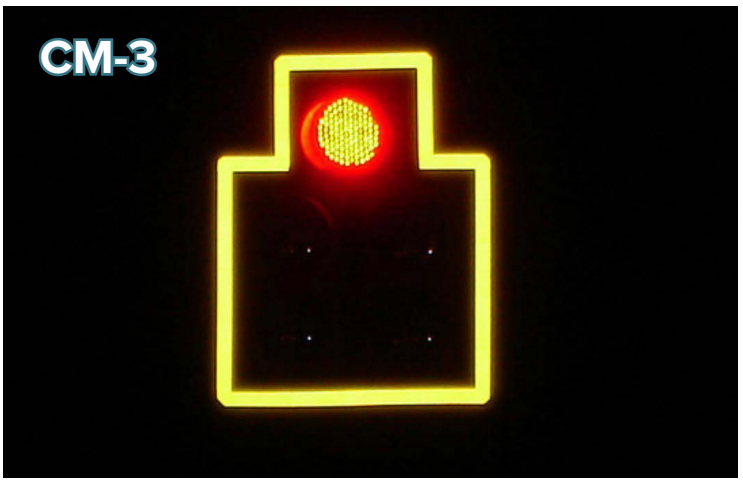
**Both** = *Countermeasure may be implemented as a quick-build treatment or permanent installation, depending on context and funding. Countermeasure details, example applications, and design guidance are provided in* **APPENDIX A9 - COUNTERMEASURES**.

## Countermeasure Visual Examples

Typical applications of key safety countermeasures used throughout the Scottsbluff Safety Action Plan.

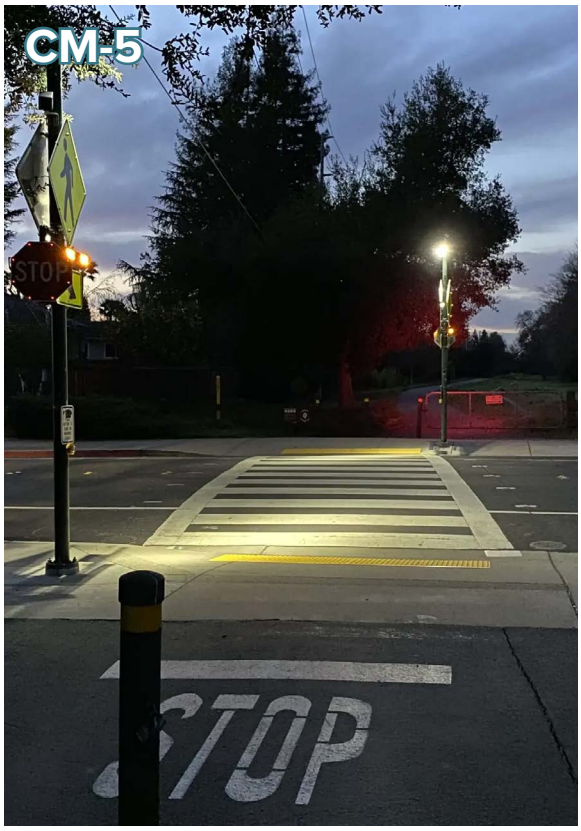























**CM-1** — High-visibility continental crosswalk

**CM-2** — RRFB pedestrian crossing

**CM-3** — Signal backplates with reflective border

**CM-4** — School zone crossing and signage

**CM-5** — Pedestrian-scale lighting

**CM-6** — Quick-build curb extension (paint & post)

**CM-7** — Traffic calming / lane narrowing

**CM-8** — ADA-compliant curb ramp and sidewalk

**CM-9** — Active rail crossing with warning devices

**CM-10** — Accessible transit stop improvements

Photos represent typical applications and may vary based on site conditions.



# CM-1: High-Visibility Pedestrian Crossings & Stop Bars

High-visibility pedestrian crossings use enhanced pavement markings, advance stop/yield bars, and supplemental signage to improve driver awareness and yielding behavior at locations where people walk across streets. Treatments typically include ladder or continental crosswalk markings, refreshed stop bars set back from crosswalks, and advance yield markings on multilane approaches.

These improvements are among the most cost-effective pedestrian safety countermeasures and are often implemented as quick-build treatments or paired with larger intersection and corridor upgrades.

## Safety Problems Addressed

- Poor driver yielding compliance at marked and unmarked crossings
- Rear-end and angle crashes caused by late braking or unclear stopping locations
- Pedestrian visibility issues, especially at night or during adverse weather
- Inconsistent crossing treatments that create driver confusion

## Examples of Proven Treatments

- High-visibility crosswalk markings (ladder, continental)
- Advance stop bars
- In-street pedestrian signs
- Yield/stop line relocation
- Crossing delineation at intersections and mid-block

## Where It Works Best

- Signalized and stop-controlled intersections
- School zones and routes to school
- Downtown and commercial corridors with pedestrian activity
- Multilane or higher-speed roadways where crossing distance and exposure are higher
- Transit stop access points and trail crossings

## Why It's Effective

High-visibility markings and properly placed stop bars increase the conspicuity of pedestrian crossings and reinforce where drivers are expected to stop. FHWA guidance recognizes these treatments as proven measures for improving yielding rates and reducing pedestrian crashes, particularly when paired with lighting or beacon enhancements.

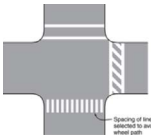
From a Safe System perspective, these treatments:

- Improve roadway user understanding (clear expectations)
- Reduce speed at conflict points
- Increase time and distance for driver reaction

## Typical Applications in Scottsbluff

- US-26 intersections and crossing locations with documented rear-end and angle crashes
- School-adjacent crossings near Roosevelt, Bluffs Middle School, and Scottsbluff High School
- Downtown Broadway crossings with high pedestrian volumes
- Transit stop crossings along Avenue I, East Overland, and 27th Street
- Locations identified through the High Injury Network (HIN) and public comment map

## Implementation Considerations



- NDOT Coordination: Required for crossings on or adjacent to US-26 or other state facilities
- Quick-Build Friendly: Can be installed rapidly using durable paint or thermoplastic
- Maintenance: Requires periodic refresh; should be included in annual striping programs
- Design Details: Stop bars should be placed per MUTCD guidance, set back from crosswalks to improve sight distance and pedestrian comfort

## Order-of-Magnitude Cost Range (Planning Level)

- High-visibility crosswalk striping: low thousands per crossing
- Stop bar installation / refresh: low cost per approach
- Advance yield markings and signage: low cost per approach

(Exact costs vary by material type, roadway width, and number of approaches.)

## Related Scottsbluff Projects

- **J1** – US-26 Intersection Improvements
- **J4** – Intersection Visibility & Stop-Bar Upgrades
- **J8** – Citywide School Zone Safety Upgrades
- **J10** – School Area Pedestrian Crossing & ADA Improvements
- **J12** – High-Visibility Crosswalk & Curb Extension Program
- **J20** – Bus Stop and Transit Access Upgrades

*This countermeasure focuses on passive visibility and compliance treatments such as pavement markings and stop bars, and does not include active warning devices such as RRFBs, which are addressed separately.*



# CM-2: Rectangular Rapid Flashing Beacons (RRFBs)

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-activated warning devices that use high-intensity, rapid-flashing LED lights mounted on pedestrian crossing signs. When activated, RRFBs significantly increase driver awareness and yielding at crossings where traditional signage alone has proven insufficient.

RRFBs are commonly installed at mid-block crossings and uncontrolled intersections and can be solar-powered or hard-wired depending on site conditions.

### Safety Problems Addressed

- Low driver yielding rates at uncontrolled crossings
- High-speed multilane crossings with limited pedestrian protection
- School and trail crossings where pedestrian volumes are concentrated
- Locations with documented pedestrian crashes or near-misses
- Poor visibility conditions, including nighttime or skewed approaches

### Examples of Proven Treatments

- RRFB systems
- Supplemental crossing warning signs
- Pedestrian-activated warning devices (non-signal)

### Where It Works Best

- Mid-block crossings on arterial and collector roadways
- School crossings and youth activity areas
- Trail and pathway crossings of major streets
- Transit access points with frequent pedestrian demand
- Multilane roadways without full signal control

### Why It's Effective

RRFBs are among the most effective pedestrian crossing treatments available short of full signalization. FHWA research has shown that RRFBs can dramatically improve driver yielding behavior, particularly on higher-speed and multilane roadways.

Within the Safe System framework, RRFBs:

- Increase visibility and awareness at critical conflict points
- Provide active warning rather than passive reliance on signage
- Reduce severity risk by encouraging earlier deceleration and compliance

### Typical Applications in Scottsbluff

- School crossings near Roosevelt, Bluffs Middle School, and Community Christian School
- Mid-block crossings along Broadway and East Overland
- Trail crossings connecting Downtown, WNCC, YMCA, and neighborhood pathways
- Transit-related crossings near Avenue I and major bus stops
- Locations identified through public outreach as "hard to cross" streets

### Implementation Considerations

- NDOT Coordination: Required for installations on US-26 or state-maintained corridors
- Power Source: Solar units work well in open corridors; shaded or urban locations may require hard-wired power
- Supplemental Treatments: Effectiveness is enhanced when paired with high-visibility markings, median refuges, or lighting
- Maintenance: Periodic inspection of flash patterns, lenses, and power systems is required

### Order-of-Magnitude Cost Range (Planning Level)

- RRFB installation (complete crossing): tens of thousands per location (Cost varies by number of beacons, median installations, and power source.)

### Related Scottsbluff Projects

- **J2** – US-26 & US-71 Crossing Safety Upgrades
- **J8** – Citywide School Zone Safety Upgrades
- **J9** – School Access & Congestion Management
- **J10** – School Area Pedestrian Crossing & ADA Improvements
- **J12** – High-Visibility Crosswalk & Curb Extension Program
- **J15** – Downtown—WNCC—YMCA Pathway Loop



# CM-3: Signal Visibility & Operations Improvements

Signal visibility and operations improvements focus on making traffic signals easier to see, understand, and comply with—particularly at complex, high-speed, or high-volume intersections. Treatments include upgraded signal heads, reflective backplates, improved signal timing and phasing, pedestrian countdown signals, Leading Pedestrian Intervals (LPIs), and advance signal-ahead warning flashers.

These improvements are often implemented as part of signal modernization or corridor safety programs and can significantly reduce red-light running and severe angle crashes.

### Safety Problems Addressed

- Red-light running and late decision-making at intersections
- Poor signal conspicuity due to sun glare, skewed approaches, or cluttered backgrounds
- Conflicts between turning vehicles and pedestrians
- Inadequate pedestrian clearance time or visibility
- Inconsistent signal operations across corridors

### Examples of Proven Treatments

- Signal head upgrades
- Backplates / reflective borders
- Protected or protected-permissive left turns
- Signal re-timing
- Leading Pedestrian Intervals (LPIs)
- Signal coordination near rail crossings

### Where It Works Best

- Signalized intersections on arterials and highways
- Skewed or wide intersections with limited sight distance
- Corridors with high rear-end and angle crash patterns
- Locations with heavy truck traffic
- Intersections with pedestrian activity near schools, transit stops, or downtown areas

### Why It's Effective

Improving signal visibility and timing reduces uncertainty and last-second decision-making, two major contributors to severe intersection crashes. FHWA recognizes signal visibility enhancements and pedestrian-focused signal timing as proven safety strategies, especially when paired with corridor-wide consistency.

From a Safe System perspective, these treatments:

- Improve user comprehension and expectancy
- Reduce speed and conflict severity
- Provide additional time and separation for vulnerable users

### Typical Applications in Scottsbluff

- US-26 intersections at Avenue I, Avenue B, East 27th Street, and 21st Avenue
- Intersections with documented red-light running or rear-end crashes
- School-adjacent signalized crossings
- Locations where signals are positioned on diagonal approaches
- High Injury Network (HIN) signalized intersections

### Implementation Considerations

- NDOT Coordination: Required for signal work on US-26 or state-owned facilities
- Design Standards: All upgrades must meet MUTCD and NDOT signal design criteria
- Pedestrian Focus: LPIs and countdown timers should be considered where pedestrian volumes are present
- System Integration: Signal changes should align with corridor timing plans and traffic detection systems

### Order-of-Magnitude Cost Range (Planning Level)

- Signal visibility upgrades (backplates, heads): low to moderate cost per approach
- Signal timing and phasing updates: low to moderate cost per intersection
- Advance signal-ahead warning flashers: moderate cost per approach

### Related Scottsbluff Projects

- **J1** – US-26 Intersection Improvements
- **J2** – US-26 & US-71 Crossing Safety Upgrades
- **J5** – Targeted Intersection Signal Timing Improvements
- **J7** – High Injury Network Corridor Enhancements
- **J17** – Downtown Streetscape and Broadway Corridor Enhancements



# CM-4: School Zone Safety Treatments

School zone safety treatments include a coordinated package of signage, pavement markings, flashing beacons, speed management tools, and crossing enhancements designed to create consistent, predictable conditions around schools. These treatments emphasize visibility, driver awareness, and operational safety during arrival and dismissal periods.

Standardizing school zone treatments citywide helps reduce confusion and improves compliance across all school locations.

### Safety Problems Addressed

- Speeding and driver non-compliance in school zones
- Inconsistent signage, speed limits, and operating hours
- Congestion and conflicts during drop-off and pick-up
- Poor pedestrian visibility near schools
- Unclear crossing locations for students

### Examples of Proven Treatments

- School zone signage
- Flashing beacons
- Speed feedback signs in school areas
- School crossing markings
- Pick-up/drop-off circulation improvements

### Where It Works Best

- Elementary, middle, and high school frontages
- School walking routes and designated crossings
- Streets with on-street parking near schools
- Locations with high volumes of young pedestrians
- Areas identified through school staff and parent input

### Why It's Effective

Children are among the most vulnerable roadway users, and school zones require heightened clarity and predictability. FHWA and Vision Zero guidance emphasize standardized school zone treatments as a foundational safety strategy that supports both engineering and enforcement.

From a Safe System perspective, these treatments:

- Reduce vehicle speeds where injury risk is highest
- Improve visibility and recognition of school activity
- Support enforcement and operational consistency

### Typical Applications in Scottsbluff

- School zones at Roosevelt, Bluffs Middle School, Scottsbluff High School, and Community Christian School
- Crossings on 2nd Avenue, 5th Avenue, and 27th Street
- School-adjacent segments identified through public input and crash data
- Locations with documented congestion or near-miss activity

### Implementation Considerations

- Standardization: A single citywide school zone standard improves driver understanding
- Flashing Beacons: Should be synchronized and clearly visible in all conditions
- Enforcement Coordination: Design should support targeted enforcement during school hours
- Maintenance: Regular checks are needed to ensure signs and beacons remain operational

### Order-of-Magnitude Cost Range (Planning Level)

- School zone signage and pavement markings: low cost per location
- Flashing beacons: moderate cost per school frontage
- Crossing enhancements: low to moderate cost per crossing

### Related Scottsbluff Projects

- **J3** – 9th Avenue & East Overland Intersection Improvements
- **J8** – Citywide School Zone Safety Upgrades
- **J9** – School Access & Congestion Management
- **J10** – School Area Pedestrian Crossing & ADA Improvements



## CM-5: Pedestrian-Scale & Intersection Lighting Improvements

Pedestrian-scale and intersection lighting improvements enhance visibility for people walking and driving during nighttime and low-light conditions. Treatments include new or upgraded streetlights, focused pedestrian lighting at crossings, and lighting retrofits that improve uniformity and reduce dark zones.

Lighting improvements are especially important along arterials, near schools, transit stops, rail crossings, and downtown areas.

### Safety Problems Addressed

- Nighttime pedestrian crashes and near-misses
- Poor visibility at crossings and intersections
- Dark corridors that discourage walking or transit use
- Limited recognition of pedestrians by drivers
- Uneven lighting near rail crossings and commercial driveways

### Examples of Proven Treatments

- Intersection lighting
- Pedestrian-scale lighting
- Crossing illumination
- Rail-adjacent lighting
- Transit stop lighting

### Where It Works Best

- High-speed or multilane corridors
- Pedestrian crossings and medians
- Downtown streets with evening activity
- School and transit stop areas
- Rail-adjacent corridors and crossings

### Why It's Effective

Improved lighting increases the distance at which drivers can detect pedestrians and recognize conflicts. FHWA identifies lighting upgrades as a proven strategy for reducing nighttime crash severity, particularly at intersections and crossings.

Within the Safe System framework, lighting:

- Improves detection and reaction time
- Reduces crash severity during nighttime conditions
- Supports equitable access for people who rely on walking or transit

### Typical Applications in Scottsbluff

- Broadway corridor and Downtown core
- East Overland and Avenue I corridors
- School-area crossings and pathways
- Rail crossings along Railway Street and Broadway
- Bus stops and transit access routes

### Implementation Considerations

- NDOT Coordination: Required on state highways or signalized intersections
- Design Balance: Lighting should improve visibility without excessive glare
- Energy Efficiency: LED retrofits reduce long-term operating costs
- Maintenance: Lighting plans should include inspection and replacement cycles

### Order-of-Magnitude Cost Range (Planning Level)

- Lighting retrofit (LED conversion): moderate cost per fixture
- New pedestrian-scale lighting: moderate cost per pole
- Intersection lighting upgrades: moderate to higher cost per intersection

### Related Scottsbluff Projects

- **J4** – Intersection Visibility & Stop-Bar Upgrades
- **J7** – High Injury Network Corridor Enhancements
- **J12** – High-Visibility Crosswalk & Curb Extension Program
- **J17** – Downtown Streetscape and Broadway Corridor Enhancements
- **J20** – Bus Stop and Transit Access Upgrades



## CM-6: Quick-Build & Interim Safety Measures

Quick-build and interim safety measures use low-cost, rapidly deployable materials—such as pavement markings, delineators, modular curb elements, and temporary signage—to improve safety while longer-term capital projects are developed. These treatments allow cities to test designs, respond quickly to safety concerns, and deliver near-term crash reduction benefits.

### Safety Problems Addressed

- Excessive speeds and unclear lane assignments
- Wide crossings and long pedestrian exposure distances
- Driver confusion at complex or changing intersections
- Delayed implementation of permanent safety projects

### Examples of Proven Treatments

- Paint-and-post curb extensions
- Temporary refuge islands
- Flexible delineators
- Interim striping changes
- Pilot traffic calming installations

### Where It Works Best

- High Injury Network (HIN) corridors and intersections
- School zones and neighborhood streets
- Downtown and commercial areas with changing conditions
- Locations identified through public input or recent crash trends

### Why It's Effective

Quick-build measures reduce risk by narrowing travel lanes, clarifying movements, and increasing driver awareness at conflict points. FHWA supports interim treatments as part of a Safe System approach because they deliver immediate safety benefits and allow agencies to refine designs before permanent construction.

### Typical Applications in Scottsbluff

- Interim curb extensions and lane reconfiguration on Broadway
- Temporary pedestrian refuges near schools and downtown crossings
- Paint-and-post treatments along US-26 parallel routes
- Pilot treatments responding to neighborhood speed concerns

### Implementation Considerations

- Speed of Deployment: Can often be installed within weeks
- Evaluation: Before/after data collection is critical
- Maintenance: Requires monitoring and periodic refresh
- Transition: Successful pilots should inform permanent designs

### Order-of-Magnitude Cost Range (Planning Level)

- Temporary curb extensions and lane reconfiguration: low cost per location
- Interim signage and markings: very low cost per location

### Related Scottsbluff Projects

- **J4** – Intersection Visibility & Stop-Bar Upgrades
- **J6** – Neighborhood Traffic Calming
- **J7** – High Injury Network Corridor Enhancements
- **J12** – High-Visibility Crosswalk Program



## CM-7: Traffic Calming & Speed Management

Traffic calming and speed management strategies use roadway design, operational changes, and visual cues to reduce vehicle speeds and discourage cut-through traffic. Treatments include lane narrowing, curb extensions, chicanes, mini-roundabouts, speed feedback signs, and targeted access management.

### Safety Problems Addressed

- Excessive speeds on neighborhood and corridor streets
- Cut-through traffic in residential areas
- Loss-of-control and pedestrian injury crashes
- Speed-related severity on wide or over-designed roadways

### Examples of Proven Treatments

- Lane narrowing
- Road diets
- Speed humps / cushions
- Chicanes
- Mini-roundabouts
- Gateway treatments
- Speed feedback signs (outside school zones)

### Where It Works Best

- Residential neighborhoods
- Collector streets with speeding complaints
- School and park areas
- Downtown and mixed-use corridors

### Why It's Effective

Lower speeds directly reduce crash severity and increase reaction time. FHWA and Vision Zero guidance emphasize speed management as one of the most powerful tools for preventing fatal and serious injuries. Design-based calming is particularly effective because it does not rely solely on enforcement.

### Typical Applications in Scottsbluff

- Neighborhood avenues with recurring speeding concerns
- Broadway corridor and downtown approaches
- School-area streets with arrival and dismissal congestion
- Corridors identified through public input and speed studies

### Implementation Considerations

- Community Engagement: Early outreach improves acceptance
- Phasing: Temporary pilots can precede permanent construction
- Emergency Access: Designs must accommodate fire and EMS vehicles
- Coordination: NDOT involvement required on state facilities

### Order-of-Magnitude Cost Range (Planning Level)

- Speed feedback signs and striping changes: low to moderate cost
- Permanent traffic calming features: moderate cost per location

### Related Scottsbluff Projects

- **J6** – Neighborhood Traffic Calming
- **J7** – High Injury Network Corridor Enhancements
- **J17** – Downtown Streetscape Enhancements
- **J18** – East Overland Corridor Improvements



## CM-8: Sidewalk & ADA Accessibility Improvements

Sidewalk and ADA accessibility improvements focus on creating a continuous, accessible pedestrian network that meets current ADA standards. Treatments include sidewalk gap closure, reconstruction of non-compliant segments, ADA curb ramps with detectable warnings, driveway crossing upgrades, and removal of physical barriers.

### Safety Problems Addressed

- Missing or discontinuous sidewalks
- Non-compliant curb ramps and cross-slopes
- Barriers for people with disabilities, seniors, and children
- Pedestrian exposure to vehicle travel lanes

### Examples of Proven Treatments

- Sidewalk gap closure
- ADA curb ramps
- Detectable warnings
- Cross-slope corrections
- Pedestrian route continuity

### Where It Works Best

- Routes to schools, parks, and community facilities
- Transit stop access routes
- Downtown and older neighborhoods
- Corridors with documented pedestrian activity

### Why It's Effective

Providing a complete and accessible sidewalk network reduces pedestrian exposure to traffic and supports equitable mobility. FHWA emphasizes ADA compliance and pedestrian accessibility as foundational safety strategies, particularly for vulnerable users.

### Typical Applications in Scottsbluff

- Sidewalk gaps near schools and transit stops
- Downtown corridors with aging infrastructure
- Neighborhood routes identified through the ADA transition plan
- Locations highlighted through public comment and stakeholder input

### Implementation Considerations

- Prioritization: Focus on schools, transit, and HIN corridors
- Coordination: Combine with resurfacing or utility work when possible
- Standards: All upgrades should meet current ADA requirements
- Funding: Eligible for SS4A and complementary programs

### Order-of-Magnitude Cost Range (Planning Level)

- New sidewalk construction: moderate cost per linear foot
- ADA ramp installation: low to moderate cost per corner

### Related Scottsbluff Projects

- **J10** – School Area Pedestrian & ADA Improvements
- **J11** – Sidewalk Gap Elimination Program
- **J12** – High-Visibility Crosswalk Program
- **J20** – Transit Stop and Access Upgrades



## CM-9: Rail Crossing Safety Improvements

Rail crossing safety improvements address surface condition, visibility, and pedestrian accommodation at roadway–rail intersections. Treatments may include crossing surface rehabilitation, upgraded warning signage and markings, improved lighting, pedestrian crossing delineation, and coordination with traffic signals and rail operations.

### Safety Problems Addressed

- Rough crossing surfaces causing loss of control
- Limited visibility at rail approaches
- Inadequate pedestrian accommodations
- Delays affecting emergency access and circulation

### Examples of Proven Treatments

- Crossing surface rehab
- Rail warning signage
- Pavement markings
- Pedestrian rail crossing delineation
- Lighting at crossings
- Signal/rail coordination

### Where It Works Best

- Urban rail crossings with high traffic volumes
- Locations with pedestrian or transit activity
- Corridors critical to emergency response
- Crossings identified through public safety and community input

### Why It's Effective

Improving rail crossing visibility and surface condition reduces driver uncertainty and vehicle maneuvering errors. FHWA recognizes rail crossing upgrades as important safety measures when coordinated with rail operators and integrated into corridor safety planning.

### Typical Applications in Scottsbluff

- Crossings at Avenue I, Broadway, and East Overland
- Locations with reported vehicle damage or near-misses
- Routes serving schools, transit, or emergency services

### Implementation Considerations

- Coordination: Requires close collaboration with the railroad
- Scheduling: Work windows may be limited
- Eligibility: Some elements may require cost-sharing or separate agreements
- Long-Term Planning: Findings can inform future grade separation studies

### Order-of-Magnitude Cost Range (Planning Level)

- Signing, markings, and lighting: moderate cost per crossing
- Surface rehabilitation: higher cost per crossing

### Related Scottsbluff Projects

- **J18** – East Overland Corridor Improvements
- **J19** – US-26 Parallel Routes
- **J21** – Rail Crossing Upgrades



## CM-10: Transit Stop Safety & Accessibility Improvements

Transit stop safety improvements enhance comfort, visibility, and accessibility for people using public transportation. Treatments include ADA-compliant boarding pads, shelters and benches, lighting, defined bus pull-outs or curb extensions, and improved pedestrian connections to stops.

### Safety Problems Addressed

- Riders waiting close to traffic lanes
- Poor lighting and nighttime visibility at stops
- Uneven or inaccessible boarding areas
- Unsafe crossings near high-use stops

### Examples of Proven Treatments

- ADA boarding pads
- Shelters and benches
- Lighting
- Bus pull-outs
- Safe pedestrian access to stops
- Crossing improvements near stops

### Where It Works Best

- High-ridership stops on arterials
- Downtown and commercial corridors
- Stops near schools, healthcare, and senior services
- Locations with documented pedestrian conflicts

### Why It's Effective

Safe, well-lit, and accessible transit stops reduce pedestrian exposure and support equitable access to transportation. FHWA guidance emphasizes transit stop improvements as part of a complete and safe multimodal system.

### Typical Applications in Scottsbluff

- Stops along Avenue I, East and West Overland
- Downtown and Broadway corridor stops
- YMCA, WNCC, and major employment centers
- Locations identified through transit operator input

### Implementation Considerations

- Coordination: Work closely with transit providers on stop locations
- Lighting: Pedestrian-scale lighting improves safety and comfort
- Accessibility: All upgrades should meet ADA requirements
- Integration: Pair with crossing and sidewalk improvements

### Order-of-Magnitude Cost Range (Planning Level)

- Bus stop pads and shelters: moderate cost per stop
- Lighting and access improvements: low to moderate cost per location

### Related Scottsbluff Projects

- **J20** – Bus Stop and Transit Access Upgrades
- **J12** – High-Visibility Crosswalk Program
- **J7** – High Injury Network Corridor Enhancements

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# A10

# support

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## A10.1 Purpose of Support Appendix

Community and partner support for the Safety Action Plan include letters of support from local agencies and stakeholders; plan concurrence forms and adopted resolutions where available; meeting documentation such as agendas, attendance records and photographs (in lieu of sign-in sheets for select events); and additional documentation of partner collaboration (agency coordination, interviews, and coordination notes). Engagement artifacts also demonstrate public alignment with the plan, including survey summaries and popup voting results used to inform project and policy prioritization.

Public support for the Safety Action Plan has been documented, including summaries of SS4A survey results and public voting activities that informed project and policy prioritization (see **APPENDIX 1 - ENGAGEMENT** for extensive details).

## A10.2 Letters of Support from Local Agencies and Stakeholders

Letters of support from local agencies, institutions, and community partners are included where available to document organizational endorsement of the Safety Action Plan's goals, priorities, and recommended projects.

## A10.3 Plan Concurrence Forms | Resolutions

Plan concurrence forms and resolutions adopted by participating agencies or governing bodies are included to demonstrate formal acknowledgment of the plan and commitment to advancing safety improvements consistent with SS4A principles.

## A10.4 Key Meetings Documentation

Attendance at key meetings, task force sessions, and stakeholder discussions was documented through a combination of attendance tracking, meeting records, and photographs. While formal sign-in sheets were not collected for all events, participation is substantiated through supporting materials and documented engagement activities.

## A10.5 Documentation of Partner Collaboration

Documentation of partner collaboration—including meeting materials, correspondence, shared data, joint analysis, and coordinated outreach—is included to demonstrate ongoing coordination among City staff, public safety agencies, public transit, schools, regional partners, and consultants throughout the planning process.

## A10.6 High-Severity Intersection Ranking and Community Validation

### Purpose and Methodology

Intersections in Scottsbluff with the highest risk of fatal and serious injury crashes, based on crash severity analysis are identified, along with how these locations align with community-reported safety concerns. This information supports the project prioritization and funding readiness of the SS4A Safety Action Plan by demonstrating a clear linkage between data-driven risk, public experience, and recommended countermeasures.

Intersections were ranked using a crash severity score derived from reported crashes between 2014 and 2023, with emphasis on fatal and serious injury outcomes. To validate these findings, the City also evaluated spatially referenced public safety comments submitted through the online crowdsource mapping tool. Public comments were spatially summarized to the intersection level to account for divided roadways and approach-based geometry.

This combined analysis ensures that intersections prioritized for action are not only statistically high-risk locations, but also places where residents, commuters, and vulnerable users experience and report real-world safety challenges.

### Use of Public Comment Data

Public comments were analyzed by:

- Location (latitude/longitude spatial join to intersections),
- Primary concern category (e.g., speeding, near misses, pedestrian signal issues, visibility),
- User mode (pedestrian, cyclist, motorist, ADA, transit, trucking), and
- Up-votes (used as an indicator of shared concern).

For reporting clarity, approach-level data were aggregated so that each intersection is represented by a single summary record. Public comment support is presented qualitatively (Low / Moderate / High) based on the number of comments, up-votes, and consistency of themes, rather than raw counts.

### Top 26 High-Severity Intersections

Table A11-1 summarizes the highest-severity intersections citywide and shows how crash risk aligns with community-reported safety concerns and recommended SS4A actions.

**Table A10-1. High-Severity Intersection Ranking and Community Validation**

| Rank | Intersection | Severity Score | Public Comment Support | Dominant Safety Concerns | Primary Affected Modes | Related SS4A Actions |
|---|---|---|---|---|---|---|
| 1 | **US-26 & Avenue I** | 106.6 | High | Speeding, near misses, poor visibility | Motorist, Pedestrian | J1, J4, J5, ST3 |
| 2 | **US-26 & East 27th Street** | 100.3 | High | Speeding, crossing difficulty, lighting | Pedestrian, Cyclist | J1, J4, ST9 |
| 3 | **West 27th Street & Avenue B** | 18.6 | Moderate | Unsafe crossings, visibility | Pedestrian | J4, J12 |
| 4 | **US-26 & Avenue B** | 36.2 | High | Red-light running, speeding | Motorist, Pedestrian | J1, J5 |
| 5 | **West 33rd Street & Avenue I** | 17.1 | Moderate | Near misses, visibility | Motorist | J4 |

**Table A10-1. High-Severity Intersection Ranking and Community Validation**

| Rank | Intersection | Severity Score | Public Comment Support | Dominant Safety Concerns | Primary Affected Modes | Related SS4A Actions |
|---|---|---|---|---|---|---|
| 6 | **20th Street & Broadway** | 48.1 | Moderate | Speeding, pedestrian exposure | Pedestrian | J6, ST4 |
| 7 | **US-26 & 5th Avenue** | 48.3 | High | Speeding, signal visibility | Motorist, Pedestrian | J1, J5, ST9 |
| 8 | **South Beltline Hwy & Broadway** | 37.7 | Moderate | Speeding, lane conflicts | Motorist | J6 |
| 9 | **US-26 & 21st Avenue** | 22.2 | Moderate | Crossing difficulty, visibility | Pedestrian | J4, ST9 |
| 10 | **US-26 & East 20th Street** | 25.9 | Moderate | Speeding, pedestrian access | Pedestrian | J4 |
| 11 | **South Beltline Hwy & 21st Avenue** | 22.7 | Low | Visibility | Motorist | J4 |
| 12 | **US-26 & County Road 19** | 22.5 | Low | Access and visibility | Motorist, Trucking | ST7 |
| 13 | **East Overland Drive & 14th Avenue** | 11.2 | Low | Crossing issues | Pedestrian | J12 |
| 14 | **US-26 & Heartland Expressway** | 32 | Moderate | Speeding, access | Motorist | J1 |
| 15 | **East 20th Street & 5th Avenue** | 10.3 | Low | Pedestrian access | Pedestrian | J12 |
| 16 | **West 20th Street & Avenue I** | 9.9 | Low | Visibility | Motorist | J4 |
| 17 | **West 42nd Street & Avenue I / Hwy 71** | 9.6 | Low | Speeding | Motorist | J6 |
| 18 | **West 27th Street & Avenue I** | 9.2 | Moderate | School-related congestion | Pedestrian | J8 |
| 19 | **US-26 & East Overland Drive** | 35.5 | High | Speeding, near misses | Motorist, Pedestrian | J1, J5 |
| 20 | **West 27th Street & Avenue F** | 8.6 | Low | Visibility | Motorist | J4 |
| 21 | **West 20th Street & Railway Street** | 8.5 | Low | Poor lighting | Pedestrian | PRJ2 |
| 22 | **County Road 19 & Highway L79-G** | 8.4 | Low | Access | Motorist | ST7 |
| 23 | **South Beltline Hwy & Avenue I** | 8.3 | Low | Speeding | Motorist | J6 |
| 24 | **East Overland Drive & 21st Avenue** | 8.1 | Low | Pedestrian access | Pedestrian | J12 |
| 25 | **West Overland Drive & Broadway** | 7.5 | Low | Speeding | Motorist | J6 |
| 26 | **US-26 & 14th Avenue** | 7.1 | Moderate | Speeding, pedestrian exposure | Pedestrian | J1, J4 |

Panhandle Public Health District
P O Box 337 | 808 Box Butte Ave | Hemingford, NE 69348
18 West 16th | Scottsbluff, NE 69361
308-487-3600 | pphd.ne.gov | 308-633-2866

April 1, 2026

Dear U.S. Department of Transportation Review Committee,

On behalf of the Panhandle Public Health District (PPHD), I am pleased to express our support for the City of Scottsbluff's Safe Streets and Roads for All (SS4A) Safety Action Plan and the City's continued efforts to advance transportation safety through implementation of the strategies identified in the plan.

PPHD has participated in the development of the Scottsbluff Safety Action Plan as a member of the project Task Force and as a regional public health partner serving communities throughout the Nebraska Panhandle. Through this involvement, PPHD has supported conversations about how transportation safety, injury prevention, and community health intersect, particularly in communities where walking, biking, and driving all play essential roles in daily mobility.

From a public health perspective, traffic crashes remain one of the leading causes of preventable injury and death. Improvements that reduce crash severity, manage speed, and create safer environments for pedestrians and bicyclists can have meaningful impacts on community health and quality of life. The Scottsbluff Safety Action Plan reflects these principles by applying the Safe System Approach and prioritizing improvements along high-risk corridors, near schools, and in areas with higher pedestrian exposure.

The plan also reflects strong collaboration among local and regional partners. As a regional health district serving Scotts Bluff County and surrounding communities, PPHD regularly works with local governments, schools, healthcare providers, and community organizations to promote safer, healthier environments. Transportation safety is an important component of this work.

PPHD supports the goals and strategies outlined in the Scottsbluff SS4A Safety Action Plan and looks forward to continuing to serve as a partner where appropriate. Potential areas of support may include community engagement activities, walkability and safety assessments, public health data and injury-prevention framing, and coordination with regional partners and neighboring communities.

PUBLIC HEALTH IS FOR YOU

We commend the City of Scottsbluff for its proactive, data-driven approach to improving transportation safety and for its commitment to protecting residents, students, and visitors who live, work, and travel in the community.

Sincerely,



Jessica Davies, Director
Panhandle Public Health District

**RESOLUTION NO. 26-05-02**

**A RESOLUTION ADOPTING A VISION ZERO POLICY AND AFFIRMING THE CITY'S COMMITMENT TO REDUCING FATAL AND SERIOUS INJURY CRASHES**

**WHEREAS,** the life and health of all persons living and traveling within the City of Scottsbluff are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

**WHEREAS,** Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

**WHEREAS,** Vision Zero is a data-driven collaborative approach aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while supporting safe, accessible, and equitable mobility for all users of the transportation system; and

**WHEREAS,** thirteen people lost their lives to traffic crashes within the corporate limits of the City of Scottsbluff between 2014-2025, and traffic crashes remain a leading cause of death nationwide; and

**WHEREAS,** improving safety for all users — including people walking, bicycling, driving, and using transit supports public health, economic vitality, and overall quality of life; and

**WHEREAS,** Vision Zero resolutions have been adopted by many jurisdictions across the United States to guide coordinated safety efforts and investments;

**NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Scottsbluff, State of Nebraska, that:**

The City of Scottsbluff hereby adopts a Vision Zero goal that no loss of life or serious injury is acceptable on its transportation system.

The City establishes a target to reduce traffic fatalities and serious injuries by 50 percent by 2031 and to eliminate traffic fatalities and serious injuries by 2036 on its transportation system.

The City commits to implementing a **Safe System approach**, emphasizing safer speeds, safer streets, safer people, safer vehicles, and post-crash care.

The City will utilize data-driven decision-making, interdepartmental coordination, and community engagement to prioritize and implement safety improvements.

The City supports the implementation of the Scottsbluff Safety Action Plan and will pursue funding, partnerships, and policies necessary to achieve these goals.

The City Clerk shall certify the adoption of this Resolution, which shall take effect immediately upon passage.

**PASSED AND APPROVED ON** May 4, 2026

ATTEST:

Kimberley Wright, City Clerk

City of Scottsbluff, Nebraska CORPORATE SEAL Incorporated June 10, 1919

Betsy Vidlak, Mayor

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# A11

# documentation

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## A11.1 REFERENCE LIST OF SOURCES AND PUBLICATIONS

- City of Scottsbluff Comprehensive Plan, City of Scottsbluff, 2016
- City of Scottsbluff Comprehensive Plan, PADD, 2004
- City of Scottsbluff Comprehensive Plan, (ongoing—2026)
- Scottsbluff School Safety Assessment Final Study, 2020
- East Overland Corridor Revitalization Plan, studioINSITE/Felsburg Hold & Ullevig, May 2017
- Downtown Streetscape Master Plan, dropseed studio/City of Scottsbluff, March 31, 2014
- City of Scottsbluff Standards and Specifications for the Design & Construction of Public Improvements, 1996 Edition
- City of Scottsbluff Master Pathways Plan, Baker & Assoc., June 1, 2004
- Tri-City Sustainability Plan, Gering, Terrytown and Scottsbluff, Tri-City Sustainability Task Force, 2009
- Regional Economic Development Strategic Plan, Thomas P. Miller & Associates/Foote Consulting Group, 2014
- Economic & Demographic Trends of Scotts Bluff County, NPPD, February 2021
- Multi-County Regional Housing Study, Hanna:Keelan Associates, P.C., August 2022

## A11.2 TASK FORCE MEETING #1

June 25, 2025; 11:30 a.m. – 1 p.m.; Powerhouse

Task Force Members Present:

- Kevin Spencer, Scottsbluff City Manager
- Doug Gompert, Public Works Director
- Janelle Visser, Tri-City Active Living Advisory Committee, PPHD Leader
- Molly Bonuchi, WNCC Student Life Director

Task Force Members Not Present:

- James Todd, SBPS Director of Safety and Security
- Melissa Lally, NDOT District 5 ROW/Utilities/ Maintenance Environmental Liaison

Consultant Team: M.C. Schaff & Associates, Inc.

- David Schaff, P.E.
- Jeff Fuller, P.E.
- Bob Juve, P.E.
- Susan Myers, Project Manager
- Katherine Reisig, Graduate Engineer
- Jamie Weingart, JNW Consulting

**Meeting Agenda**

The meeting began with a welcome and introductions, including participants' names, roles, and a reflective question about local traffic crashes. An overview of the SS4A (Safe Streets for All) program and Vision Zero was presented, highlighting the number of fatal and serious injury crashes in Scottsbluff over the past decade. The Safe System Approach was introduced, emphasizing six key principles: deaths and injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is critical. Participants voted on safety focus areas using a poster board and weighted stickers.

The scope of services was reviewed, with the goal of integrating data and community input into a plan that reduces killed or seriously injured (KSI) crashes in Scottsbluff. Attendees were asked to identify the most problematic roadway areas and potential hurdles to success, followed by a vote on policy and infrastructure priorities,

again using weighted stickers. The role of the Task Force was clarified to include oversight of the plan's development and implementation, representing community voices, and reviewing possible project priorities. Future meetings were previewed to maintain momentum.











Data collection and analysis efforts were also discussed, including definitions of KSI and High Injury Network (HIN), total crash data, breakdowns by mode, and "when" graphics that illustrate crash trends by time of day, month, and year. Comparative data from peer cities was also shared to help inform local strategies.

Finally, the project Storymap website, public survey, and public commenting map were reviewed; and Task Force members each completed the public survey and began adding comments to the online crowdsource map.

**Working Session Notes**

The Scottsbluff SS4A Task Force identified several key safety concerns, with the Highway 26 corridor emerging as a major problem area—particularly at Avenue I and 27th Street, and 27th Street near WNCC. Issues include frequent red-light running, inconsistent driver behavior at crosswalks, and increasing pedestrian traffic, especially near the college dorms and the soon-to-open preschool across from the Harms Center. Temporary crosswalk signage has shown some benefit, but more permanent improvements are needed. School zones were noted as vague and unenforceable, prompting calls for clearer designations and flashing signals during school hours. Task Force shared personal experience around schools reveals that current designs favor vehicles over pedestrians and cyclists, underscoring a broader need for pedestrian-focused improvements.

One major challenge is the lack of engagement from the Nebraska Department of Transportation, whose involvement is critical for addressing Highway 26 issues. The consulting team emphasized the need for strong internal communication and encouraged members to actively participate and challenge assumptions to help improve safety outcomes. A Spanish-language version of the website, survey, and commenting map is in development to ensure inclusive participation. Survey invitations will be sent out through local contacts, and additional public input will be gathered through upcoming pop-up events and focus groups with community organizations such as the Western Nebraska Bike Club, Runners Club, Empowering Families, EMS and police and fire staff, and business leaders.

Public engagement goals include gathering at least 375 surveys, with 1,000 as the stretch goal. Outreach strategies include utility bill inserts, marquee and screen ads at the Midwest Theater, magnetic vehicle stickers for city utility vehicles, bus stop signage with QR codes, flyers in downtown, school communications, library events, social media posts, radio spots, and newspaper coverage. Scheduled pop-up events include Bands on Broadway (July 10), Oregon Trail Days (July 11–12), the Scotts Bluff County Fair (July 26–Aug 2), and National Night Out (August 5). Additional ideas for outreach include strategically placed yard signs, Downtown sidewalk sales, and participation in local festivals such as the Old West Balloon Fest and Beef, Beans, and Bluegrass.

Task Force member assignments reflect their strengths and networks: two members with broad organizational connections will distribute email invitations to complete the online survey and commenting map, while another will coordinate within the City to arrange focus sessions with EMS, fire, police, crime analysis staff, and city social media personnel. The consulting team are developing Spanish-language materials, designing marketing collateral, scheduling focus groups with schools and employers, and reviewing relevant planning documents. The full consulting team will reconvene after Oregon Trail Days to evaluate progress and plan next steps. The Task Force has tentatively saved the dates for three additional working sessions: October 1, November 10, and February 25.

## A11.3 TASK FORCE MEETING #2

October 1, 2025; 11:30 a.m. – 1 p.m.; Powerhouse

Task Force Members Present:

- Kevin Spencer, Scottsbluff City Manager
- Zachary Glaubius, Development Services Director
- Lane Kizirre, Director of Finance
- Janelle Visser, Tri-City Active Living Advisory Committee, PPHD Leader
- Molly Bonuchi, WNCC Student Life Director
- James Todd, SBPS Director of Safety and Security
- Melissa Lally, NDOT D5 ROW/Util./Maint./Env. Liaison

Task Force Members Not Present:

- Doug Gompert, Public Works Director

Consultant Team:  M.C. Schaff & Associates, Inc.

- David Schaff, P.E.
- Bob Juve, P.E.
- Susan Myers, Project Manager
- Katherine Reisig, Graduate Engineer
- Jamie Weingart, JNW Consulting

**Purpose:** Align community feedback with crash analysis, identify safety priorities, and begin prioritization for the Safety Action Plan. Meeting Overview & Summary

The second task force meeting advanced the group's understanding of local safety issues, community priorities, and roadway risk patterns. The session combined community input, crash analytics, policy review, and group exercises to identify priorities for improving safety.



**Community & Stakeholder Feedback Highlights**

- School outreach and stakeholder discussions revealed consistent concerns about:
- School zones and pick-up/drop-off safety
- Walking and biking routes used by students
- Lighting, crossings, speeding, and visibility
- Traffic congestion around corridors and key intersections

During Exercise #1 (Top Safety Concerns), Task Force members shared the issues they hear most frequently from residents, reinforcing these themes. Comments included:

*"Schools – parking, speeding, congestion, especially near the middle school and high school."*
*"Preschool near WNCC is creating long queues and speeding issues."*
*"Highway 26 — enforcement tools and control are needed."*
*"27th & Avenue I — impatience, turning conflicts, and truck movements are a concern."*
*"Need a safer crossing on 5th Avenue between Bluffs Middle and Longfellow."*

These observations correlated strongly with concerns raised by parents, students, and school staff.

**Policy & Plan Review**

The group reviewed how existing city plans and municipal codes support or limit safety progress.
**Key observations included:**

- Strong alignment with best-practice goals in some areas.
- Gaps in policy and standards that could limit implementation of traffic calming, speed management, and pedestrian infrastructure.
- Opportunities to update standards to support future Safe Streets projects.

**Crash Analysis and High Injury Network**

The Task Force reviewed crash trends through:

- Yearly and hourly patterns
- Space-time cluster analysis
- High Injury Network (HIN) mapping

**Key Findings:**

- The HIN represents only ~6% of road mileage but carries nearly all fatal and serious injury crashes.
- Severe crashes cluster on mid-volume arterial corridors (5,000–15,000 AADT) with posted speeds of 30–45 mph.
- Many of these locations have commercial/ recreational activity and on-street parking, creating conflict and visibility issues.
- Tier 1 corridors have severity rates six times higher than the citywide average.
- Crash types along the HIN align with targeted countermeasures related to high-speed turn conflicts, pedestrian crossings, sight distance, and lighting.

Following the analysis, the Task Force completed Exercise #2 (Map Markup) by identifying unsafe locations on local maps, which were then compared with KSI crash patterns. The group noted strong alignment between community perception and crash data.

**Countermeasures & Prioritization**

The group reviewed a range of countermeasures and strategies — including engineering, enforcement, and education tools — and then completed Exercise #3 (Prioritization) to:

- Rate project and policy categories
- Assign relative weighting
- Begin shaping near-, mid-, and long-term implementation priorities

This feedback will guide which safety investments and programs are emphasized first in the SS4A Action Plan.

**Additional Discussion & Requested Follow-Up**

Task Force members requested further information and discussion regarding:

- Crash type and causation breakdowns along Highway 26
- Signal timing and upcoming work on Highway 26
- Truck and semi movements at Highway 26/27th
- Access to a study showing vehicles accelerating near a warning signal west of town
- Driver's education opportunities in Scottsbluff, including gaps and potential partnerships with SHS or WNCC
- Inclusion of WNCC leadership as a stakeholder in ongoing discussions

These requests will inform further fieldwork, outreach, and analysis.

**Action Items Moving Forward**

- Provide crash type breakdown for Highway 26, including intersections.
- Confirm signal timing details and scheduled work on Highway 26.
- Follow up on truck movement and visibility issues at Highway 26/27th.
- Obtain the speed study near the west-of-town warning signal.



- Explore Driver's Education partnerships (SHS, WNCC, community options).
- Extend outreach to WNCC, Community Christian, and St. Agnes.
- Conduct field verification and drone documentation at key intersections.

## A11.4 TASK FORCE MEETING #3

November 12, 2025; 11:30 a.m. – 1 p.m.; Powerhouse

Task Force Members Present:

- Kevin Spencer, Scottsbluff City Manager
- Doug Gompert, Public Works Director
- Zachary Glaubius, Dev. Services Director
- Janelle Visser, Tri-City Active Living Advisory Committee, PPHD Leader
- Molly Bonuchi, WNCC Student Life Director
- James Todd, SBPS Director of Safety/Security

Task Force Members Not Present:

- Lane Kizirre, Director of Finance
- Melissa Lally, NDOT D5 ROW/Util./Maint./Env. Liaison

Consultant Team:  M.C. Schaff & Associates, Inc.

- David Schaff, P.E.
- Bob Juve, P.E.
- Susan Myers, Project Manager
- Katherine Reisig, Graduate Engineer

The third Task Force meeting focused on validating public input, reviewing high-risk



locations, and refining the project and policy priorities for the SS4A Safety Action Plan. The consultant team began with a brief recap of the earlier prioritization exercise and confirmed where rankings still reflect community values and where adjustments were needed based on new crash analysis and stakeholder feedback.

The Task Force reviewed new projects, policies, and plan concepts that emerged from recent discussions with residents, schools, transit staff, and public safety agencies. These items were added to the prioritization worksheets so members could vote on their importance. The group also reviewed the expanding Project Matrix, now containing 82 draft projects, policies, and studies derived from crash trends, HIN corridors, surveys, mapping, and stakeholder input.

A major discussion centered on the Top 25+1 high-risk intersections on the High Injury Network. Members reviewed crash patterns by type, user mode, severity, lighting, and contributing factors. Brief overviews were also provided for eight school access areas and eight railroad crossings, with attention to congestion, sight distance, turning conflicts, freight movement, and pedestrian visibility. Because countermeasures were introduced in Meeting #2, only a short FHWA Proven Safety Countermeasures summary was provided.

Additional location-specific comments also emerged during worksheet discussions, including:

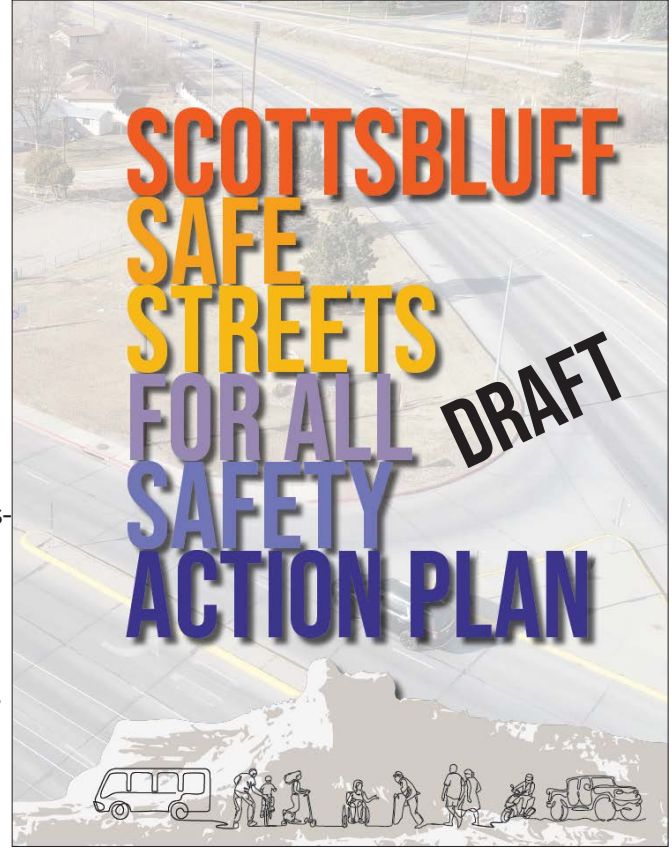
- **Highway 26**: need for turning and signal timing improvements; significant left-turn issues at Avenue I; conflicts at Walmart driveway and S Beltline; request to update fatality trends for public transparency.
- **5th Avenue**: interest in extending green time at US-26; improve signing at Broadway/5th shared-use crossing.
- **Lighting**: questions about whether NPPD conducts lighting audits; potential need for an external audit under a visibility program.
- **Residential areas near SHS**: need to address student parking spillover into neighborhoods; suggestions for one-side parking restrictions, designated student areas, or adding a parallel access road around school ballfields to reduce conflicts.
- **Pedestrian concerns**: wide crossings at S Beltline & Avenue I, sight distance issues at W. Overland & Broadway, and tree/visibility challenges near 24th & B (school crossing).
- **Transit needs**: ROW limitations for bus pullouts; enhancements or relocations may be more practical than construction in some areas.

The meeting also revisited policy priorities. High-priority actions reaffirmed include updating school zone ordinances, adopting a speed management policy, ADA compliance and sidewalk programs, Vision Zero commitments, and bilingual/inclusive outreach. Medium-priority ideas—such as targeted enforcement initiatives, micromobility regulations, and a Safe Routes-to-School framework—remain important but not urgent. Members questioned whether a Complete Streets design standard is appropriate for Scottsbluff and emphasized focusing on pedestrian-first principles rather than bike-focused design.

A brief discussion on Driver's Education highlighted staffing and cost limitations at WNCC, limited incentives for completion, scholarship needs, and the importance of teaching basic vehicle operation. One member volunteered to explore grant options. SPD committed to providing citation data so it can be mapped alongside crash data to inform enforcement and engineering strategies.

**Next Steps**

- Finalize intersection- and corridor-specific recommendations based on new voting results.
- Refine project phasing by impact, feasibility, ADA priorities, and corridor timing.
- Integrate lighting, transit access, and parking management into recommended project tiers.
- Prepare a targeted countermeasure discussion in the next Task Force session.
- Provide a draft plan to members ahead of the next review meeting.




## A11.5 TASK FORCE MEETING #4

February 25, 2026; 11:30 a.m. – 1:00 p.m.; Powerhouse

Task Force Members Present:

- Kevin Spencer, Scottsbluff City Manager
- Doug Gompert, Public Works Director
- Zachary Glaubius, Dev. Services Director
- Lane Kizirre, Director of Finance
- Janelle Visser, Tri-City Active Living Advisory Committee, PPHD Leader
- Molly Bonuchi, WNCC Student Life Director

Task Force Members Not Present:

- Melissa Lally, NDOT D5 ROW/Util./Maint./Env. Liaison
- James Todd, SBPS Director of Safety/Security

Consultant Team: M.C. Schaff & Associates, Inc.

- David Schaff, P.E.
- Bob Juve, P.E.
- Jeff Fuller, P.E.
- Susan Myers, Project Manager
- Katherine Reisig, Engineer
- Jamie Weingart, JNW Consulting

**Purpose of the Meeting**

Task Force Meeting #4 focused on reviewing the near-final draft of the Scottsbluff Safe Streets and Roads for All (SS4A) Safety Action Plan and confirming priorities and implementation direction prior to public release of the plan.

The project team conducted a structured walkthrough of the draft plan, including the Executive Summary, Chapters 1–5, and the supporting appendices. The meeting also included an overview of the proposed project portfolio and planning-level cost estimates contained in **APPENDIX A8 - PROJECTS**.

Participants were asked to focus feedback on strategic direction, priorities, and implementation feasibility rather than editorial revisions.

**Implementation Priorities**

City representatives confirmed agreement with the implementation timeline proposed in the draft plan:

- Short-term: 1–2 years
- Mid-term: 3–5 years
- Long-term: 5+ years

During discussion of implementation priorities, Task Force members emphasized the importance of advancing School and Youth Safety Protection improvements early in the implementation process. Improving safety around schools and along routes used by students walking and biking was identified as a key community priority.

**Broader Impacts of Traffic Crashes**

Task Force members discussed the broader impacts of traffic crashes beyond fatal and serious injury events. Participants noted that property-damage-only (PDO) crashes also create significant costs for residents and the City, including:

- Vehicle repair costs borne by individuals
- Damage to traffic signal cabinets, signage, and other public infrastructure
- Traffic congestion and roadway disruptions following crashes

Participants recommended that the final plan emphasize the economic and operational benefits of reducing all crashes, in addition to the primary goal of eliminating fatal and serious injury crashes.

**Coordination with State and Regional Partners**

Discussion also addressed coordination with the Nebraska Department of Transportation (NDOT) on safety improvements along US-26, which functions as both a regional highway and a local city corridor.

Several operational improvements that have been completed or are currently under discussion with NDOT were noted during the meeting. Items NDOT has completed but have not yet confirmed on location by the City are:

- Installation of a Leading Pedestrian Interval (LPI) at the Avenue B and US-26 intersection, allowing pedestrians to begin crossing before vehicles receive a green signal.
- Adjustments to signal timing at the US-26 and 5th Avenue intersection to provide longer crossing intervals during school arrival and dismissal times.

Participants also discussed the potential for future safety improvements at US-26 and 14th Avenue, including the possibility of extending the median or testing temporary treatments to limit cross-traffic movements. These concepts would require coordination with NDOT.

Additional discussion acknowledged that implementation of some safety improvements may require coordination with BNSF Railway where rail crossings intersect major travel corridors.

**Near-Term Opportunities**

The City noted that the East Overland corridor is included in the City's 1- and 6-year capital improvement planning horizon, which may provide an opportunity to incorporate near-term safety improvements such as pavement markings, striping, or other visibility enhancements as projects advance.

**Public Review Process**

The Task Force discussed the next steps for releasing the draft Safety Action Plan for public review. The City expressed support for the following approach:

- Introduce the draft plan to the City Council prior to public release.
- Post the draft plan online with a minimum two-week public comment period.
- Conduct an open-house style public meeting to present the plan and gather feedback.
- Provide outreach to schools inviting review of draft plan release.

This approach will provide multiple opportunities for community members to review the draft plan and provide feedback prior to final adoption.

**Implementation Communication**

Task Force members discussed the importance of clearly communicating implementation priorities and sequencing. Participants suggested that visual tools, such as timeline or Gantt-style graphics, may help illustrate project readiness and implementation phasing for the plan's priority safety bundles.

**Meeting Outcome**

Overall, Task Force members indicated general support for the structure, priorities, and implementation framework presented in the draft Safety Action Plan.

Following completion of final formatting updates, refined cost estimates, and updated mapping, the plan will proceed to the public review phase prior to final adoption.

## A11.6 NOTES FROM WORKING SESSIONS (AS NEEDED)

[Add as needed in future revisions.]

## A11.7 DRAFT VERSIONS AND REVISION HISTORY (AS NEEDED)

[Add as needed in future revisions.]

# Safe Streets and Roads for All Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

## Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

## Applicant Information

**Lead Applicant:** City of Scottsbluff, Nebraska **UEI:** C1H7W6RDTLD9

## Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

| Document Title | Link | Date of Most Recent Update |
|---|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | bit.ly/ScottsbluffSS4A | 5/18/26 |
| Scottsbluff Safe Streets for All Safety Action Plan Appendices | bit.ly/ScottsbluffSS4A | 5/18/26 |
| | | |

U.S. Department of Transportation

## Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

### 1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☑ **YES**
☐ **NO**

*Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

| Document Title | Page Number(s) |
|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | v, vi, 5, 105 |
| | |
| | |

### 2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☑ **YES**
☐ **NO**

*Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

| Document Title | Page Number(s) |
|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | iii, 25 |
| Scottsbluff Safe Streets for All Safety Action Plan Appendices (A11-Documentation) | 315-325 |
| | |

## 3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features, specific safety needs of relevant road users, or post-crash care and emergency response); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☑ **YES**
☐ **NO**

*Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

| Document Title | Page Number(s) |
|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | 1-2, 7-14, 27-62 |
| Scottsbluff Safe Streets for All Safety Action Plan Appendices (A2-Collisions, A3-Crash Maps) | 43-82, 83-111 |
| | |

## 4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☑ **YES**
☐ **NO**

*Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

| Document Title | Page Number(s) |
|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | 15-26 |
| Scottsbluff Safe Streets for All Safety Action Plan Appendices (A1-Engagement) | 5-41 |
| Scottsbluff Safe Streets for All Safety Action Plan Appendices (A10-Support, A11-Documentation) | 307-313, 317-325 |

## 5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☑ **YES**
☐ **NO**

*Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

| Document Title | Page Number(s) |
|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | xxvi-xxvii, 73 |
| Scottsbluff Safe Streets for All Safety Action Plan Appendices (A4-Findings) | 120-147 |
| | |

## 6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☑ **YES**
☐ **NO**

*Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input, indication of expected time ranges to complete each project, and a description of how your community will prioritize projects in the future.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

| Document Title | Page Number(s) |
|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | 63-101 |
| Scottsbluff Safe Streets for All Safety Action Plan Appendices (A8-Projects; A9-Countermeasures | 187-303 |
| | |

## 7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ YES
☐ NO

*Note: This should include a progress reporting structure and list of proposed metrics.*

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

| Document Title | Page Number(s) |
|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | 89-101 |
| Scottsbluff Safe Streets for All Safety Action Plan Appendices (A8-Project) | Phasing Strategy/Performance Metrics, 199-273 |
| | |

## 8. Action Plan Date

☑ YES
☐ NO

Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?

*Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.*

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

| Document Title | Date of Most Recent Update | Page Number(s) |
|---|---|---|
| Scottsbluff Safe Streets for All Safety Action Plan | 5/18/26 | 104 |

# A12

# supplemental assessments

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# 12.1 Supplemental Assessments

These assessments include targeted technical evaluations conducted during development of the Scottsbluff SS4A Safety Action Plan to further examine specific safety conditions identified through crash analysis, community input, and stakeholder discussions. These focused assessments provide additional context and preliminary considerations that may inform future project development and implementation. The supplemental assessments include:

- 12.1 Scottsbluff Railroad Crossing Evaluation
- 12.2 North Broadway Pedestrian Crossing Assessment
- 12.3 East Overland Corridor Safety Improvements
- 12.4 School Safety Assessment

Together, these assessments provide additional technical insight into locations where safety concerns, operational challenges, or corridor conditions warrant more detailed consideration as the City advances future safety improvements.

# 12.2 Scottsbluff Railroad Crossing Evaluation

Roadways crossing Railroads at grade are a critical portion of the Scottsbluff transportation network. There are 14 at grade road/railroad crossings in and around Scottsbluff. One is a private crossing and was not evaluated given that it has no public traffic per se. Two others are County Roads and were not evaluated since one crosses only to the City's Wastewater Treatment Plant (CR 25) and the other crosses to access very limited private ownership and has no through public traffic (CR-26). The remaining 11 crossings demonstrate high variability in lighting quality, approach geometry, pedestrian accommodation, and crossing surface condition, as well as several locations where supplemental signing, pavement markings, or device upgrades could meaningfully enhance safety.

As part of the Scottsbluff SS4A Safety Action Plan, each of the remaining 11 public railroad crossings along the BNSF corridor within the study area was evaluated using a standardized, field-based assessment framework. The evaluation considered warning devices, roadway geometry and condition, visibility, pedestrian accommodation, including ADA provisions, quiet-zone feasibility, lighting and surface conditions. The goal of this analysis was to identify systemic safety needs, highlight locations requiring upgrades, and provide prioritization of near-term and long-term improvements.

The Nebraska Department of Transportation (NDOT) is in-process of developing their preferred methodology for crash prediction at railroad crossings, and does not have a readily available and easy to use methodology to evaluate hazard at crossings. Within the Federal Highway Administration Safety Programs, APPENDIX C.–ASSESSMENT OF CROSSING SAFETY AND OPERATION, provides for collection and maintenance of data, and also discusses systematic methods for identifying crossings that have the most need for safety and/ or operational improvements. Considerations for prioritizing locations for improvement include:

- The potential reduction in the number and/or severity of collisions
- The cost of the projects and the resources available
- The relative hazard of public highway-rail grade crossings based on a hazard index formula
- Collision history of a particular crossing location
- On-site inspections of public crossings
- Other criteria as appropriate in each State/ Jurisdiction

To support the prioritization process, various hazard indices and collision prediction formulae have been developed to assist with ranking the hazard potential of highway-rail grade crossings. A hazard index ranks crossings in relative terms (the higher the calculated




index, the more hazardous the crossing). These are commonly used to identify crossings to be investigated in the field.

A 2017 review of State DOT hazard ranking practices found that 39 out of 50 States (78 percent) utilized some type of hazard ranking index, collision prediction formula, or other systematic method for prioritization. The hazard index approach to prioritization of grade crossing locations requires the analyst to calculate a ranking metric or value that will provide insight into the hazard level of a particular crossing relative to other crossing locations. Perhaps the most common index model used by State DOTs is the New Hampshire Hazard Index ranking methodology. This Index is the most basic form of the hazard index model type consisting of the exposure index.

The formula is as follows:

- HI = (V) * (T) * (PF), where:
- HI = Calculated Hazard Index Value
- V = Highway Traffic Volume at Crossing (AADT)
- T = Train Movements per Day at Crossing
- PF = Protection Factor based on Warning Device Type

The original New Hampshire Hazard Index formula utilized protection factors of 0.1 for automatic gates, 0.6 for flashing lights, and 1.0 for signs only. The primary advantage of the hazard index approach is that it is easily understood. An increase in either highway traffic volume or train traffic volume increases the risk of a crash at a crossing location; that risk is lower if more sophisticated protective devices are present at that location. The primary disadvantage of the hazard index approach is that the hazard index value is calculated relative to other crossings; consequently, the hazard index value for a single crossing without reference to other crossings has limited usefulness for prioritization. In the case at hand, each crossing was analyzed using the same metric evaluation, providing a relative comparison between crossings.

Because train traffic volume is the same at each crossing location in Scottsbluff, and because the factors related to protection are very similar and present little contrast between the crossings, the large variation in Annual Average Daily Traffic (AADT) at the crossings drives the Hazard Index rating using the New Hampshire Index method. Consequently, the team elected to enhance the method and include additional context-based factors to help to differentiate the crossings. To accomplish this, and to stay in the FHWA “simple hazard index” spirit, the formula was expanded using:

- Base formula: $HI_0 = V \times T \times PF$,
- Supplemented by a Context Modifier (CM) built from discrete risk factors:
- Crash History Factor (CH); CH_mod = 1 + 0.1 × CH
  - 0 – No reported crashes within 150 ft of the crossing
  - 1 – 1–2 PDO crashes only




- 2 – 1+ injury crash or ≥3 total crashes
- 3 – Any fatal or serious injury (KSI) crash

- Geometry & Sight Distance Factor (G); G_mod = 1 + 0.1 × G:
  - 0 – Near-90° crossing, good sight distance, relatively flat approach
  - 1 – Moderate skew (≈60–80°), mild hump, some visual clutter
  - 2 – Severe skew (<60°), significant hump/grade, or documented sight restrictions (buildings/vegetation/curvature)
- Final formula: HIF = V × T × PF x CH_mod x G_mod

## Key Findings by Safety Category

### 1. Control Devices

Across the Scottsbluff study area, nearly all public railroad crossings are equipped with active warning devices, including flashing lights and gates. These crossings form the core of the community's rail safety network and represent the locations where traffic volumes, multimodal activity, and crash risk are most relevant for the SS4A Action Plan.

Two additional rural crossings—located at the far east edge of the City's Extra-Territorial Jurisdiction (ETJ) are STOP-controlled with supplemental crossbuck-style signs. These locations function more like private or limited-access driveways serving isolated residences and utility facilities. Because they carry very low traffic volumes and have no pedestrian or bicycle activity, they fall outside the focus area for most SS4A recommendations. Routine maintenance of signage and visibility should generally be considered sufficient at these locations.

The primary emphasis of the railroad crossing evaluation therefore remains on the urban crossings along US-26, Broadway, South Beltline Highway East, W 20th Street, and major north–south avenues, where traffic activity is higher, turning movements are more complex, and opportunities exist to enhance safety through lighting improvements, pavement marking upgrades, pedestrian accommodations, median treatments, approach alignment refinements, and quiet-zone feasibility considerations.

### 2. Lighting & Visibility

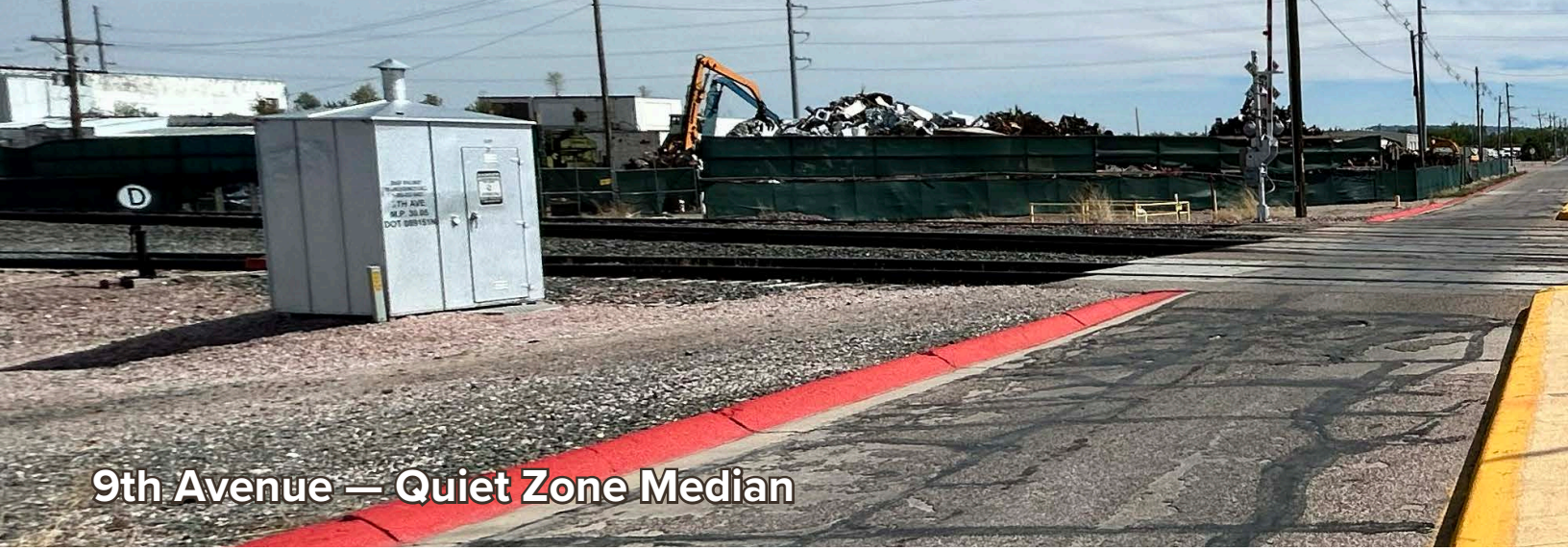
Lighting is one of the most inconsistent features across the corridor. Several high-use urban crossings remain unlit or poorly lit, significantly reducing nighttime visibility for drivers and pedestrians.

Crossings with no or poor lighting include:

- Berggren Rd
- CR 19
- W 42nd / CR J
- 21st Avenue
- CR 25, and
- CR 26

Crossings with good lighting on both sides include:

- Avenue B
- Broadway / E Railway St
- 5th Avenue, and
- 9th Avenue




This suggests that a corridor-wide systemic lighting enhancement program would be beneficial to assure comparable lighting at each crossing to enhance driver expectations.

**3. Pavement Markings & Advance Warning Signs**

Most city crossings have pavement markings in place, but several rural or lower-volume crossings are missing key elements recommended by the Manual on Uniform Traffic Control Devices (MUTCD):

- Missing or worn markings: CR 19, 21st Avenue (noted "markings worn"), CR 25, and CR 26
- Missing advance signage: Berggren Rd, W 42nd, Avenue I, Avenue B, 5th Ave, CR 25, and CR 26

Consistent application of STOP bars, RR Xing symbols, and advance warning signs is recommended.

**4. Roadway Alignment & Approaches**

Several crossings have skewed approaches, which reduce sight distance and increase driver workload:

- W 20th St – Skew
- Avenue B – Skew
- Broadway – Skew
- 5th Ave – Skew
- 9th Ave – Skew
- 21st Ave – Slight skew
- S Beltline Hwy E – Slight skew
- CR 25/26 – Slight skew

Skewed crossings typically deserve enhanced signing, markings, illumination, or corridor-based access management.

**5. Shoulder Availability**

Shoulder availability improves vehicle maneuvering, snow storage, and emergency recovery. Several crossings have no shoulder, especially on urban approaches and constrained corridors.

Crossings with shoulders present include:

- Berggren Rd
- CR 19
- W 42nd / CR J
- 21st Avenue
- S Beltline Hwy E
- CR 25, and
- CR 26

**6. Median Presence / Channelization**

Only a few locations have medians present to discourage driver "gate running" or wrong-way maneuvers. In general crossings could benefit from center median channelization—especially those with a history of violations and those near highway locations, and particularly those with higher vehicle volumes.

Crossings with medians:

- Avenue I
- W 20th
- Avenue B
- Broadway
- 5th Avenue, and
- 9th Avenue

**7. Pedestrian Accommodation**

Pedestrian infrastructure is inconsistent across the railroad corridor:

- Crossings lacking pedestrian accommodation:
  - Avenue I
  - W 20th
  - 21st Avenue
  - CR 25, and
  - CR 26
- Locations with good sidewalk connections and high pedestrian



demand:

- 9th Avenue
- Broadway
- 5th Avenue, and
- Avenue B

Several crossings would benefit from:

- Sidewalk connections
- ADA ramps
- Enhanced markings/signage

**8. Surface Condition (Rough Crossings)**

During physical observation and driving the sections, several crossings were flagged as rough, causing driver discomfort and requiring maintenance:

- Avenue I
- W 20th
- Avenue B
- Broadway, and
- 5th Avenue

Albeit subjective, the recommendation is to enhance anything under an 8/10 condition assessment, Surface rehabilitation should be coordinated with BNSF to reduce maintenance and operational issues.

**9. Quiet Zone Feasibility**

Quiet zone feasibility was flagged for specific urban crossings based on geometry, speeds, and demand:

- Avenue I – Yes
- W 20th – Yes
- Avenue B – Yes
- Broadway – Yes
- 9th Avenue – Yes
- S Beltline – Yes
- CR 26 – Yes

These findings suggest Scottsbluff may explore a corridor-wide quiet zone feasibility study once other safety upgrades are in place.

**10. Long Delays and Public Feedback**

The following crossings generated significant public concerns regarding delays:

- CR 19
- Avenue I
- W 20th
- Avenue B, and
- Broadway

These delays often compound congestion, emergency response times, and safety risks for left turns or driveway access and increase motorist frustration.

## Overall Priority Themes Identified

Based on the assessments, the most common needs across the corridor include:

**High-Frequency Safety Needs**

- Lighting upgrades
- Pavement marking refresh
- Advance warning signage
- Approach warning and improvements at skewed intersections
- Pedestrian accommodation (sidewalks, ADA ramps)

**High Traffic Urban Crossings**

- US-26 corridor crossings (Avenue I, 5th Ave, Avenue B)
- Downtown crossings (Broadway, 9th Ave)
- S Beltline Hwy E (high-speed rural transition)
- CR 25 and CR 26 (only passive-control crossings)




## Scottsbluff Railroad Crossings Evaluation Summary

Overall, the railroad crossing evaluation highlights that Scottsbluff's highest safety needs are concentrated at the urban, publicly traveled crossings, where higher traffic volumes, multimodal use, skewed approaches, worn markings, nighttime visibility gaps, and complex turning movements present meaningful opportunities for improvement. These locations—particularly along US-26, Broadway, Avenue B, Avenue I, and 5th Avenue—are where enhancements such as upgraded lighting, refreshed pavement markings, pedestrian accommodations, median channelization, surface rehabilitation, and quiet-zone feasibility analysis can have the greatest impact. Two STOP-controlled rural crossings at the edge of the City's ETJ serve only isolated residences or utility facilities, carry minimal traffic, and do not present public safety priorities. Routine maintenance is sufficient for their needs. The findings of this assessment are intended to guide the identification of targeted, high-value safety projects for inclusion in the SS4A Action Plan.

In addition to the general project list above, specific recommended improvements by timeline are included in the project spreadsheet. These recommended improvements are based on the findings and evaluation in the spreadsheet entitled Railroad Crossing Hazard Index Rating found in the Appendix.

## Targeted Upgrades

| Street Index | AADT Hazard Index | Hazard Rank | Adjusted Rank | Final Rank |
|---|---|---|---|---|
| South Beltline | 2,200 | 3,960 | 4,752 | 8 |
| 21st Avenue | 5,150 | 9,270 | 12,051 | 4 |
| 9th Avenue | 2,030 | 3,654 | 4,019 | 7 |
| 5th Avenue | 4,160 | 7,488 | 11,681 | 5 |
| Broadway | 8,535 | 15,363 | 23,966 | 2 |
| Avenue B | 5,620 | 10,116 | 14,567 | 3 |
| 20th Street | 3,700 | 6,660 | 10,390 | 6 |
| Avenue I | 10,480 | 18,864 | 29,428 | 1 |
| County Rd J | 200 | 360 | 432 | 9 |
| County Rd 19 | 150 | 270 | 351 | 10 |
| Berggren Road | 120 | 216 | 216 | 11 |




## Railroad Crossings Project Depiction

**Avenue I**
- Upgrade Crossing Approach Condition

**Broadway**
- Upgrade Crossing Approach Condition

**Avenue B**
- Upgrade Crossing Approach Condition
- Complete Pedestrian/ADA Facilities

**21st Avenue**
- Upgrade Crossing Approach Condition
- Backfill Adjacent to Roadway on Curve on Northwest Corner
- Study Crossing to determine merit in Channelization

**5th Avenue**
- Upgrade Crossing Approach Condition
- Complete Pedestrian/ADA Facilities

**20th Street**
- Upgrade Crossing Approach Condition

**9th Avenue**
- Upgrade Crossing Approach Condition
- Complete Pedestrian/ADA Facilities

**South Beltline** - None

**County Rd J** - None

**County Rd 19** - None

**Berggren Road** - None

**County Road 25**
- Gate and flasher improvements

**County Road 26**
- Gate and flasher improvements

**All Crossings**
- Wayside Horn Evaluation Study
- Implementation of Wayside Horn Study
- Signage & Pavement Markings Study
- Implementation of Signage & Pavement Markings Study
- Lighting Evaluation
- Implementation of Lighting Recommendations

A key opportunity identified through the rail corridor assessment is the need for a separated pedestrian and bicycle crossing in the vicinity of the 9th Avenue railroad crossing. This location is uniquely positioned to improve multimodal connectivity by linking a lower-income residential neighborhood with essential destinations, including multiple grocery stores, recreation facilities, community services, and adjacent communities. The current at-grade crossing presents challenges due to skewed geometry, limited pedestrian accommodations, and close proximity to US-26 traffic. A grade-separated crossing (overpass or underpass) would create a safe, reliable, all-ages-and-abilities connection and would also help complete the WNCC ↔ YMCA pathway loop, a high-priority project identified in Task Force and public engagement feedback. This improvement would address both safety and equity objectives by providing protected access for people walking, biking, rolling, and using mobility devices along a critical community corridor.


North Broadway at 24th Street

## 12.2 North Broadway Pedestrian Crossing Assessment

**Broadway, 23rd - 27th:**

Consideration in the analysis of Broadway from 23rd to 27th was largely dependent on review of crash data.

**23rd & 24th Streets**

While crash data is not definitive, it appears that 23rd & 24th should be evaluated in detail for south bound left turn lane, and for a north bound right turn lane into the school parking lot at 24th. Evaluation should include detailed peak hour traffic counts, turning movements and pedestrian (& bicycle) counts along with a pedestrian gap study. In the event that counts indicate merit, the potential exists for pedestrian islands at medians affording refuge in crossing a relatively wide street section. The possibility of a road diet should be evaluated while counts are on-going, to determine merit in speed reduction and increased driver awareness. Pedestrian crossing enhancements should be considered dependent on evaluation, such as flashing beacon, Rectangular Rapid Flashing Beacon (RRFB), etc.. Crosswalks should be completed at all intersections legs with ADA facilities reviewed and evaluated for beneficial improvements.

**25th Street**

25th Street should be evaluated in detail for left turn lanes (both north and south), as well as for a north bound right turn lane into the school parking lot. Again while not definitive, there is some indication in crash data that a turn lane may have precluded crashes. Evaluation should include detailed peak traffic counts and turning movements, as well as pedestrian volumes and traffic gaps, particularly during peak student use. As with 23rd & 24th, islands should be considered at the medians, as well as the potential merit in a road diet for speed reduction and driver awareness. Pedestrian crossing enhancements should be considered dependent on evaluation. Crosswalks should be completed at all intersections legs and ADA facilities should be reviewed and evaluated for any beneficial improvement.

**26th Street**

26th Street should be evaluated in detail for an enhanced north bound left turn lane. Evaluation should include detailed peak traffic counts, turning movements and pedestrian and gap numbers to determine any potential for a road diet to reduce speeds and increase driver awareness.

**27th Street**

Crash data at 27th does not appear to indicate any need for improvement in the free right turn sections, either east to south or north to west. The majority of crashes happen at the T intersection of 27th & Broadway. This indicates need for detailed review of the intersection, including peak hour counts, speeds, pedestrian numbers, and review of current signal timing. Given the volume of crashes at this intersection, there may be benefit to implement a roadway diet, again dependent on detailed review.

**Broadway**

Broadway and the downtown streets (from 20th to 14th/East



Overland) do not show any need for improvement given the work completed in the last several years (with the exception of potential improvements at the Railroad crossing, addressed separately under Railroads). While crash data does not indicate an issue, if the perception is that speeding is of a magnitude that requires addressing, a speed study could be implemented. In the event that there is a perceived need to reduce speeds, some semblance of a road diet could be implemented. Care would be required to assure any planned diet integrates safely with the already completed diet of curb bulb-outs.

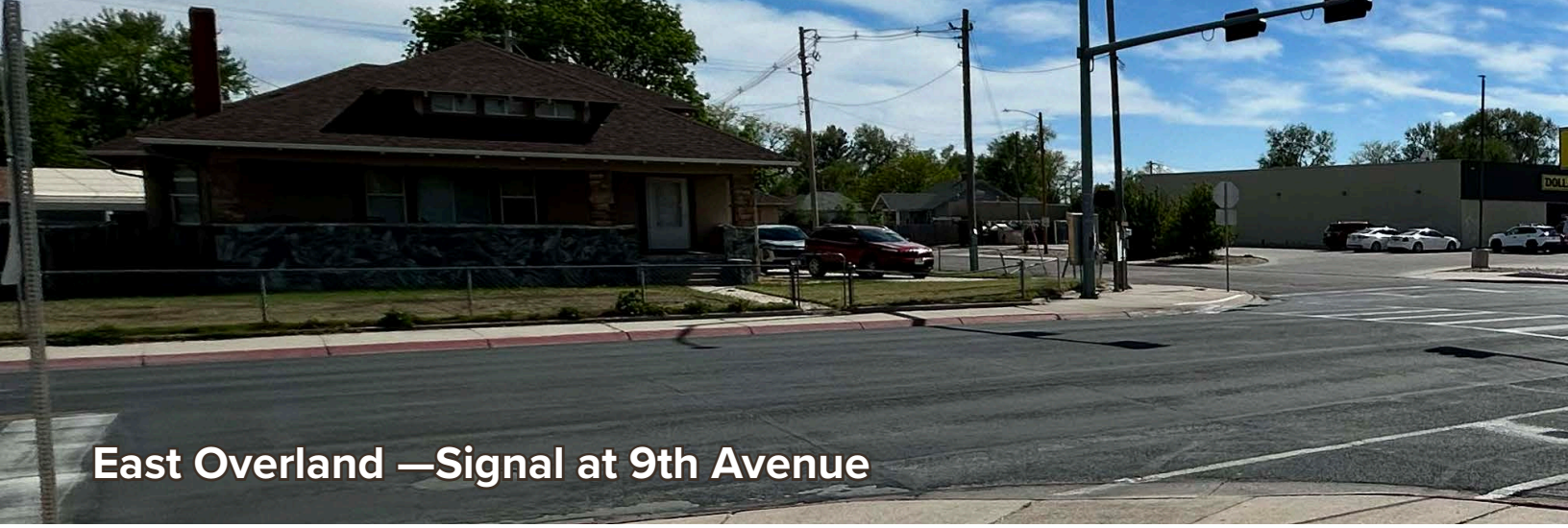
**Quick-build Improvements**

Where feasible, quick-build treatments should be considered as an interim step before permanent lane reconfiguration, refuge islands, or crossing enhancements are constructed. Existing median islands could be retrofitted with ADA-accessible openings and temporary ramp treatments to function as pedestrian refuge areas. Quick-build improvements may include high-visibility crosswalk markings, advance stop bars, yield signage, and paint-and-post channelization to improve driver awareness and reduce crossing distance. These treatments can be implemented rapidly and evaluated prior to permanent reconstruction.

Specific improvements could include the following:

- Paint & post channelization at the island
  - Flexible delineators at island nose
  - Narrow perceived lane width at approaching crossing
- Convert existing island to ADA-accessible refuge
  - Sawcutting the curb
  - Adding temporary asphalt wedge or modular ramp
  - Installing detectable warning panels (temporary or adhesive)
- High-visibility crosswalk with advance stop bar
- Extend island – temporary refuge expansion paint & posts
  - Extend island footprint with paint
  - Add flex posts to define space
  - o Create wider pedestrian waiting area
- RRFB prep
  - Markings, signage, refuge
  - Install RRFB if justified by study
- Temporary focused lighting on crossing
  - Solar-powered pedestrian-scale lighting
  - Focus on crosswalk & refuge island

These treatments can be implemented rapidly and evaluated prior to permanent reconstruction to gain near-immediate improvement for motorists and pedestrians.



East Overland —Signal at 9th Avenue

## 12.3 East Overland Corridor Safety Improvements

First consideration in the analysis of the East Overland Road corridor was review of the previous 2017 East Overland Corridor Revitalization Plan. The Executive Summary of that Plan provides the following priorities, from highest to lowest:

1. Improve code enforcement to require property owners to clean up unsightly property;
2. Assist property owners with making business façade improvements;
3. Assist property owners with making landscape improvements;
4. Improve East Overland and 9th Avenue intersection at Roosevelt School;
5. Create a marketing campaign to promote the East Overland Corridor;
6. Improve pick-up and drop-off pattern at Roosevelt School;
7. East Overland business owners organize a business improvement district (BID);
8. Redesign the Broadway intersection at 14th Street to improve access to East Overland from the west;
9. Install East Overland Corridor gateway signage;
10. Consider mixed use zoning or a corridor overlay along portions of East Overland to encourage a compatible mix of business and residential uses; and
11. East Overland Road diet to reduce four lanes of traffic to two lanes with a center turn lane.

Of these priorities, the 1st, 2nd, 3rd, 5th, 7th, 9th & 10th are in essence non-traffic related and accordingly have not been considered germane to the Scottsbluff SS4A regardless of current status.

Priorites **#4**, **#6**, **#8**, and **#11** are then considered germane, and have been viewed as follows:

**#4. Improve East Overland and 9th Avenue intersection at Roosevelt School**:

Issue here is in essence the need for pedestrian crossing of East Overland north and south, and primarily students from the schools to the north, and the questionable conformity of the existing control.

Based on review and analysis of crash data, it appears that the existing control is generally working well, but that it could be improved. Our suggestion is to study the intersection in detail, including pedestrian counts, traffic counts, traffic gap analysis, further detail of crash reports, and review of lighting at the intersection and approaches. Study results dependent, consideration could be given to installation of a traffic control device, realignment of the intersection, revision to the current pedestrian crossing, and/or some sort of roadway diet to provide pedestrian protection. Diet could include refuge area mid-roadway for pedestrians, accompanied by parking restriction on intersection approaches to reduce the crossing width thereby reducing the potential for pedestrian/vehicle interaction.

**#6. Improve pick-up and drop-off pattern at Roosevelt School**:

The school's grounds and surrounding roadways are quite limited. Initial observation indicates that the only area available for enhanced pick-up and drop-off is already encorporated into the playground area, potentially rendering it unusable for other purpose(s). That said, a




study of the school's permiter in detail, as well as review of need/ benefit of specific playground area(s) may provide a better understanding of what could be made available, including not only the playground area but a detailed review of parking needed and used. Consequently, although the initial observation shows no area available, a detailed review is recommended, including direct involvement from school staff.

**#8. Redesign the Broadway intersection at 14th Street to improve access to East Overland from the west:**

Based on work completed following the Plan (and prior to SS4A), all indications are that the work that could best be done has been completed, resulting in this issue being considered previously completed and without further consideration in this Plan.

**#11. East Overland road diet to reduce four lanes of traffic to two lanes with a center turn lane:**

Based primarily on the 2024 ADT indicating that any reduction in lane width would not be positive for median to peak traffic on this roadway, and after consideration of crash data showing no specific indication that speed is a specific concern (albeit always a general concern), we are recommending that no roadway diet be implemented overall as the benefit would likely be less than neutral with no positive influence on the motoring public. The exception to this recommendation is the recommendation to study the East Overland Road and 9th Avenue intersection, as noted above.

In addition to these issues brought forward from the 2017 East Overland Corridor Revitalization Plan, the following issues have been considered with the recommendations noted:

1. The intersection of East Overland Road and 21st Avenue has existing 4-way stop control and appears to work relatively well. However, our recommendation is that an intersection study be completed at this location to determine the actual level of operation and whether any improvements would be beneficial/warranted. Possible improvements could be as simple as revisions to markings (moving stop bars, enhanced crosswalks, etc.), or implementation of a traffic control device, or even a round-about. (The primary issue here would most likely be truck traffic and how to accommodate.)
2. Lighting along the corridor appears to generally be good, but further evaluation may be beneficial and is recommended.
3. ADA and sidewalk improvements along the length of the roadway would be beneficial. Most all intersections have ramps although the majority of ramps are not compliant with current standards. The majority of the length of radway has wide sidewalk, with limited areas of degradation that could be upgraded to encourage and enhance safe pedestrian activity.
4. The intersection of East Overland Road and Highway 26 should be reviewed for operation level. At a minimum, pavement markings should be brought current with possible turn lane tracking striping in place, and there likely should be an increase in storage in turn lanes for truck traffic. An investigation may need to be completed during Fall harvest to determine peak truck values.




# 12.4 School Safety Assessment

Review of schools, public and private, began with in-person interviews at each location. MCS Team members sat in-person with staff and asked a series of questions leading into dialogue pertaining to issues and conditions. Notations of the discussions follow. After discussions, each location was viewed critically with issues discussed among team members.

The Team began discussions with a set list of questions. Questions related to Student Travel Patterns, Pick-up and Drop-off Zones, Bus Routes, School Zone Safety, "Near Misses" and Concerns, and Priorities and Ideas. Meetings were very informative with interaction with various staff members being robust dialogue. Questions were rarely discussed in order given the staffs' effort to communicate their opinions.

## Westmoor Elementary

*Bethany Jolliffe, Assistant Principal*
*9/25/2025*

Start time is 8:00 a.m., with students allowed in the building starting at 7:45; Pick-up starts at 3:15 p.m. with all students usually picked up within 7-8 minutes.

**Pick-up System**

The School has a very efficient pick-up system in place:

- They provide different zones for each grade level, and they ensure students are accounted for until they get to parents
- Staff has walkie talkies in order to aid in communication

**Walking/Crossing Guards**

- Staff members with vests and stop signs are present on W 16th St on the North and South sides of the field
- Additional staff members are by gates monitoring students-to-parents contact
- As a rule, there are fewer than 20 students that walk to school
- Some children cross Avenue I, but not consistently enough to warrant a crossing guard
- Students are not allowed to cross the middle of the street to get to their parents' car; parents are encouraged to park along the sidewalk closest to their students, or if parking farther away, parents are encouraged to walk to pick-up their students and travel back to their car together

**Signage/School Zones**

- Staff expressed that School zones would be the most useful improvement
- Increase signage of school zones to address speeding concerns and to enhance internal school pick-up system (emphasize student zones)

**Buses**

- The school uses 3-4 buses regularly
- Buses are currently located by the construction, and the issue may need to be reevaluated when the construction is complete




- There are currently no issues with parent/bus conflicts
- Busses pull up on north side of school, in a bus pullout area

**Crosswalks/Sidewalks**

- Staffs' opinion is that the number and placement of crosswalks feels adequate
- The School is contemplating adding sidewalks on the internal property to facilitate better and more direct walking for students to get to pick-up zones

**ADA**

- Staffs' opinion is that the current ADA provisions have been adequate for the needs
- Plans for access are discussed on individual students basis with student IEPs
- The School is all one level and consequently has many students with disabilities

## Lincoln Heights Elementary

*Jeremy Behnke*
*Principal*
*9/25/2025*

School start time is 7:55 a.m., breakfast begins 7:20 and students can then enter at the front doors, Pick-up is at 3:10 p.m.

Staffs' opinion is that overall they have a decent system, but with limited parking making things difficult

Better defined school zones and speeding enforcement would be their priority.

**Buses**

- Buses and Daycare pick up are on Ave C, directly east of the school
- Parents not allowed to park there, follow signage correctly

**School Zones**

They have limited signage.

Increased enforcement and clarification of school zones would be helpful.

School zones are on:

- W 22nd from Ave B to ½ block between Ave D and E, and
- W 23rd from Ave B to ½ block between Ave D and E

Parents park and drive along Ave nue D and Avenue C, W 22nd Street and W 23rd Street.

**Crossing Guards**

- School staff act as crossing guards at Avenue C and 22nd and 23rd Streets, while Principal Behnke and Assistant Principal Mrs. Rodriguez are present at Ave. D and 22nd and 23rd Streets but they are just there to help if need and do not wear vests
- It is extremely difficult to have morning crossing guards, but it doesn't appear to be an issue requiring them
- A Staff member with a stop sign is located at 23rd St north of the school (between Avenue C and Avenue D)
- A City of Scottsbluff Crossing Guard is at Avenue B and 24th Street



Longfellow Elementary — 5th Avenue / E 20th Street Signal

**Safe Routes to School**

- Most students that walk come from the East side of the school
- Staff feels that a Safe Routes to School program could be beneficial

**Secondary location in case of emergency evacuation is BMS**

- It is a difficult location because students have to cross Ave B and Broadway
- The School is trying to find an alternative secondary location

**Weather Issues**

- Staffs' opinion is that Snow removal seems good and it is done in a timely manner
- There is a major gutter issue on Ave C with poor drainage, it is always waterlogged, buses splash through it, in the winter it ices up and in nicer weather there is leaf decay and odor.

**Parent SS4A Outreach**

The MCS Team provided 315 postcards to be distributed during parent teacher conferences (275 in English, and 40 in Spanish were distributed). Postcards contained a link to the online survey. No direct results are known, although hopefully families filled it out, or at the very least received exposure and were more inclined to complete the survey when utility mailers were received.

## Longfellow Elementary

*Lukas Benzel, Principal*
*10/6/2025*

**School Times**:
7:50 a.m. to 3:05 p.m.

**Drop-off**

- Students can arrive for breakfast at 7:20, otherwise 7:40
- Drop-off is smoother than pick up

**Pick-up**

- There is lots of congestion after school
- They have few Bus/Parent conflicts
- Parents will arrive up to two hours before school ends to get their place to pick up their students
- Parents will flip U-Turns on 5th Avenue

**Traffic Safety Concerns**

- Speeds on 7th and 21st are fine
- On E 21st and 6th a staff member was hit by a car

**Weather**

- Post snow, ice and slush stagnate on E 21st by the picnic tables (N side of school)

**Parent SS4A Outreach**

The MCS Team provided 450 postcards to be distributed during parent teacher conferences (350 in English, 50 in Spanish, 50 bilingual) containing a link to the online survey.

No direct results are known, and families also received exposure to SS4A when utility mailers were received.




## Community Christian School (CCS)

*Steph Reynaga, Principal*
*10/16/2025*

School times are 8 a.m. – 3:30 p.m.

There are approximately 100 Students (Preschool to 8th Grade)

**Safety Concerns**

- Foot traffic in the area raises some safety concerns, especially for teachers going to cars at night (windows have been bashed in, etc)
- Security is also a concern on 14th, they would love cameras but do not know how to fund them
- Poor lighting on 14th and speeding on 15th are large concerns

**Pick-up & Drop Off**

- All pick-up of 1st to 8th grade is on Ave E, East of the School
- Staff ensures that students aren't crossing street to get to parents' vehicles (Ave E for pick up)
- Preschool and Kindergarten pick-up and drop off is at the front entrance, parents are required to walk in to drop-off/pick-up their students

**Day Care**

- CCS also has a Day Care—all pick-up/drop off is at the front of the school (14th)
- Day Care includes infants (starting at 6 weeks) to toddler
- Drop off is between 7:00 and 8:00 a.m.;
- Most are picked up between 3:30 and 5:00 p.m., but they are open until 6:00 p.m. when the last students are gone

**Crossing Guards**

They have no Crossing Guards, none are needed

**Traffic Flow, Parking, Crossings**

In the summer, the Day-Care will walk to the Zoo and the Park, and sometimes downtown

- They have no real congestion issues
- Parking is the biggest challenge, the School is considering additional parking on the north side of 14th St in what is currently a gravel area
- On 15th north of the school children at play signage and additional crosswalks might be useful (speeding along the street is an issue)
- The school sometimes takes students to McCaffree Park for PE, but they have seen no issues with it

**Weather Concerns**

- School experiences flooding and snow on the playground
- City does a good job on 15th, but 14th can take a while to clear

**Parent SS4A Outreach**

The MCS Team took postcards to Parent-Teacher Conferences during the last week of October 2025 (28th, 30th). No direct results are known.




## Bluffs Middle School (BMS)

*Jana Mason, Principal*
*James Todd, SBPS Safety Officer*
*9/25/2025*

School starts at 7:45 a.m. and dismissal is at 3:00 p.m.

**Circulation**

- Staff regularly observes congestion and traffic issues in both the AM and PM
- Buses pick up in the parking lot, right by the west entrance (gym doors)
- Students are gone by 3:08 p.m.
- Parents park in the 2nd Avenue and 3rd Avenue row of parking until buses leave
- Parents in the circle on the south side of the school often line up starting between 2:15 and 2:30 p.m.
- Parents frequently double park, sometimes the circle ends up completely blocked and traffic flow is stopped
- Before and after school, parents trying to turn left from East 23rd Street onto Broadway are unable to turn and they completely congest traffic to a standstill
- Staffs' opinion is that 2nd Avenue has problems
- There are huge congestion issues on the north-south route
- A lot of people talk about making 2nd Avenue a one-way street
- Staff believes that having two-way traffic keeps speeds down because of the congestion and that a one-way street may move traffic better, but would increase speed and raise safety issues

**Traffic Concerns**

- People traveling north on Broadway, merge right onto 27th St., and then turn left onto 1st Ave, and it can cause traffic issues (uncommon route)

**Parking**

- Parking access and getting out after football games seems to be okay; it is what it is, goes fairly steadily

**Students Walking**

- There are Crossing Guards on Broadway & 24th, and at 2nd & 24th
- There are City crossing guards as the City collaborates with the School
- After School, students go down to Pioneer Park, Library, Runza
- Have worked with the City to establish where responsibility lies for student behavior in the park after school (ie – fights)
- Students do not use direct routes walking to school, so there is not really a need for pedestrian routing plans
- Students walk from the Avenues, some come from south of BMS
- Staff believes it may be beneficial to have a crosswalk on 23rd/24th and 5th (BMS students walking to Longfellow/Roosevelt)




**Weather Issues**

Sometimes after snow, turning onto/off of Broadway can be rough (if side-street cutouts take a while to plow through)

## St. Agnes Catholic School

*Julie Brown, Principal*
*10/7/2025*

School times are 8:00 a.m. – 3:15 p.m., and at 7:30 a.m. the school picks up students with the bus.

School times are offset 15 minutes from BMS start/end times to reduce conflict potential.

**Crossing Safety**

- The large issue is on 2nd and E 23rd St, a Crossing Guard at 2nd at 24th St has helped to slow down traffic at 23rd
- It would likely be beneficial to look at 2nd and 23rd as a 4-Way Stop
- At 23rd St and 3rd/4th Avenue it is difficult for kids to cross
- Crosswalks are missing along E 23rd and 24th down to 5th Avenue
- Students walk to and from school, they come from all over

**Parking**

- Parking on both sides of street in Avenues causes visibility issues and congestion
- Staff suggests that for visibility an increase no-parking zone from intersection corners would help with additional sight distance improvements
- Having a cut out along the BMS side of the street would potentially be useful – many parents use St. Agnes pull-out

**Uncontrolled Intersections**

- School believes it would also be useful to have yield/stop signs on some of the uncontrolled intersections
- Along 3rd Avenue stop signs would help slow down speeding traffic

**Buses**

- St. Agnes students are on the BMS route, Principal Brown goes to BMS parking lot to walk students back to St. Agnes

**Summary**

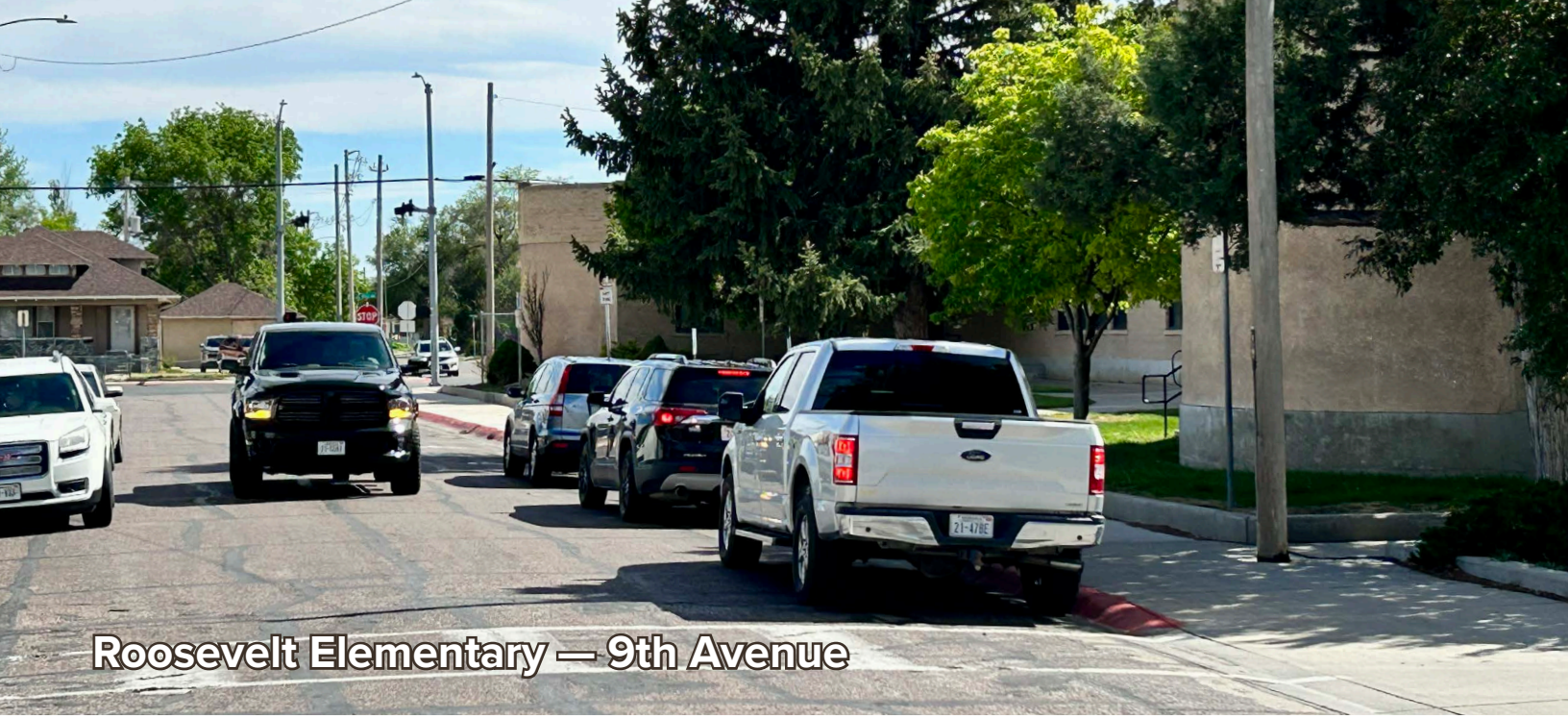
- Crosswalks and Speeding are the main issues on 2nd and 3rd
- Scottsbluff Senior High School students speed on their way to the high school
- Parking in the avenues is a big issue for the residents in the avenues

**Weather**

- At 24th St and 2nd Avenue snow collects during bad storms
- Snow builds up against the building and into the intersection

**Parent SS4A Outreach**

The SS4A Team provided 75 postcards for distribution to families during parent teacher conferences containing a link to the online survey. No direct results are known.




## Roosevelt Elementary

*Francis Burkhalter, Principal*
*Brittni Chancellor, Assistant Principal, 9/16/2025*

**Primary Concerns Identified**

- Student exposure during pick-up and drop-off periods
- Vehicle congestion and turning conflicts near the school
- Driver speeds and limited school-zone awareness
- Pedestrian crossing visibility and crossing comfort
- Sidewalk and ADA connectivity gaps
- Safe access for students walking from nearby neighborhoods

**Potential Improvement Strategies**

- Enhanced school-zone signage and pavement markings
- High-visibility crosswalk improvements
- Speed awareness and traffic calming measures
- Targeted pedestrian lighting improvements
- Sidewalk and ADA connection upgrades
- Coordination with broader Safe Routes to School efforts

> *As a result of school interviews and discussions and additional site visits and observation, the following **recommendations** are made for each school.*

# School Safety Recommendations

## Roosevelt Elementary

Discussions with school representatives and parent feedback from Parents-Teachers Meeting with SS4A Team identified school circulation, pedestrian visibility, and safe crossing access as important concerns near Roosevelt Elementary.

Particular emphasis was placed on student exposure during arrival and dismissal periods, where vehicle congestion, turning movements, and limited driver awareness increase potential conflicts near crossings and school access points.

Concerns were also raised regarding consistency of school-zone treatments and the need for improved visibility and speed awareness along nearby corridors.

Parents and school stakeholders emphasized the importance of creating safer and more predictable walking conditions for students traveling to and from the school, particularly at crossings connected to neighborhood streets and nearby arterial corridors.




***— Recommended strategies*** *include:*

- *Reviewing school-zone signage and pavement markings,*
- *Evaluating pedestrian crossing visibility,*
- *Considering targeted lighting or speed-feedback treatments, and*
- *Coordinating future sidewalk and ADA improvements with broader Safe Routes to School and corridor safety efforts identified in the Safety Action Plan.*

## Westmoor Elementary

### Signage/School Zones

Staff expressed that School zones would be the most useful improvement and to increase signage of school zones to address speeding concerns as well as to enhance internal school pick-up system (emphasize student zones).

***— Recommend*** *study of existing school zones and signage and shortcomings, followed by development and implementation of a plan to complete zones.*

### ADA

ADA ramps around the school could be added on many of the corners.

***— Recommend*** *detailed field review of immediate area and potential student routes to determine shortcomings in ADA/ pedestrian access, followed by a staged plan to reduce the shortcomings.*

## Lincoln Heights Elementary

Better defined school zones and speeding enforcement would be their priority.

***— Initial recommendation*** *is to request additional speed enforcement from the City, followed by a site-wide study of school zones, including parent parking patterns, and development of a site wide plan for school zones and parking, followed by implementation of the derived plan.*

### Safe Routes to School

Most students that walk come from the East side of the school. Staff feels that a Safe Routes to School program could be beneficial.

***— Recommend*** *development of a Safe Routes to School Plan coordinated closely with School staff, then presentation of that Plan to the School for their implementation.*

### Weather Issues

There is a major gutter issue on Avenue C with poor drainage, it is always waterlogged, buses splash through it, and in the winter it ices up, while in nicer weather there is leaf decay and odor.

***— Recommend*** *on-site review of existing curb and gutter with analysis of grades/drainage potential and possible repair/ replacement of curb and gutter to eliminate the issue.*



Bulffs Middle School — Broadway pedestrian crossing at 24th Street

## Longfellow Elementary

**Pick-up**

There is a lot of congestion after school.

***— Recommend*** *a study of traffic circulation on-site and exiting onto 5th Avenue.*

**Weather**

Post snowfall events, ice and slush stagnate on E 21st Street by the picnic tables (North side of school).

***— Recommend*** *requesting the City to observe the complaint area following a snow event to assess and determine potential solution*

## Bluffs Middle School (BMS)

**Traffic Flow**

Staff regularly observes congestion and traffic issues in both the morning and afternoon.

***— Recommend*** *a site-wide study of traffic circulation on-site and exiting onto E 23rd Street and continuing to Broadway, in addition to observation of 2nd Avenue congestion with an eye toward the potential for, or not, making it a one-way street; study should include the potential of a new crosswalk on 23rd Street /24th Street and 5th Avenue.*

## St. Agnes Catholic School

**Crosswalks, Speeding, and Parking**

Crosswalks and speeding are the main issues, along with parking in the avenues.

***— Recommend*** *a comprehensive study of crosswalks in the area surrounding the school and some blocks out to determine off site potential needs, study should include traffic routing, potential for changes to traffic control (4-way stop(s), yield or stop sign placement, potential parking restrictions, particularly for sight distance at intersections)*




At 24th Street and 2nd Avenue snow collects during bad storms, it builds up against the building and into the intersection.

***— Recommend*** *requesting the City to observe the complaint area following a snow event to assess and determine potential solution*

Having a cut out along the BMS side of the street would potentially be useful – many parents use St. Agnes pull-out.

***— Recommend*** *a study for the possible implementation of a bus cut-out on the Bluffs Middle School side of the street (west side of 2nd Avenue, adjacent to BMS)*

## Community Christian School (CCS)

**Student Pedestrian Safety**

- On 15th Street, north of the school, children at play signage and additional crosswalks would be useful
- Speeding along the street is an issue
- The school sometimes takes students to McCaffree Park for physical education.
- In the summer, the Day-Care will walk to the Zoo and the Park, and sometimes downtown
- Poor lighting on 14th and speeding on 15th are large concerns
- Security is also a concern on 14th Street—the school administration would love cameras but do not know how to fund them

***— Recommend*** *review of crosswalks and signage on the school periphery*

***— Recommend*** *observation of ADA/pedestrian facilities from the School to McCaffree Park, and from the School to the Zoo for potential shortcomings, potentially followed by an improvement plan for the facilities*

***— Recommend*** *review of lighting on 14th Street, potentially followed by a lighting improvement plan and implementation*

***— Recommend*** *requesting additional speed enforcement on 15th Street from the City; and suggest a conversation with the City regarding any recommendations to improve safety in the area*

## 12.5 Transit Assessment - Roadrunner Public Transit

Public transportation in Scottsbluff is provided by Roadrunner Public Transit through partnerships involving Scotts Bluff County, the Cities of Scottsbluff, Gering, and Terrytown, the Nebraska Department of Transportation, the Federal Transit Administration, Walmart, and Western Nebraska Community College. Bus stops serve a low-income, elderly, multi-family housing complex in Scottsbluff, as well as the Housing Authority of Scottsbluff County, senior assisted living center, and residential areas.

Roadrunner operates two flexible fixed routes with approximately 60-minute service intervals and provides curb-to-curb demand response service throughout Scotts Bluff County. Flexible routes allow limited off-route deviations by reservation, helping improve accessibility for riders with mobility or access limitations.

Operational needs, safety concerns, and transit-related improvement opportunities were discussed during coordination meetings between Roadrunner staff and the SS4A team in October 2025.

Transit representatives identified several recurring safety issues affecting both drivers and passengers, particularly along high-volume arterial corridors and at bus stop locations lacking adequate space, lighting, or pedestrian infrastructure.

### Key Transit Safety Concerns Identified

- Buses stopping in active travel lanes along East Overland and 27th Street due to limited pull-out space or lack of parking lanes
- Limited pedestrian-scale lighting and shelter infrastructure at high-use stops
- Vehicles parking too close to bus stops, reducing accessibility and forcing buses to block traffic during boarding
- Driver non-compliance at intersections and around stopped buses
- ADA accessibility deficiencies near bus stops and boarding areas
- Congestion and operational conflicts near schools and commercial corridors

### Transit Corridors and Locations Frequently Identified

- East Overland corridor
- 27th Street corridor
- Avenue I / Highway 71
- YMCA & South Beltline area
- Walmart commercial area:
- Roosevelt area transit stops
- Eastwood and Family Dollar stop areas

Transit drivers reported recurring conflicts involving speeding, limited sight distance, turning conflicts, and failure-to-yield behavior at several locations throughout the system. Particular concern was expressed regarding stops along East Overland and 27th Street where buses must frequently stop within active traffic lanes.

### Transit Safety Concern Locations Identified by Drivers and Staff

Recurring operational and safety concerns were identified by drivers and staff at the following locations:

**27th Street Corridor**

- Southbound Pawnshop stop
- Southbound Subway stop
- Northbound Arby's stop
- Northbound Essential Fuel stop
- Heavy traffic and limited pull-out space create unsafe boarding conditions

**East Overland Corridor**

- Roosevelt stop area
- Eastwood stop area
- 5th & O stop area
- Family Dollar stop area
- Drivers reported frequent failure of motorists to slow or yield near stopped buses

**Avenue I / Highway 71**

- Four-way stop operations and failure-to-yield conflicts
- High-speed traffic near 42nd Street with limited sight distance

**YMCA & South Beltline Area**

- Difficult turning movements and visibility constraints

**Walmart Commercial Area**

- High traffic volumes and multiple vehicle conflict points associated with lot access and circulation

## Key Recommendations and Priorities

Transit-related priorities identified for inclusion in the Safety Action Plan include:

- Bus turnout and pull-out improvements at onstrained stops
- Pedestrian lighting and shelter enhancements
- Consistent ADA boarding and landing improvements
- Bus stop accessibility upgrades coordinated with sidewalk projects
- Evaluation of no-parking setbacks near bus stops
- Continued coordination between transit operations and corridor safety improvements

The transit assessment reinforced the importance of integrating public transportation needs into corridor safety planning, particularly along high-exposure arterial corridors and in areas serving older adults, students, and residents without reliable vehicle access.

These findings directly informed projects related to transit stop upgrades, pedestrian accessibility, corridor lighting, and multimodal connectivity within the Safety Action Plan.




*Roadrunner Public Transit rendering of planned bus stop improvements*


SS4A
A VISION FOR SAFER STREETS
Scottsbluff Safe Streets for All

# SCOTTSBLUFF SAFE STREETS FOR ALL



# SAFETY ACTION PLAN



SAFE STREETS | STRONG COMMUNITY

City of SCOTTSBLUFF
A Place of Opportunity

*For those we have lost —*
*and for those we will protect*





# *Acknowledgements*

A special thank you to all of our partners and stakeholders who contributed to this Safety Action Plan:

### *City of Scottsbluff (SB)*
Administration
Police Department
Fire Department
Public Works Department
Finance Department

### *Nebraska State Patrol*

### *Regional West Medical Center (RWMC) Emergency Medical Services (EMS)*

### *Scottsbluff Public and Private Schools*
Scottsbluff High School
Bluffs Middle School
Community Christian School
Lincoln Heights Elementary
Longfellow Elementary
Roosevelt Elementary
St. Agnes Catholic School
Westmoor Elementary

### *Panhandle Public Health District (PPHD)*

### *Tri-City Roadrunner Transit*

### *Consultant Partners*
M.C. Schaff & Associates, Inc
JNW Consulting

### *City Officials*
Betsy Vidlak, Mayor
Jeanne McKerrigan, Vice-Mayor
Jerry Stricker, City Council Member
Matt Salomon, City Council Member
Scott Phillips, City Council Member
Kevin Spencer, City Manager

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James Todd, Safety & Security, SB Public Schools
Molly Bonuchi, Student Life Director, Western Nebraska Community College (WNCC)
Janelle Visser, PPHD
Melissa Lally, Nebraska Department of Transportation (NDOT) District 5 ROW/Utilities/Maintenance /Environmental Liaison

### *Stakeholders*
Nebraska State Patrol
RWMC EMS (RWMS)
Scottsbluff Public School District
Tri-City Roadrunner Transit
Panhandle Public Health District

*This Safety Action Plan was developed with support from the U.S. Department of Transportation's SS4A program and reflects the Safe System Approach. Scottsbluff is committed to using this plan to pursue future SS4A implementation funding and carry out data-driven, equity-focused safety improvements across our community.*



# VISION ZERO

## OUR COMMUNITY COMMITMENT TO A FUTURE WHERE NO ONE IS KILLED OR SERIOUSLY INJURED ON OUR STREETS.

CITY OF SCOTTSBLUFF
A Place of Opportunity

308-632-4136
2525 Circle Drive
Scottsbluff, NE 69361

*The safety of our residents is one of the City of Scottsbluff's highest priorities. Every crash affects more than statistics—it impacts families, businesses, and our broader community. While many crashes result only in property damage, even one serious injury or fatality is too many.*

*Even crashes that do not result in serious injury carry significant consequences. Property damage, rising insurance costs, emergency response demands, traffic delays, and damage to public infrastructure—such as signal cabinets, signage, and roadway features—place financial and operational burdens on our community. Every crash has a cost.*

*Over the past year, Scottsbluff has taken a comprehensive, data-driven look at where and why crashes occur. By analyzing ten years of crash data, mapping our High Injury Network, and listening to more than a thousand residents, stakeholders and regional community members, this Safety Action Plan reflects both lived experience and objective analysis. The findings are clear: crashes are concentrated on a limited number of corridors and intersections, speed plays a critical role in crash severity, and vulnerable road users—including pedestrians, bicyclists, children, and older adults—face disproportionate risk.*

*This plan moves beyond identifying problems. It outlines targeted, systemic strategies to reduce fatal and serious injury crashes through safer street design, improved crossings, speed management, and stronger community partnerships. Just as importantly, it reinforces that street safety is a shared responsibility. Together, we can reach a future with zero fatalities or serious injuries on Scottsbluff roadways.*

*On behalf of the City of Scottsbluff, I thank every resident, school, business, and community partner who contributed to this effort. Together, we are building a safer transportation system that protects all who live, work, and travel here.*

*We are committed not just to planning, but to action.*

*Sincerely,*

*Betsy Vidlak*

*Betsy Vidlak*
*Mayor, City of Scottsbluff*



**ELIMINATE** FATAL AND SEVERE CRASHES BY **2036**.

**REDUCE** THE NUMBER OF SEVERE ROADWAY CRASHES AND FATALITIES **50%** BY **2031**.

**IMPLEMENT** A SAFE SYSTEM APPROACH, EMPHASIZING **SAFER SPEEDS, SAFER STREETS, AND SAFER PEOPLE**.

**UTILIZE DATA-DRIVEN** DECISION MAKING TO PRIORITIZE AND IMPLEMENT **SAFETY IMPROVEMENTS**.

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## GLOSSARY OF ACRONYMS

- ADA - Americans with Disabilities Act
- BNSF – Burlington Northern and Santa Fe Railway
- CIP – Capital Improvement Planning
- CM – Countermeasure
- EMS – Emergency Medical Services
- ETJ – Extraterritorial Jurisdiction
- FHWA – Federal Highway Administration
- GIS – Geographic Information System
- HIN – High Injury Network
- HSIP – Highway Safety Improvement Program
- HSO – Highway Safety Office
- Injury A (Inj-A) – Severe Injury
- Injury B (Inj-B) – Observed Injury
- Injury C (Inj-C) – Possible Injury
- KSI – Killed or Seriously Injured
- LTAP – Local Technical Assistance Program
- LTL – Left Turn Leaving
- NDOT – Nebraska Department of Transportation
- PDO – Property Damage Only
- RRFBs – Rectangular Rapid Flashing Beacons
- RWMS – Regional West Medical Services
- SAP – Safety Action Plan
- SBPS — Scottsbluff Public Schools
- SS4A – Safe Streets for All
- TAP – Transportation Alternatives Program
- USDOT – United States Department of Transportation

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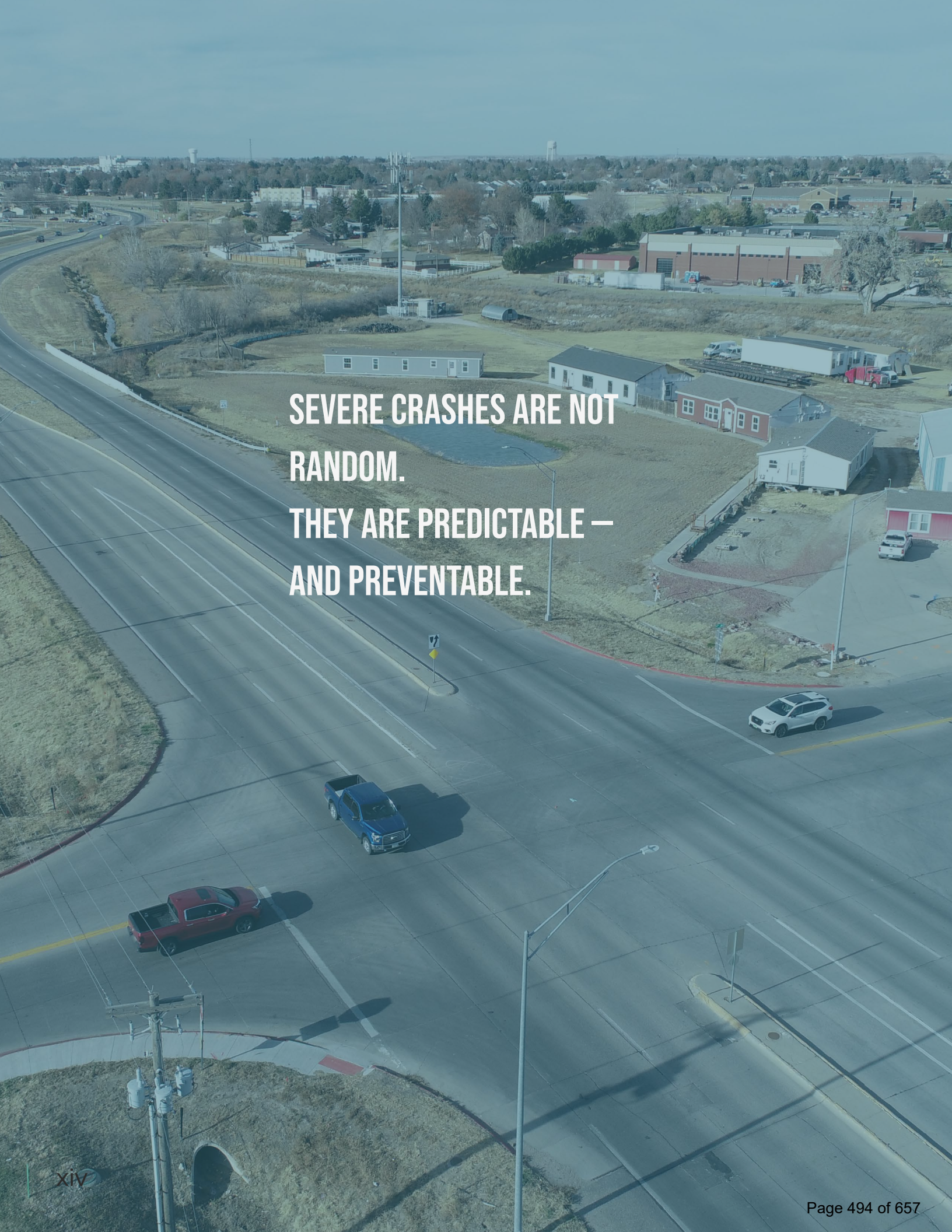
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SEVERE CRASHES ARE NOT
RANDOM.
THEY ARE PREDICTABLE –
AND PREVENTABLE.

# EXECUTIVE SUMMARY

Scottsbluff serves as the economic and mobility hub of Western Nebraska. Major corridors, including US-26, Avenue I (Highway 71), Broadway, and 20th Street carry regional traffic, freight movement, school travel, and local trips that support commerce and community life. However, these corridors also carry predictable safety risks.

Between 2014 and 2023, Scottsbluff experienced 5,361 reported crashes, including 79 serious injury crashes and 14 fatal crashes.

Analysis of ten years of crash data (2014–2023) confirms that fatal and serious injury crashes are concentrated along a limited number of corridors and intersections.

> *These patterns are not random—they are systemic, predictable, and preventable.*

Between 2014 and 2023, severe crashes clustered along US-26, Avenue I, Broadway, and East Overland, and near school campuses and rail crossings. These locations share common characteristics:

- Higher operating speeds
- Multi-lane crossings
- Complex turning movements at signalized intersections
- Limited pedestrian protection and crossing enhancements
- Visibility challenges at night
- Exposure near schools and commercial centers

While eliminating fatal and serious injury crashes is the central goal of this plan, all levels of traffic crashes impact the community. Property-damage-only crashes disrupt traffic flow, strain emergency services, damage public infrastructure, increase insurance premiums, and impose financial hardship on families and businesses. The economic and operational cost of crashes extends far beyond the crash scene.

The Scottsbluff Safe Streets and Roads for All (SS4A) Safety Action Plan establishes a Vision Zero–aligned roadmap to eliminate fatal and serious injury crashes on Scottsbluff City streets. Grounded in crash data, High Injury Network (HIN) analysis, school safety assessments, and extensive community engagement, the plan applies Safe System principles to manage speed, reduce conflict exposure, improve visibility, and protect vulnerable road users.

## FROM DATA TO ACTION

The plan translates documented risk into a coordinated implementation framework that includes:

- Targeted corridor and intersection modernization along Tier 1 High Injury Network segments
- School zone and youth mobility protections
- Sidewalk, ADA, and pathway network improvements
- Rail crossing safety and system resilience strategies
- Lighting and visibility upgrades
- Quick-build and interim treatments
- Education, enforcement coordination, and performance monitoring
- Policy and ordinance updates to institutionalize safety

Rather than focusing solely on isolated crash locations, the plan prioritizes corridor-level and network-level strategies where severe crashes are most likely to occur.

# HOW SCOTTSBLUFF WILL ACT:

## A SYSTEMIC IMPLEMENTATION STRATEGY

To move from planning to measurable safety improvements, Scottsbluff has organized its highest-priority actions into three coordinated **Safety Focus Areas**. Together, these focus areas address immediate risk, protect vulnerable users, and modernize high-severity corridors.

1. **School & Youth Safety Protection**
2. **High-Severity Corridor Modernization**
3. **Systemic Citywide & Network Improvements**

These focus areas allow the City to:

- Advance near-term quick-build improvements
- Pursue major corridor and signal upgrades
- Strengthen school environments
- Improve pedestrian and ADA continuity
- Coordinate with NDOT and rail partners
- Build long-term institutional safety capacity

This scalable framework supports phased implementation and aligns with SS4A Implementation Grant priorities.

## A SHARED COMMITMENT

In a community the size of Scottsbluff, serious crashes have personal impact. This Safety Action Plan recognizes that reality and commits to proactive, data-driven change—ensuring that roadway design, policy, and operations work together to prevent future tragedies.

By focusing on predictable risk environments and applying proven countermeasures consistently across the network, Scottsbluff is positioned to make measurable progress toward eliminating fatal and serious injury crashes.

Detailed projects, programs, policies, cost estimates, and implementation matrices are provided in **CHAPTER 4** and **APPENDIX A8**.

> *To implement this Safety Action Plan, the City of Scottsbluff has organized its highest-priority actions into three coordinated implementation safety focus areas. Each focus area addresses a different aspect of traffic safety risk, while working together to reduce fatal and serious injury crashes across the city.*





# PRIORITY SAFETY FOCUS AREAS

## FOCUS AREA 1 – SCHOOL & YOUTH SAFETY PROTECTION

*Critical Community Focus*

### Why This Matters

School travel creates predictable, high-exposure conditions during concentrated arrival and dismissal periods near campuses and along walking routes. Children are among the most vulnerable roadway users.

### Primary Risks Addressed

- Peak-hour pedestrian congestion near campuses
- Child pedestrian exposure at crossings
- Inconsistent crossing visibility
- Sidewalk gaps near schools
- Vehicle turning conflicts during drop-off/pick-up

### Core Strategies

- School zone standardization
- Crossing visibility upgrades
- Circulation and access improvements
- ADA ramp and sidewalk gap closure
- Education and enforcement coordination

### Who Benefits

- Students, families, school staff, and nearby residents.

**FOCUS AREA 1** protects children and vulnerable users.

## FOCUS AREA 2 – HIGH-SEVERITY CORRIDOR MODERNIZATION

*High Impact Priority*

### Why This Matters

A disproportionate share of Scottsbluff's fatal and serious injury crashes occur along major arterial corridors, including US-26, Avenue I, Broadway, and 20th Street.

### Primary Risks Addressed

- Signal visibility and turning conflicts
- Angle and rear-end crashes
- Red light running
- Multi-lane pedestrian crossings
- High operating speeds
- Freight and truck interactions

### Core Strategies

- Signal modernization and visibility upgrades (backplates, improved timing, advance warning)
- Intersection design enhancements (protected turns, conflict reduction treatments)
- High-visibility pedestrian crossings and refuge improvements
- Corridor lighting and nighttime visibility upgrades
- Access management and turn-lane improvements
- NDOT coordination for phased corridor modernization

### Who Benefits

- Drivers, freight operators, pedestrians, bicyclists, transit riders, regional travelers.

**FOCUS AREA 2** reduces risk on the highest crash severity corridors.

## FOCUS AREA 3 – SYSTEMIC CITYWIDE & NETWORK IMPROVEMENTS

*Foundational System Strategy*

### Why This Matters

Many severe crashes are linked to underlying network-wide conditions—lighting gaps, incomplete sidewalks, rail interfaces, and speed management inconsistencies.

### Primary Risks Addressed

- Nighttime severity
- Discontinuous pedestrian facilities
- Rail crossing exposure
- Neighborhood speeding
- Inconsistent treatments across corridors

### Core Strategies

- Targeted lighting upgrades
- Sidewalk and ADA gap elimination
- Pathway network completion
- Rail crossing enhancements
- Quick-build traffic calming
- Ongoing safety performance monitoring

### Who Benefits

- Residents across all neighborhoods and travel modes.

**FOCUS AREA 3** strengthens the entire transportation network for lasting safety.

# FROM STRATEGY TO ACTION:

## WHAT WILL BE BUILT

To move from planning to implementation, the Safety Action Plan organizes projects, programs, and policies into a clear, trackable action framework. Each action is assigned a unique identifier (J, P, or O), along with a delivery tier and an indication of whether it can be implemented as a quick-build improvement.

- **Projects** (J) represent physical infrastructure improvements
- **Programs** (P) represent ongoing initiatives, partnerships, and education efforts
- **Policies** (O) represent ordinance updates and institutional changes

To support implementation, all actions are organized into three tiers that reflect priority, readiness, and coordination needs, as well as a Quick Build identifier.

- **Tier** — indicating timing and priority (Tier 1 = near-term, Tier 2 = mid-term, Tier 3 = long-term)
- **Quick Build** (QB) — actions that can be implemented rapidly using low-cost, flexible materials




**Tier 1** focuses on near-term, high-impact improvements




**Tier 2** advances corridor and system upgrades




**Tier 3** represents long-term investments that complete the network.

Together, these tiers provide a clear, phased roadmap for moving from strategy to implementation.

The following tables provide a comprehensive, implementation-ready roadmap, linking high-level safety strategies to specific, deliverable actions. They are designed to help City staff, elected officials, and partners quickly understand:

- What comes first
- What can be implemented quickly
- What requires coordination, design, or funding
- How individual actions contribute to broader safety goals

See **CHAPTER 4** for more information. Detailed descriptions, cost estimates, and mapping for each item are provided **APPENDIX A8**.

***Table Key***
**QB** Quick Build
● ***Tier 1 = Act Now***
● ***Tier 2 = Scale Up***
○ ***Tier 3 = Build Long-Term***





***Table ES-1. Priority Projects (J1–J6): Near-Term and High-Impact Safety Investments***

*Priority infrastructure projects J1—J6 focus on corridor modernization, intersection safety, school access, and early implementation opportunities. Many Tier 1 actions include quick-build treatments that can be deployed rapidly to address immediate risk while longer-term improvements are developed.*

| Projects | Tier | Quick Build |
|---|---|---|
| **J1 US-26 Signal & Intersection Modernization** | **1** | |
| Signal Visibility Modernization | ● | QB |
| Signal Operations & Phasing Review | ● | QB |
| Pedestrian Crossing Modernization | ● | QB |
| Unsignalized Tier 1 Intersections Enhancements (14th Ave & E 20th St) | ● | QB |
| **J2 Targeted Corridor & Intersection Safety Corrections** | **1, 2** | |
| Signing & Striping Corrections | ● ◐ | QB |
| Targeted Signal Operations Review (City Signals) | ● | QB |
| Avenue I Corridor Enhancements | ● | QB |
| Tier 2 Neighborhood Stop/Yield Review | ● | QB |
| **J3 East Overland Targeted Improvements** | **1, 3** | |
| 9th Avenue & East Overland | ● | |
| Mid-Block Crossing East of 14th Avenue and 21st Avenue | ● ○ | QB |
| 21st Avenue & East Overland | ● | QB |
| **J4 North Broadway & Bluffs Middle School Safety Improvements** | **1-2-3** | |
| Enhanced / Raised Pedestrian Crossing (Priority Action) | ● ◐ | |
| Median Configuration Review | ◐ | |
| School Zone Speed Reinforcement | ● | QB |
| Lighting & Visibility Enhancements | ◐ ○ | |
| **J5 Active Transportation Network Completion** | **1-2-3** | |
| East US-26 Pedestrian/Bicycle Separation Feasibility | ● | |
| Southeast Neighborhood Pathway Spine | ● | |
| South Beltline Pathway Completion (East Side) | ● | |
| US-26 East Parallel Shared-Use Path | ○ | |
| Perimeter Bikeway Treatments | ◐ | |
| Monument Pathway Connectors at Avenue I | ◐ | |
| Quick-Build On-Street Bike Bicycle Routes / Bicycle Lanes / Share the Road | ● | QB |
| **J6 School Circulation & Access Safety Program** | **1-2-3** | |
| Scottsbluff High School Access & Parking Optimization | | |
| *Parking Lot Operations Refinement* | ◐ | QB |
| *Residential Spillover Mitigation Study* | ◐ | |
| *Northwest Connector Road – Feasibility & Conceptual Design* | ◐ | |
| School Zone Signage Enhancements | ● | QB |
| High Visibility Crosswalks | ● | QB |
| RRFB Enhancements (select locations where warranted) | ○ | QB |
| Parking reconfiguration (select locations where warranted) | ○ | |
| Pullout (select locations where warranted) | ○ | |
| Circulation Evaluation and Improvements (select locations where warranted) | ◐ | QB |
| Pedestrian Lighting Enhancements | ◐ | |
| Review existing study of E 27th Street Roadway @ SHS | ◐ | |

***Table ES-2. Priority Projects (J7–J11): Network Expansion and System Connectivity***

*Priority projects J7—J11 expand system connectivity, improve transit access, enhance rail corridor safety, and advance pedestrian and bicycle infrastructure. These projects support both near-term improvements and longer-term system completion across the network.*

| Projects | | Tier | Quick Build |
|---|---|---|---|
| **J7** | **Transit Stop Upgrade Program** | **1-2-3** | |
| | ADA Boarding Pads & Accessibility Improvements | ● | **QB** |
| | Shelter Installation Program | ● | **QB** |
| | Lighting Enhancements at Stops | ○ | |
| | Bus Stop Location Optimization | ● | **QB** |
| | Feasibility Review for Select Pull-Out Locations | ● | |
| **J8** | **Rail Corridor Safety & Accessibility Upgrades** | **1-2-3** | |
| | In-Town Rail Grade Separation Feasibility Study | ● ○ | |
| | Pedestrian/Bicycle Rail Separation Feasibility (SE Pathway Connection) | ● | |
| | Crossing surface rehabilitation | ● | |
| | ADA sidewalk completion & ramp upgrades | ● | |
| | Pedestrian delineation enhancements | ● | **QB** |
| | LED lighting upgrades | ● | |
| | Pavement marking refresh (RR Crossing, STOP bars) | ● | |
| | Advance warning signage improvements | ● | **QB** |
| **J9** | **Pathway Master Plan** | **1** | |
| | Network & Connectivity Assessment | ● | |
| | Risk & Exposure Analysis | ● | |
| | Alignment Development | ● | |
| | Cost & Phasing Strategy | ● | |
| | Policy & Development Integration | ● | |
| | Community Engagement | ● | |
| | Plan Document and GIS Deliverables | ● | |
| **J10** | **Sidewalk & ADA Gap Elimination Program** | **1** | |
| | Sidewalk Gap Closure | ● | |
| | ADA Curb Ramp Upgrade | ● | **QB** |
| | Southeast Neighborhood Focus | ● | **QB** |
| | School-Adjacent Accessibility Improvements | ● | **QB** |
| | Transit Stop Accessibility Integration | ● | **QB** |
| **J11** | **Southeast Neighborhood Safety Improvements** | **1, 2** | |
| | Stop/Yield Review & Signing Corrections | ● | **QB** |
| | High-Visibility Crosswalk Treatments | ● | **QB** |
| | Targeted Traffic Calming (HIN-Based Only)<br>Build Curb Extension Enhancements (Paint & Post) | ● | **QB** |
| | Pedestrian Lighting Improvements (Targeted Locations) | ● | |
| | Sidewalk Tie-Ins - Into SE Pathway Spine (J5b) | ● | |

***Table Key***

**QB** Quick Build

● ***Tier 1 = Act Now***

● ***Tier 2 = Scale Up***

○ ***Tier 3 = Build Long-Term***





***Table ES-3. Programs and Policies (P1–P5, O1): Supporting Implementation and Long-Term Safety***
*Programs P1—P5 and policy actions included in O1 reinforce infrastructure investments through education, enforcement, coordination, and institutional change. These actions are essential to sustaining safety improvements and aligning the transportation system with Safe System principles.*

| Programs | | Tier | Quick Build |
|---|---|---|---|
| **P1** | **School Zone Standardization Program** | **1** | |
| | Citywide School Zone Standard Template | ● | **QB** |
| | School Speed Consistency Initiative | ● | **QB** |
| | Engineering Enhancements (Coordinated with Capital Projects) | ● | |
| | Enforcement Coordination | ● | **QB** |
| | Bilingual Outreach & Education | ● | **QB** |
| **P2** | **Targeted HIN Lighting Program** | **1** | |
| | HIN-Based Lighting Assessment | ● | |
| | Intersection Lighting Enhancements | ● | |
| | Pedestrian-Scale Lighting (Targeted Only) | ● | |
| | Rail Crossing Lighting Coordination | ● | |
| **P3** | **Quick-Build Demonstration Program** | **1** | |
| | Paint & Delineator Treatments | ● | **QB** |
| | Speed Management & Traffic Calming Pilots | ● | **QB** |
| | School-Area Interventions | ● | **QB** |
| | Pilot Evaluation & Data Collection | ● | |
| **P4** | **Safety Performance Monitoring & Implementation Program** | **1** | |
| | Annual Crash & HIN Review | ● | |
| | Citation & Behavioral Data Review | ● | |
| | Project Performance Tracking | ● | |
| | Implementation Task Force Continuation | ● | |
| | Annual Public Reporting | ● | |
| **P5** | **Transportation Safety Education & Outreach Program** | **1** | |
| | Safe Routes to School (SRTS) Coordination | ● | |
| | Teen Driver Education & Coordination Initiative | ● | |
| | Speed & Distracted Driving Campaign | ● | **QB** |
| | Older Driver Safety (CarFit & Awareness) | ● | **QB** |
| | Micromobility Education Component (if adopted via O1) | ● | **QB** |
| | Trail Wayfinding & Connectivity Awareness | ● | **QB** |
| | Community Walk Audit Program | ● | **QB** |
| **Policies** | | **Tier** | **Quick Build** |
| **O1** | **Transportation Safety Ordinance Update Package** | **1** | |
| | Micromobility Operating Standards | ● | **QB** |
| | Bus Stop No-Parking Buffer Ordinance | ● | **QB** |
| | ADA-at-Bus-Stop Requirement | ● | **QB** |
| | Work Zone “Fines Double” Posting Authority | ● | **QB** |
| | Signalized Right-Turn-on-Red (NRTOR) Review Framework | ● | **QB** |
| | Stop/Yield Review Authority (Tier 2 HIN Focus) | ● | **QB** |
| | Optional Complete Streets Policy (OPTIONAL) | ● | |


UNDERSTANDING THE RISKS.
DESIGNING THE RESPONSE.

# INTRODUCTION

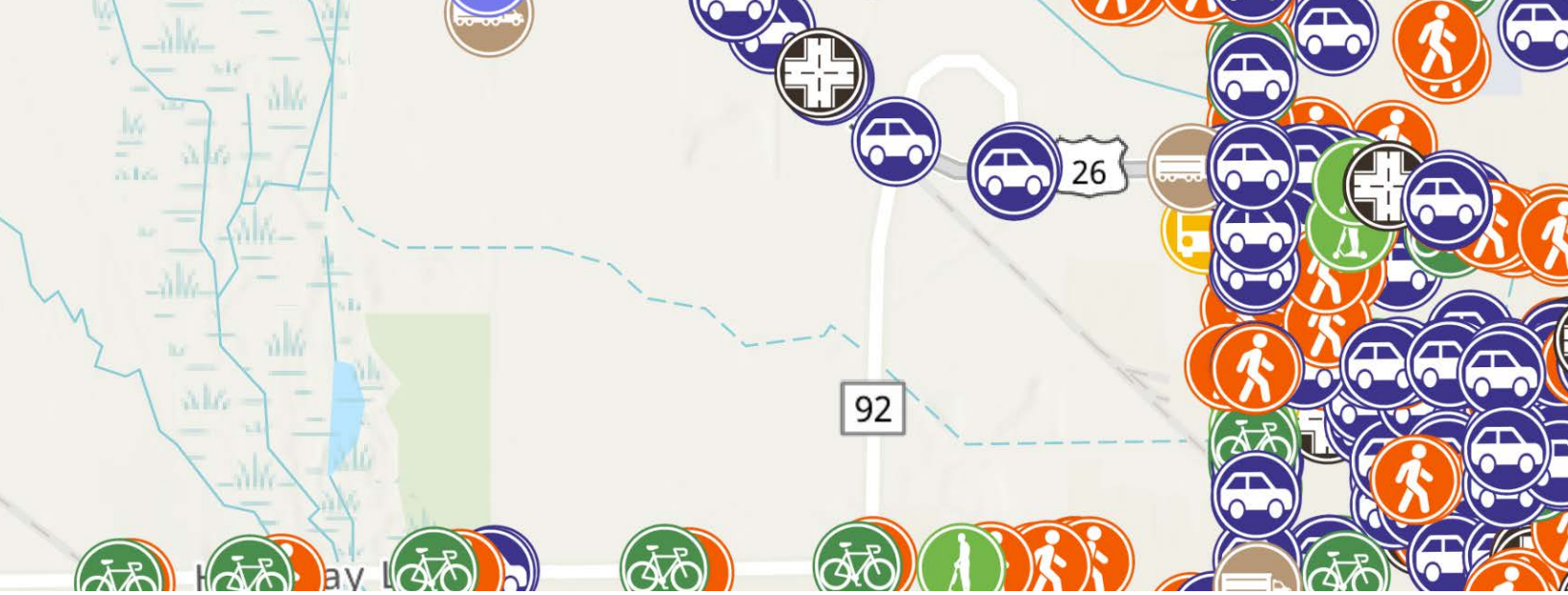
## BUILDING A SAFER TRANSPORTATION SYSTEM FOR ALL

### A COMPREHENSIVE SAFETY ACTION PLAN

The City of Scottsbluff received funding through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program to develop this Safety Action Plan. The purpose of this plan is simple and urgent: eliminate fatal and serious injury crashes on Scottsbluff's transportation network.

Grounded in ten years of crash data (2014–2023), High Injury Network analysis, school safety assessments, and extensive community engagement, this document establishes a data-driven, implementation-ready framework aligned with the Safe System Approach.

This plan moves beyond identifying problems. It defines clear priorities, measurable outcomes, and coordinated strategies designed to reduce risk where it is highest.




# A COMMUNITY-DRIVEN COMMITMENT TO SAFER STREETS

The City of Scottsbluff received federal funding through the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program to develop this comprehensive Safety Action Plan. The SS4A initiative supports communities across the country in reducing fatal and serious injury crashes through data-driven analysis, meaningful public engagement, and implementation-focused planning.

> *Every serious crash impacts a family, a school, or a neighborhood. Safer streets protect us all.*

Between 2014 and 2023, Scottsbluff experienced 5,361 reported crashes within the City and its three-mile extraterritorial jurisdiction, including 93 crashes involving fatal or serious injuries, which resulted in a total of 14 fatalities and 146 severe injuries.

Severe crashes are not random—they concentrate along specific corridors, at complex intersections, near schools, and at rail interfaces.

And while most crashes result in property damage only, these incidents still carry real consequences—vehicle repair costs, damaged signal equipment, emergency response time, traffic delays, and long-term financial strain for those involved.

This Safety Action Plan identifies crash patterns and establishes targeted, implementable strategies to reduce crash risk systemwide.

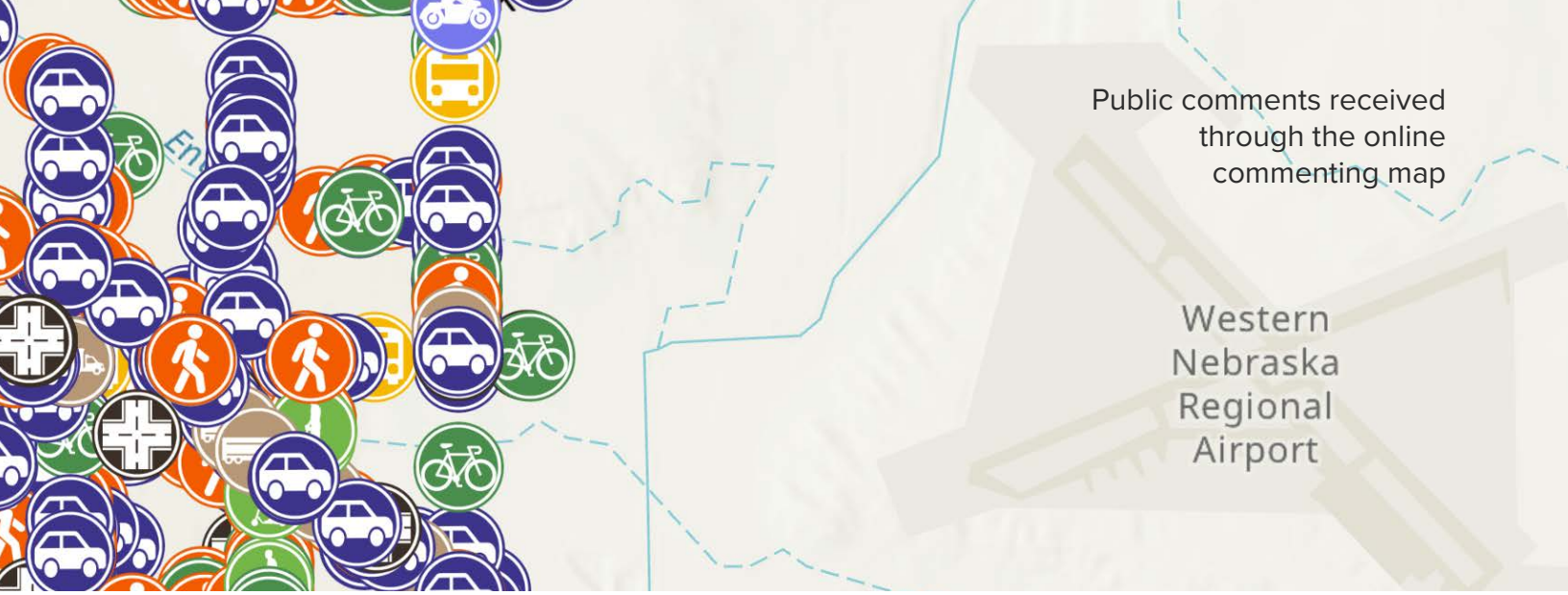
These are not abstract statistics. Each crash represents a neighbor, classmate, coworker, or family member.

Grounded in the Safe System Approach, this plan recognizes that:

- People make mistakes.
- Roadway design influences behavior.
- Speed determines injury severity.
- Serious injuries are preventable.

By combining crash data analysis, High Injury Network (HIN) mapping, school safety assessments, stakeholder collaboration, and extensive public engagement, Scottsbluff has developed a coordinated framework to eliminate fatal and serious injury crashes.

This document moves beyond identifying problems. It establishes prioritized projects, policy actions, performance measures, governance structures, and funding pathways to guide safety improvements over the next decade.




# BUILT WITH THE COMMUNITY

The Scottsbluff SS4A Safety Action Plan was not just developed behind a desk. It was shaped in classrooms, at community festivals, in school gyms, at Rotary meetings, at hospital employee fairs, and through conversations with first responders, educators, business leaders, and families.

A multi-disciplinary team—including City staff, a four-meeting SS4A Task Force, public safety partners, school administrators, regional health representatives, and residents—worked collaboratively to identify Scottsbluff's most urgent safety needs and realistic implementation strategies.

Community engagement was intentionally broad and place-based. Outreach included:

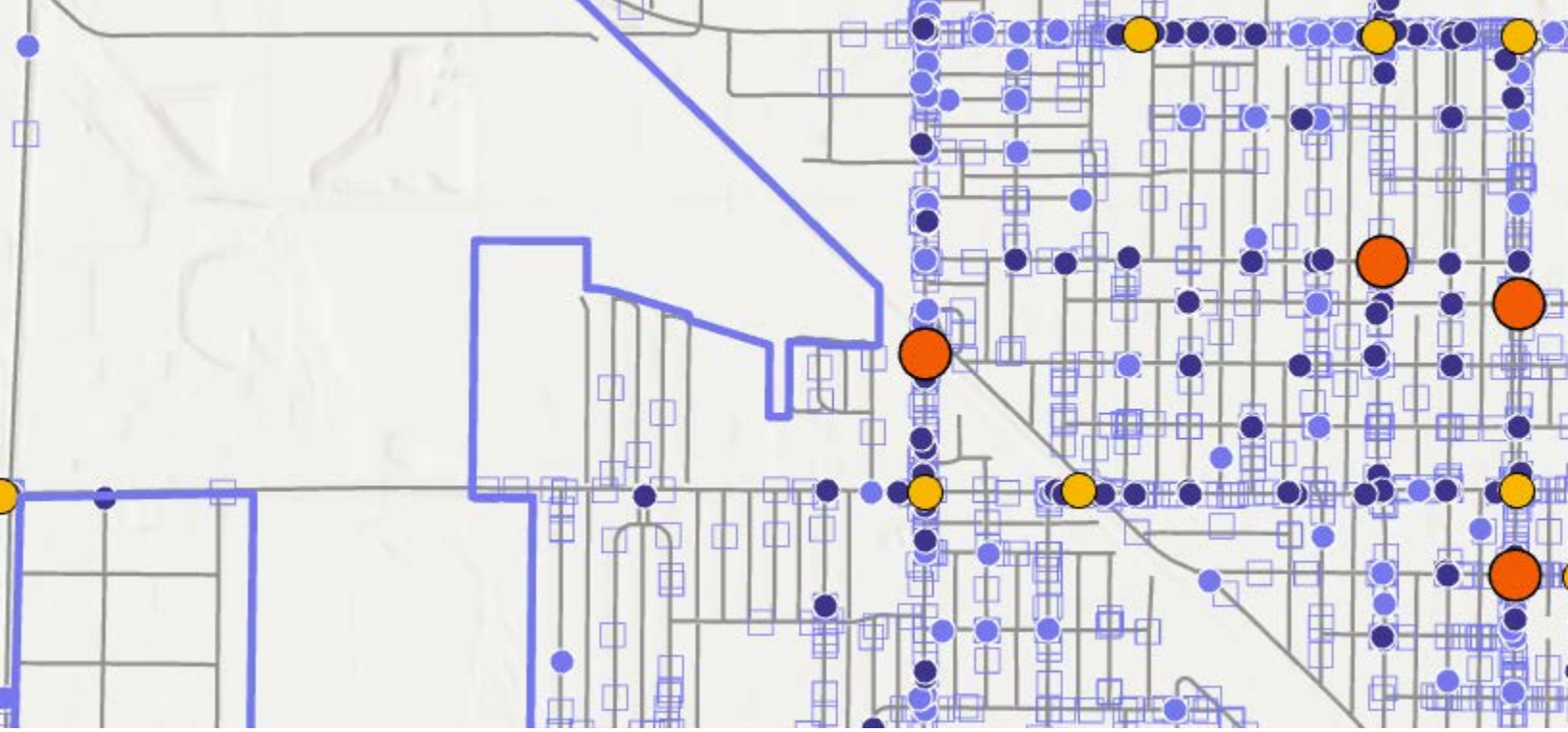
- Four formal Task Force meetings
- Stakeholder sessions with Police, Fire, EMS, and Nebraska State Patrol
- Discussions with all public and private schools in Scottsbluff
- Classroom presentations at Scottsbluff High School and middle schools
- School PTO meetings and student orientation events
- Community pop-ups at National Night Out, Oregon Trail Days (Gering), Beef, Beans & Bluegrass, Bands on Broadway, Cinco de Mayo Festival, and 18th Street Plaza events
- Rotary presentations and employee benefit fairs
- Two online surveys and a crowdsource public comment map
- Direct mail postcards, newspaper notices and stories, website updates, and social media outreach

This strategy met residents where they already gather—ensuring participation from youth, seniors, working families, regional commuters, and community members from neighboring communities including Gering and Terrytown who live, work, shop, walk, bicycle, and drive in Scottsbluff.

To support inclusive geographic input, the City was divided into five engagement zones separated by census tracts. Participants could identify their general area of residence, allowing responses to be mapped and cross-referenced with crash data and demographic characteristics. This approach ensured representation across neighborhoods.

> ***When classrooms, first responders, families, and business leaders all point to the same concerns, the direction becomes clear.***

All engagement activities—including methods, attendance, comments, and reoccurring themes—are fully documented in **APPENDIX A1**.



# HOW THIS PLAN WAS BUILT

## A DATA-DRIVEN AND POLICY-ALIGNED PROCESS

The identification of Scottsbluff's key safety issues followed a comprehensive, layered process consistent with USDOT SS4A guidance.

Crash data from 2014–2023 were analyzed to identify:

- High-severity corridors and intersections
- Contributing factors such as speed, turning conflicts, and visibility
- Patterns involving vulnerable road users
- Temporal trends and exposure conditions

***Severe crashes are concentrated, predictable, and preventable. This plan turns data into action.***

High Injury Network (HIN) screening was conducted to identify corridors where fatal and serious injury crashes are concentrated. Citation data (2025), Annual Average Daily Traffic (AADT), functional classification, speed limits, and roadway geometry were incorporated into a GIS-based crash risk model.

Additional datasets were integrated to evaluate safety in context, including:

- Land use and corporate limits (City of Scottsbluff)
- Roadway centerlines and functional classifications
- Speed limits, lane counts, road width, and parking conditions
- Pathway networks and sidewalk gaps
- Transit stops and points of interest
- Signage inventories
- 2020 U.S. Census demographic data

This integrated crash data model allowed safety conditions to be analyzed not only by severity, but also by exposure, land use, and community context.

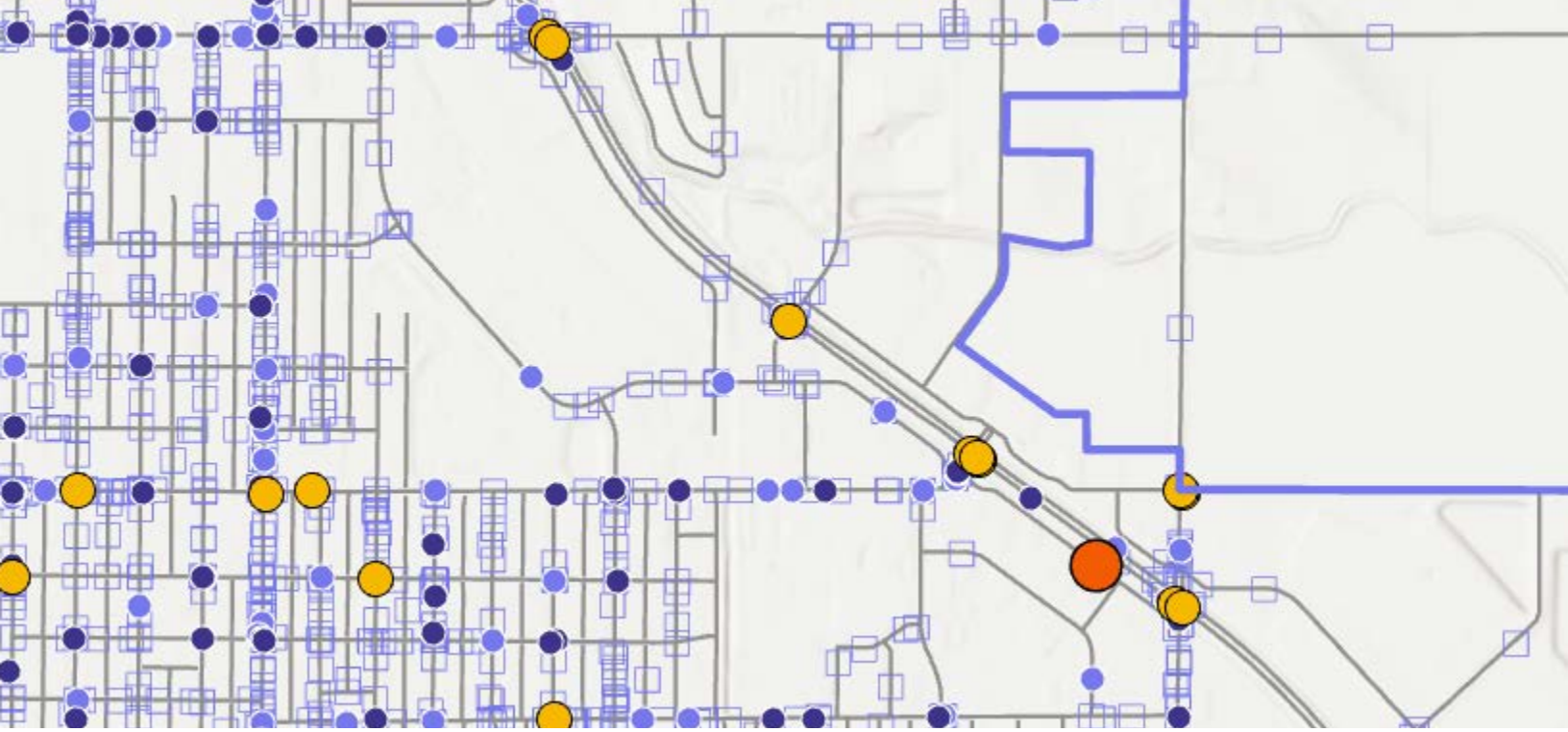
## BUILDING ON PREVIOUS WORK

The Safety Action Plan builds upon extensive prior planning and policy efforts, including:

- Scottsbluff Comprehensive Plan (2016 & 2026 Update)
- Scottsbluff Municipal Code
- East Overland Corridor Revitalization Plan (2017)







- Downtown Streetscape Master Plan (2014)
- Multi-County Regional Housing Study (2022)
- Scottsbluff School Safety Assessment (2020)
- Master Pathway Map
- Standards & Specifications (1996)

The plan also aligns with state-level initiatives, including:

- Nebraska Department of Transportation (NDOT) Strategic Highway Safety Plan (SHSP)
- Nebraska Vision Zero Initiative
- Safe Routes to School Program
- Nebraska Bicycle and Pedestrian Master Plan
- Nebraska Local Transportation Assistance Program (LTAP)
- Nebraska Complete Streets initiatives

By aligning with these policies and initiatives, the City ensures that its safety investments complement broader regional and state safety objectives while positioning Scottsbluff for future funding opportunities.

Detailed documentation of prior plans and policy alignment is provided in **APPENDIX A4** (Findings) and **APPENDIX A10** (Support & Alignment).

## EQUITY AND ACCESSIBILITY

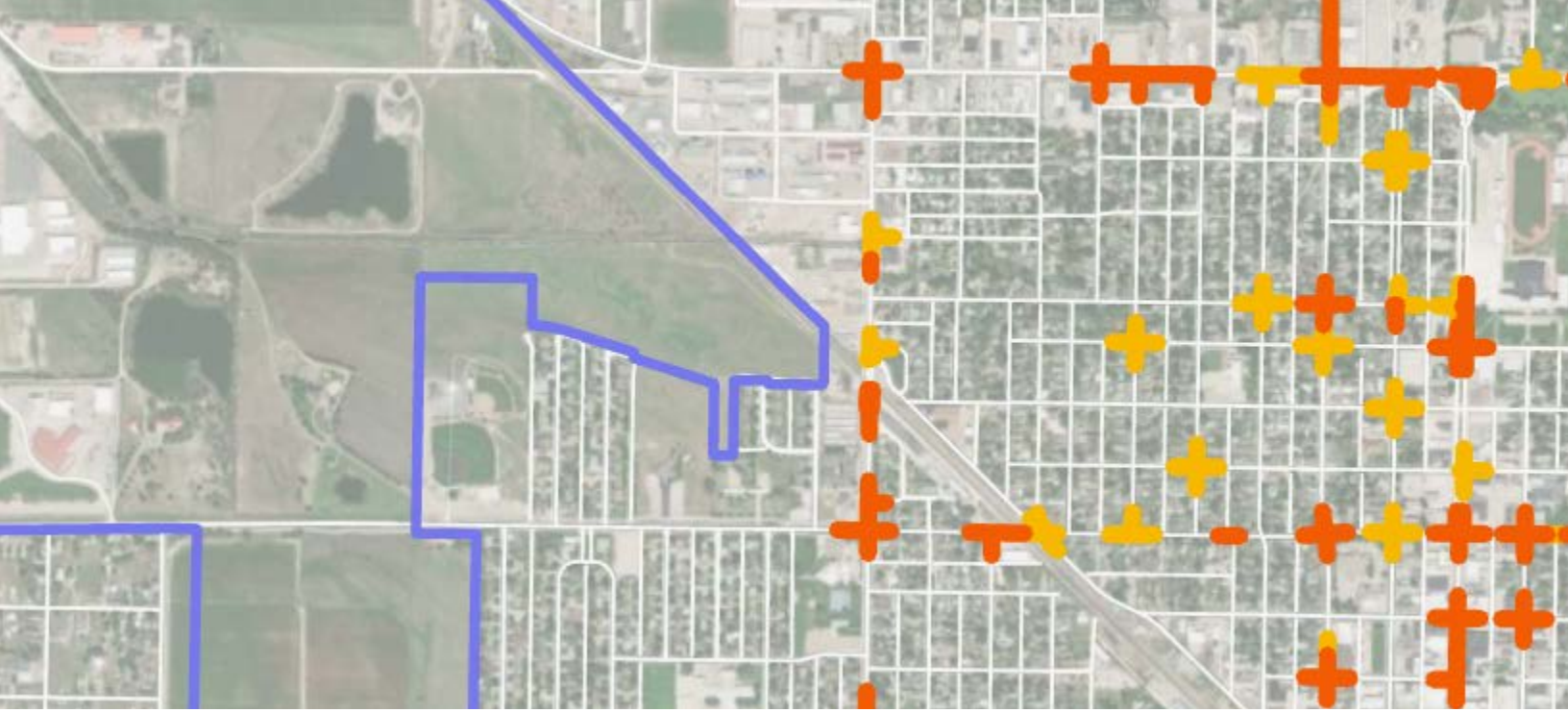
Equity considerations were central to the planning process. Safety improvements prioritize:

- Routes to schools and youth-serving facilities
- Access to parks and recreation
- Connections to downtown and commercial areas
- Neighborhoods with elevated pedestrian exposure
- Locations with documented crash severity

By focusing on predictable exposure environments and vulnerable users—including youth, seniors, transit users, and individuals without access to private vehicles—the plan advances both safety and mobility equity.

The engagement strategy intentionally included students, families, seniors, public safety personnel, business owners, and regional partners to ensure that safety improvements reflect the lived experience of the entire community.

> ***This plan is grounded in data, shaped by community input, and built for implementation.***



# HOW THIS PLAN IS ORGANIZED

This Safety Action Plan is structured to move from vision to implementation:

## CHAPTER 1 – COMMUNITY CONTEXT AND VISION

Chapter 1 introduces Scottsbluff's transportation environment, establishes the Vision Zero commitment, and outlines why equity, urgency, and federal partnership matter in advancing safety.

## CHAPTER 2 – COMMUNITY ENGAGEMENT

Chapter 2 summarizes public outreach, stakeholder input, and key themes heard from residents, schools, businesses, and regional partners who live, work, and travel in Scottsbluff.

## CHAPTER 3 – CRASH ANALYSIS AND FINDINGS

Chapter 3 presents a detailed review of crash data (2014–2023), including the High Injury Network, contributing factors, vulnerable user impacts, and temporal trends. This chapter identifies where and why severe crashes occur.

## CHAPTER 4 – STRATEGIES AND PRIORITY SAFETY BUNDLES

Chapter 4 translates data findings into coordinated strategies aligned with the Safe System Approach, including corridor modernization, school safety protection, and systemic network improvements.

## CHAPTER 5 – TURNING STRATEGY INTO ACTION

Chapter 5 outlines implementation structure, roles and responsibilities, phased delivery, funding strategies, performance measures, and federal alignment.



*The streets we design today shape the lives we protect tomorrow.*







## TECHNICAL FOUNDATIONS AND APPENDICES

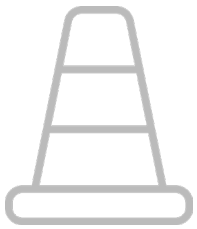
Supporting materials are provided in the Appendices to ensure transparency, technical rigor, and federal compliance. These include:

- Detailed crash data tables and methodology
- High Injury Network calculations and severity scoring
- Public engagement summaries and survey instruments
- Project scoring criteria and prioritization matrices
- Cost assumptions and implementation timelines
- Performance monitoring framework
- Federal SS4A compliance documentation
- Supplemental technical assessments

## APPENDICES INCLUDE:

- **A1** — Engagement Documentation
- **A2** — Collision Data Tables
- **A3** — Crash Maps and High Injury Network Analysis
- **A4** — Findings and Previous Planning Review
- **A5** — Baseline Conditions and Metrics
- **A6** — Supporting Maps
- **A7** — Methods and Analytical Approach
- **A8** — Projects, Programs, and Policy Actions, and Cost Estimates
- **A9** — Countermeasure Toolbox
- **A10** — Project Support and Alignment
- **A11** — Federal Documentation and Compliance Materials
- **A12** — Supplemental Assessments

Together, the chapters and appendices provide a complete, data-driven, and implementation-ready roadmap to reduce fatal and serious injury crashes in Scottsbluff.










# 1 WHY SCOTTSBLUFF NEEDS SAFER STREETS

## 1.1 THE IMPORTANCE OF SAFE STREETS

Every day, people in Scottsbluff walk, bike, drive, or roll along our community's streets to get where they need to go—work, school, the grocery store, a neighbor's house. These are ordinary trips on familiar roads. But too often, these routine trips come with real risk. Crashes occur in predictable places, under predictable conditions, and sometimes with devastating consequences.

These are not just numbers on a spreadsheet—they are real families, friends, and neighbors whose lives are changed in lasting ways.

Even crashes that do not result in fatal or serious injury reshape lives. A damaged vehicle can mean missed work, missed school, unexpected repair bills, higher insurance premiums, and lost mobility. When crashes damage signal cabinets, signage, or roadway infrastructure, taxpayers bear the cost. When traffic is shut down along US-26 or near a school, commerce slows, emergency response is delayed, and daily life is disrupted. The impact of crashes—large and small—touches the entire community.

Between **2014** and **2023**, the City of Scottsbluff experienced **4,907** traffic crashes, including **71** fatal or severe injury crashes that resulted in **9** fatalities and **128** severe injuries—collectively referred to as KSI (Killed or Seriously Injured) crashes.

When including the City's full 3-mile extraterritorial jurisdiction, the total rises to **5,361** crashes over the same ten-year period. Within that area, **93** KSI crashes resulted in fatal or serious injury, leading to **14** lives lost and **146** people severely injured. Across all crashes, **1,690** people received some level of injury. These numbers underscore the urgent need for a more focused and comprehensive approach to traffic safety.

Scottsbluff's 10-year average fatal crash rate is **5.59** per







100,000 residents. Compared to similar-sized Nebraska communities, this rate is concerning (***see Figure 1-1***). While year-to-year fatality rates can fluctuate significantly in smaller communities, the data shows that in 2015, 2018, and 2022, Scottsbluff's fatality rate exceeded the national average (see ***Figure 1-2***).

The Scottsbluff SS4A Safety Action Plan is built on the belief that these tragedies are preventable. Even one life lost is one too many.

> *That is where this plan — and a new way of thinking about street safety — begins.*

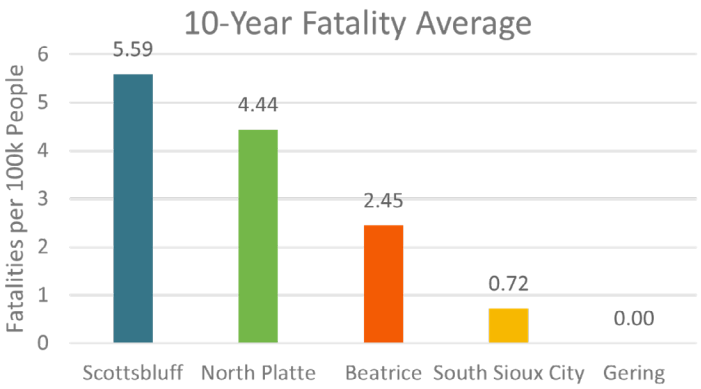



***Figure 1-1. (left) Ten Year Average - Fatalities per 100k Population (2014-2023)***

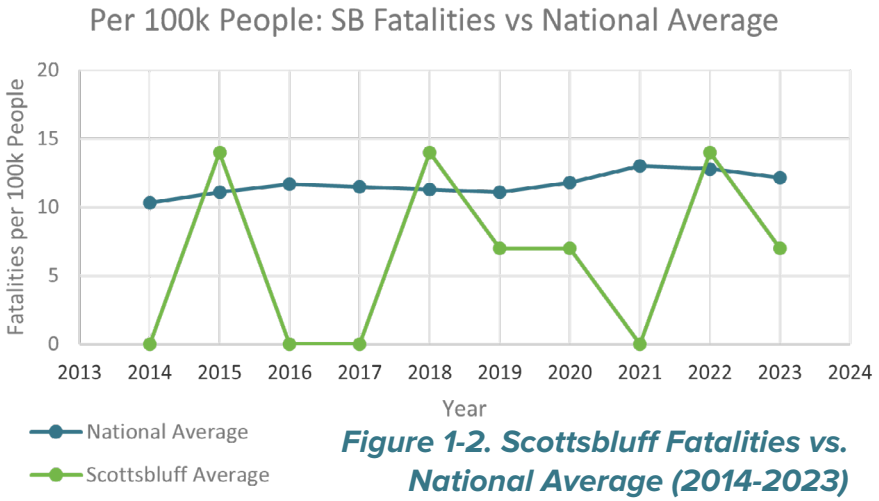



***Figure 1-2. Scottsbluff Fatalities vs. National Average (2014-2023)***

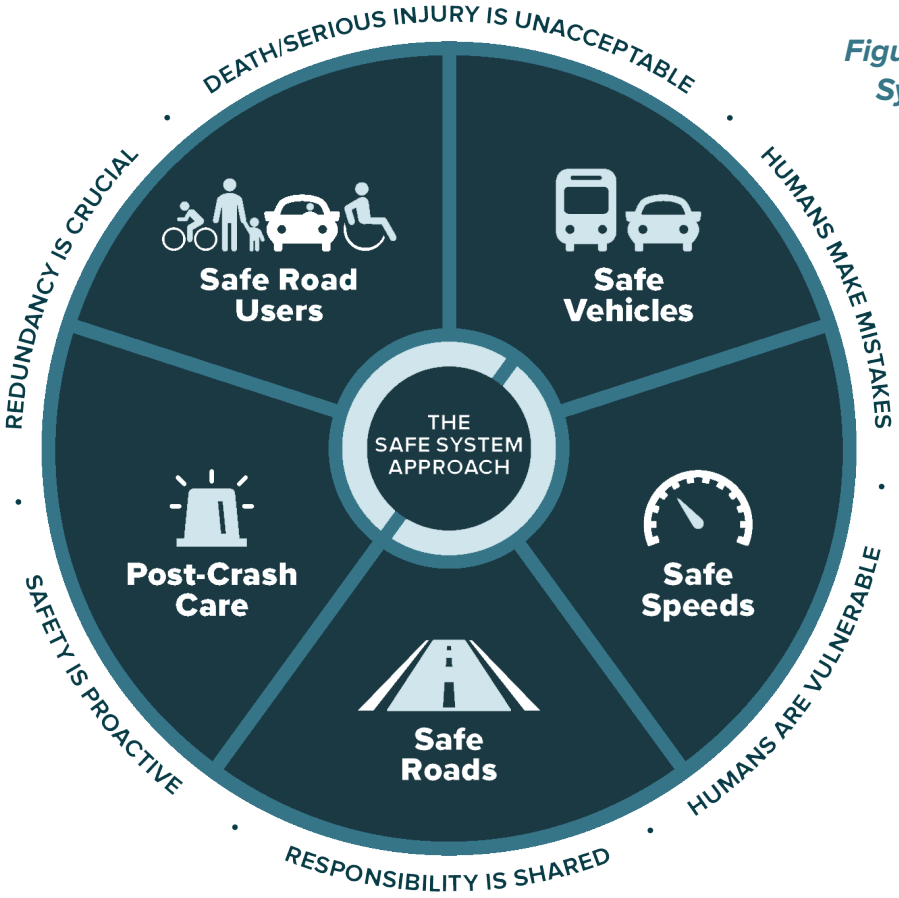



*Figure 1-3. The Safe System Approach (FHWA)*

## 1.2 THE SAFE SYSTEM APPROACH

Scottsbluff is embracing the Safe System Approach — a strategy rooted in the belief that while human mistakes are inevitable, deaths and serious injuries are not. A Safe System works by building layers of protection: safer roads, safer speeds, safer vehicles, and improved post-crash care, all supported by a culture that prioritizes safety for everyone (see ***Figure 1-3***).

This plan marks a shift in mindset — from viewing crashes as unavoidable to recognizing that they follow predictable patterns and can be prevented through better design, data-driven decision-making, and community-informed solutions. That shift is the core of Vision Zero: a public commitment to eliminate fatal and serious injury crashes.

The old approach accepted crashes as the cost of mobility. We now understand that crashes also carry financial, operational, and community-wide costs that no community should accept as inevitable.

Severe crashes are not random — they occur where speed, exposure, and conflict intersect. This means they can be predicted and reduced.

Across the country, communities are already applying Vision Zero strategies to reduce speeds, improve crossing visibility, modernize intersections, and strengthen enforcement and emergency response.

> *Scottsbluff refuses to accept traffic deaths as inevitable. We are aiming for zero.*

Figure 1.3 Source: Federal Highway Administration, Safe System Approach Framework, 2021.







DEATH/SERIOUS INJURY
IS UNACCEPTABLE



HUMANS
MAKE MISTAKES



HUMANS
ARE VULNERABLE



RESPONSIBILITY
IS SHARED



SAFETY
IS PROACTIVE



REDUNDANCY
IS CRITICAL

No one should die or be seriously injured while using our streets — **every life matters**.

Because people will make mistakes, our transportation system must be **designed to reduce the consequences** of those mistakes.

Our bodies can only withstand so much force; the system must **protect everyone, especially those most at risk**.

Creating safer streets is **a shared responsibility** — between planners, engineers, policymakers, enforcement, emergency responders, and every road user.

We prevent crashes before they happen by **identifying risk patterns and addressing them early**.

**Multiple layers of protection** — design, enforcement, education, and emergency response — help keep people safe even when one layer fails.




The Scottsbluff SS4A Task Force meets to discuss street safety

## 1.3 A SHARED VISION FOR CHANGE

This Safety Action Plan lays the foundation for meaningful progress. Our vision is clear: eliminate fatal and serious injury crashes by **2036**. Achieving this goal will take time, coordination, and investment, but it begins by changing how we view traffic safety. We must treat safety as a shared responsibility—one that affects people of all ages, abilities, and backgrounds.

Streets should be safe for everyone:

- A child walking to school
- A teenager biking to the park
- A delivery driver navigating busy intersections
- An older adult crossing the street with a walker

When one person is seriously injured or killed in a crash, our entire community feels the impact. **Any life lost is one too many.**

In alignment with the federal Safe Streets and Roads for All (SS4A) grant requirements, the City of Scottsbluff formally adopted a Vision Zero goal to **eliminate** traffic-related fatalities and serious injuries by **2036**. This commitment was approved by the City Council on **May 4, 2026** through resolution 26-05-02 (see **APPENDIX A10 - SUPPORT**) and establishes the City's intent to integrate safety into future planning, project development, and decision-making processes. This Safety Action Plan serves as the roadmap for achieving that goal.

To achieve this shared vision, we must understand the area we are working to improve. The Safety Action Plan covers not only the City of Scottsbluff but also its 3-mile extraterritorial jurisdiction (ETJ), which includes key corridors, neighborhoods, and regional destinations. The map in ***Figure 1-4*** shows the full project area where crash data was analyzed and safety improvements will be prioritized.

> *This plan is Scottsbluff's commitment to act.*

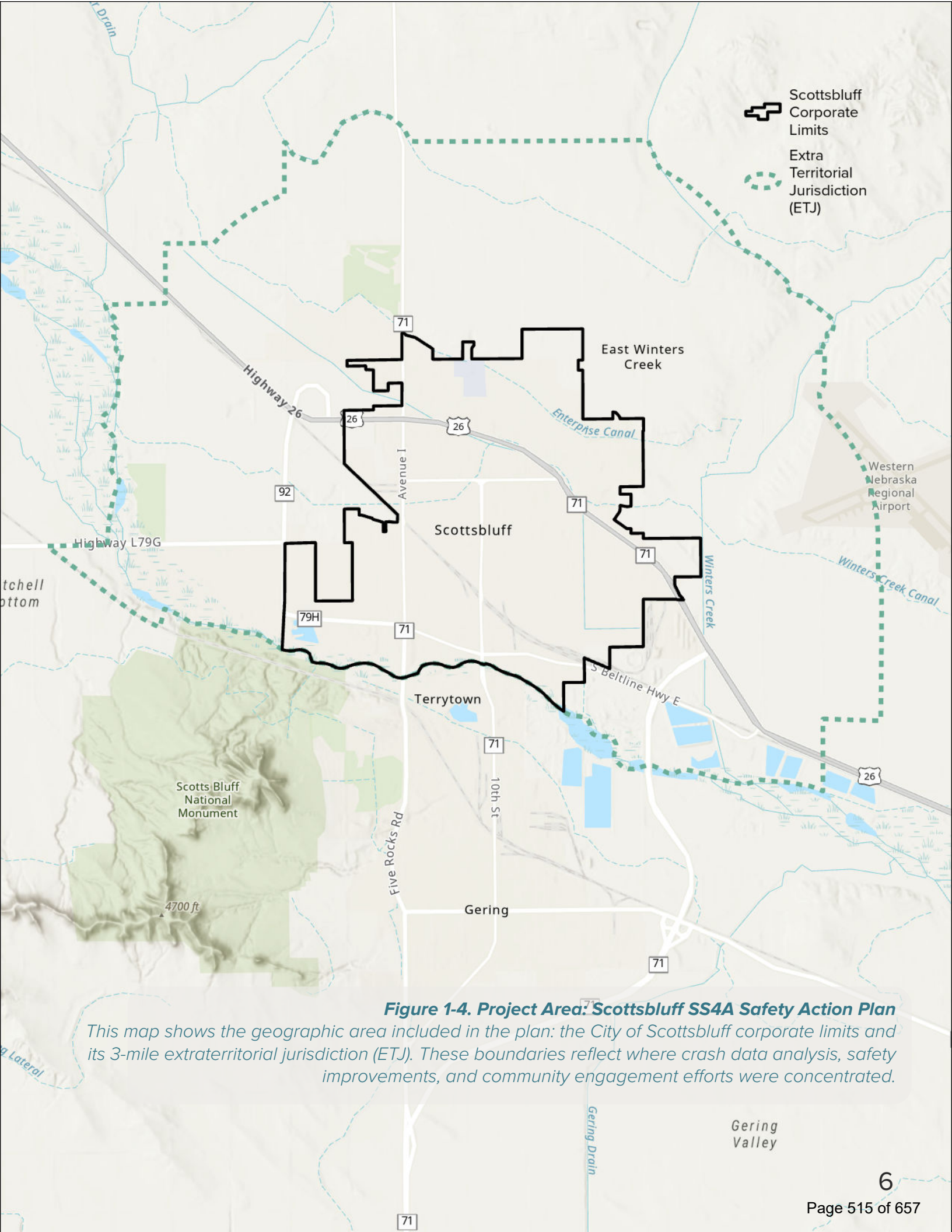



***Figure 1-4. Project Area: Scottsbluff SS4A Safety Action Plan***

*This map shows the geographic area included in the plan: the City of Scottsbluff corporate limits and its 3-mile extraterritorial jurisdiction (ETJ). These boundaries reflect where crash data analysis, safety improvements, and community engagement efforts were concentrated.*



## 1.4 COMPARISON CITIES

To better understand how local crash trends compare regionally, the planning team analyzed data from four peer cities: Beatrice, Gering, North Platte, and South Sioux City. These communities were selected based on similar population size, regional function, and roadway context.

- Gering has a population of 8,531, making it the smallest of the comparison cities selected for comparison. However, there is an overlap of drivers in Scottsbluff and in Gering. Including Gering ensures representation of the broader Panhandle region.
- Beatrice is close to Scottsbluff in population with a size of 12,262, and is on several well traveled highways.
- South Sioux City has a population of 13,856, and is a southern sister city of Sioux City, Iowa (pop. ~86K).
- North Platte is the largest comparison city, with a population of 22,523, and is intersected by I-80

Because the cities vary in population, crash rates were compared in order to get an accurate sense of the relative number of crashes occurring. Rates are expressed as crashes per year per 100,000 residents to provide a consistent basis for evaluation.. The graphs shown in ***Figure 1-5, 1-6,*** and ***1-7*** are set at a standard of the expected number of crashes per 100,000 people.

Heatmaps of the crashes for each city with an overlay of KSI crashes are shown in ***Figure 1-8***.

> *Compared to Nebraska communities of similar sizes, Scottsbluff's crash rate is concerning.*

*Figure 1-5.*

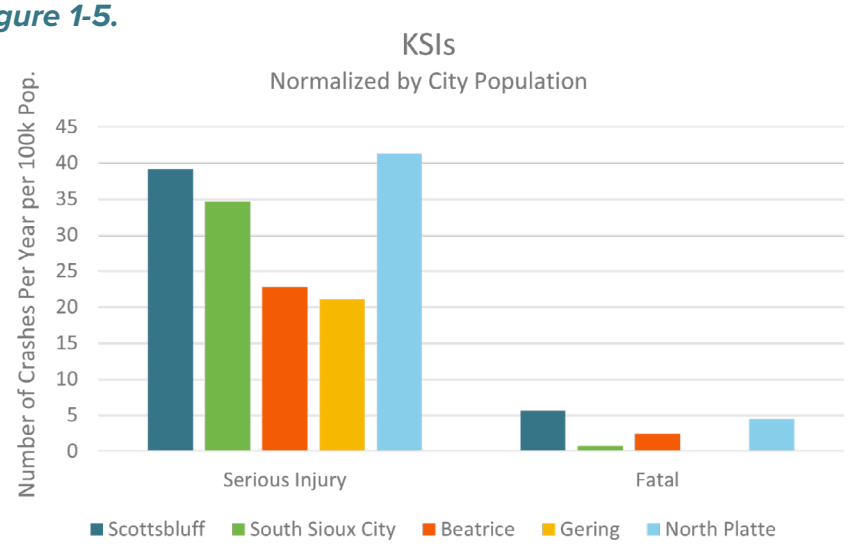



*Figure 1-6.*

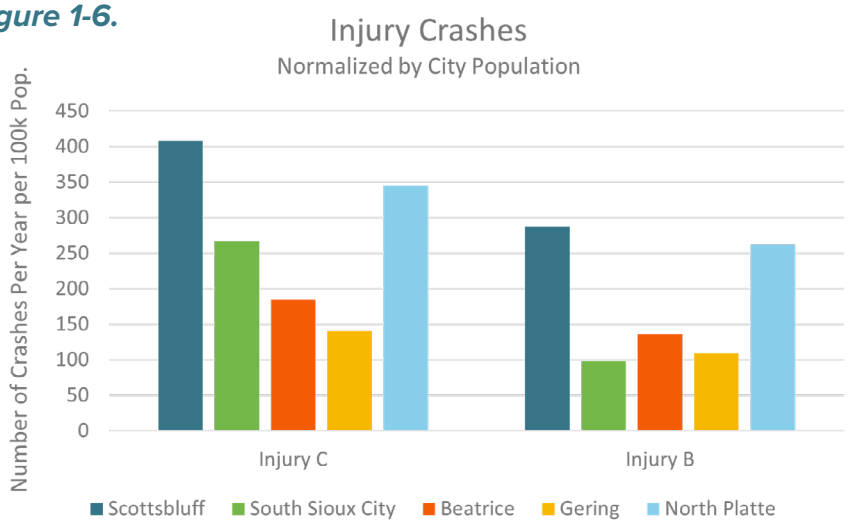
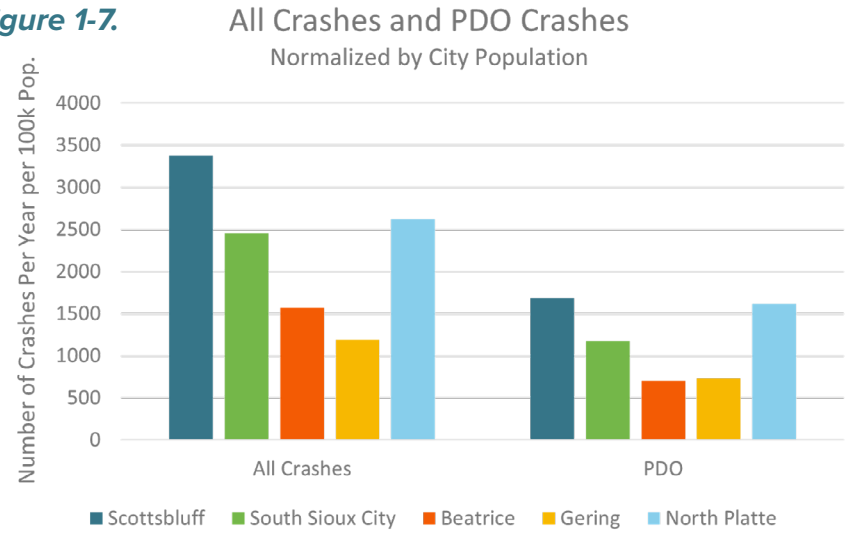



*Figure 1-7.*




### The comparison city analysis included:

- Crashes resulting in fatalities or serious injuries (KSI)
- Crashes involving injuries
- Total reported crashes (regardless of severity)

The crash rate for each category was analyzed to determine which cities have the most prevalent crash types. Normalization ensures that population size does not distort the comparison.

Scottsbluff has the highest rate of crashes in most categories analyzed. Scottsbluff has the highest rate of crashes overall, as well as the highest rate of Fatal, Observed Injury (Inj-B), Possible Injury (Inj-C), and Property Damage Only (PDO) crashes.

The only category in which Scottsbluff did not rank highest was Serious Injury crashes (Injury A), where North Platte recorded a slightly higher rate.

This comparison reveals that, while all communities face safety challenges, Scottsbluff experiences a disproportionately high frequency of serious injury crashes per capita.

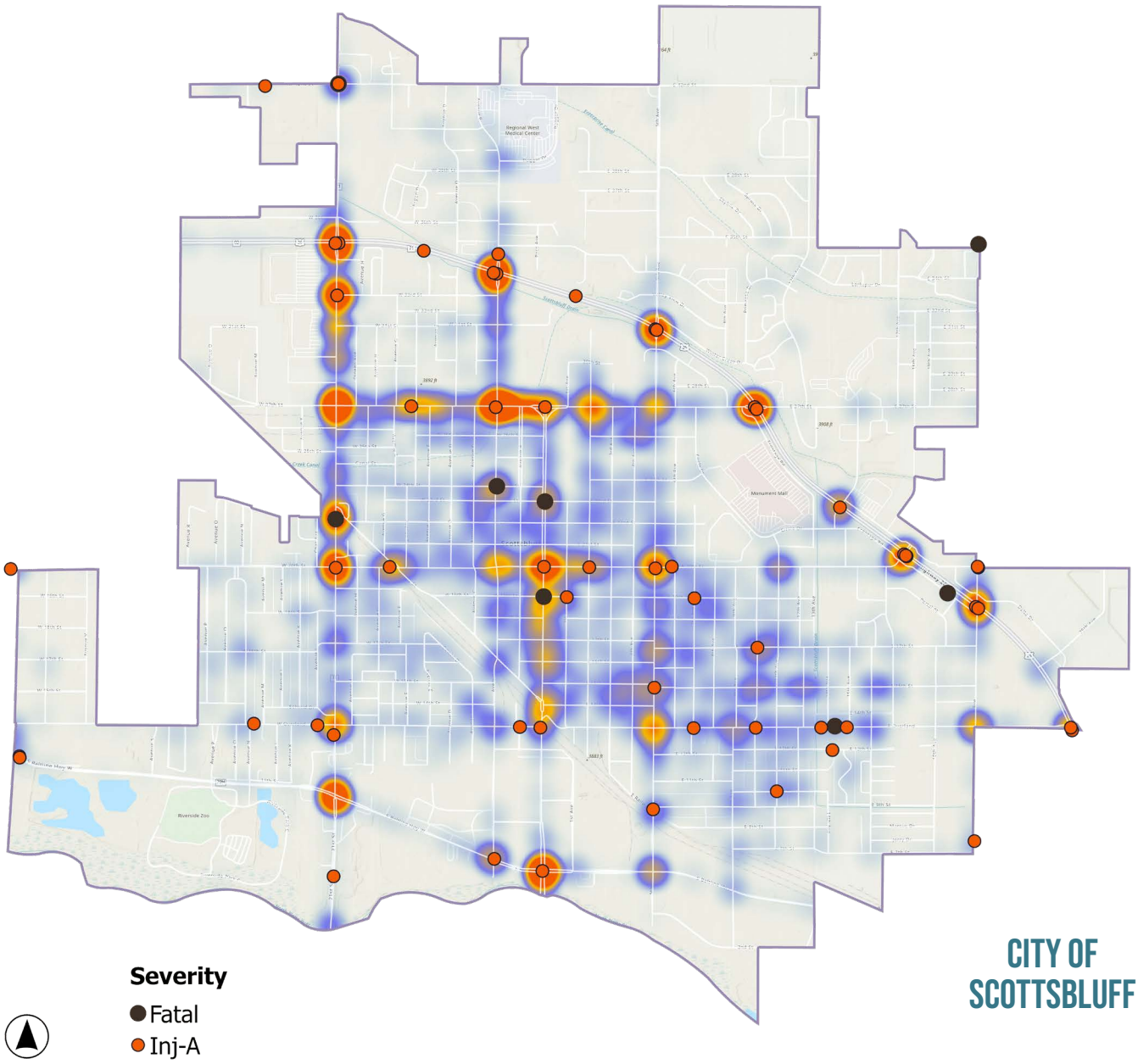
These findings confirm what residents and local data already indicate: the risk of severe crashes is real and systemic. Under a Safe System Approach, this data becomes a call to action.

***Figure 1-5, 1-6, and 1-7. Scottsbluff and Comparison City Crash Rates***

*Graphs showing the breakdown of crashes by crash rate (crashes per person per year - based on a standard population of 100,000 people) for Scottsbluff and the comparison cities*

***Figure 1-8. Crash Heat Maps by Community***

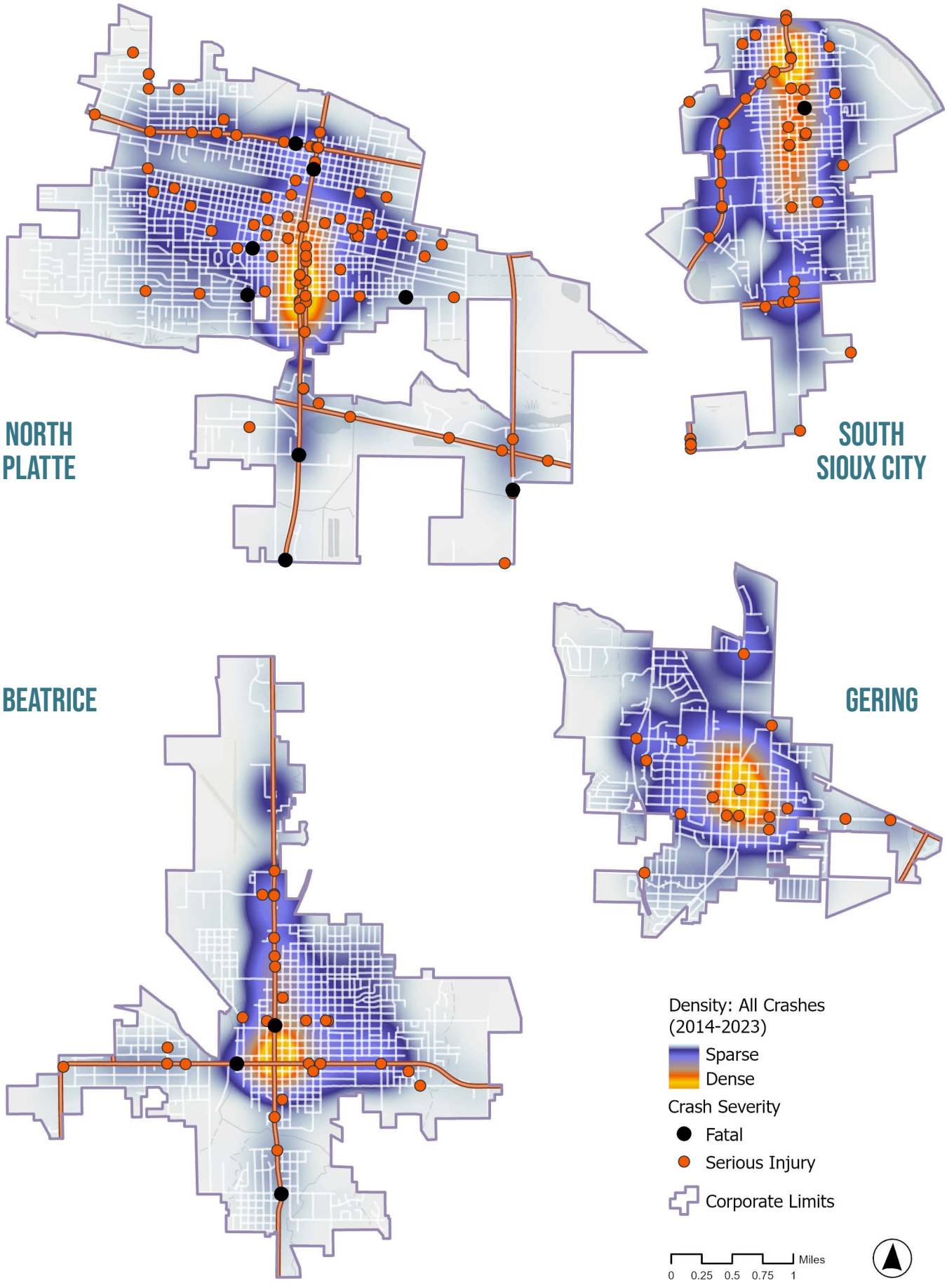
*Crash density maps illustrate where collisions concentrate within each city, with severe crashes overlaid to highlight high-risk intersections and corridors.*




Across all comparison cities, crash density patterns concentrate along major corridors and signalized intersections. In Scottsbluff, these clusters are especially prominent along US-26, Avenue I (Highway 71), Broadway, 20th Street, and East Overland. The concentration of serious injury crashes along these corridors reinforces the need for corridor-level and systemic safety strategies rather than isolated spot treatments.

*Severe crashes are not evenly distributed — they cluster along specific corridors and intersections.*

Note: In NDOT crash data, "Injury A (Inj-A)" refers to Serious Injury, as defined by the Model Minimum Uniform Crash Criteria (MMUCC) 5th Edition, adopted by Nebraska in January 2021.


NORTH PLATTE
SOUTH SIOUX CITY
BEATRICE
GERING
Density: All Crashes (2014-2023)
Sparse
Dense
Crash Severity
Fatal
Serious Injury
Corporate Limits
Miles
0 0.25 0.5 0.75 1

## 1.5 EQUITY AND URGENCY

While crashes affect the entire community, the impacts are not felt equally. In Scottsbluff, residents living in low-income neighborhoods, walking along high-speed roads without sidewalks, biking without protected lanes, or using scooters to get around face greater risk.

Many lower-income residents rely on bikes, scooters, or walking as affordable transportation options — yet they often must navigate streets that were not designed with their safety in mind. Children, older adults, people with disabilities, and those without access to a car are more vulnerable — and more likely to be left behind if safety improvements are not made with equity in mind.

A truly safe system must identify who is most at risk and ensuring safety investments are distributed where they are needed most.

In order to fully understand risk patterns across Scottsbluff, the project area was divided into five sub-areas (***Figure 1.9***).

This allowed the planning team to analyze key demographic indicators, including median income (***Figure 1-10***), ethnicity (***Figure 1-11***), and population distribution.

This analysis supports more intentional decision-making by identifying areas where transportation safety challenges intersect with social and economic vulnerability.

Additional demographic and community context information relevant to transportation safety planning is provided in **APPENDIX A1 - ENGAGEMENT** and **APPENDIX A6 - MAPS**.

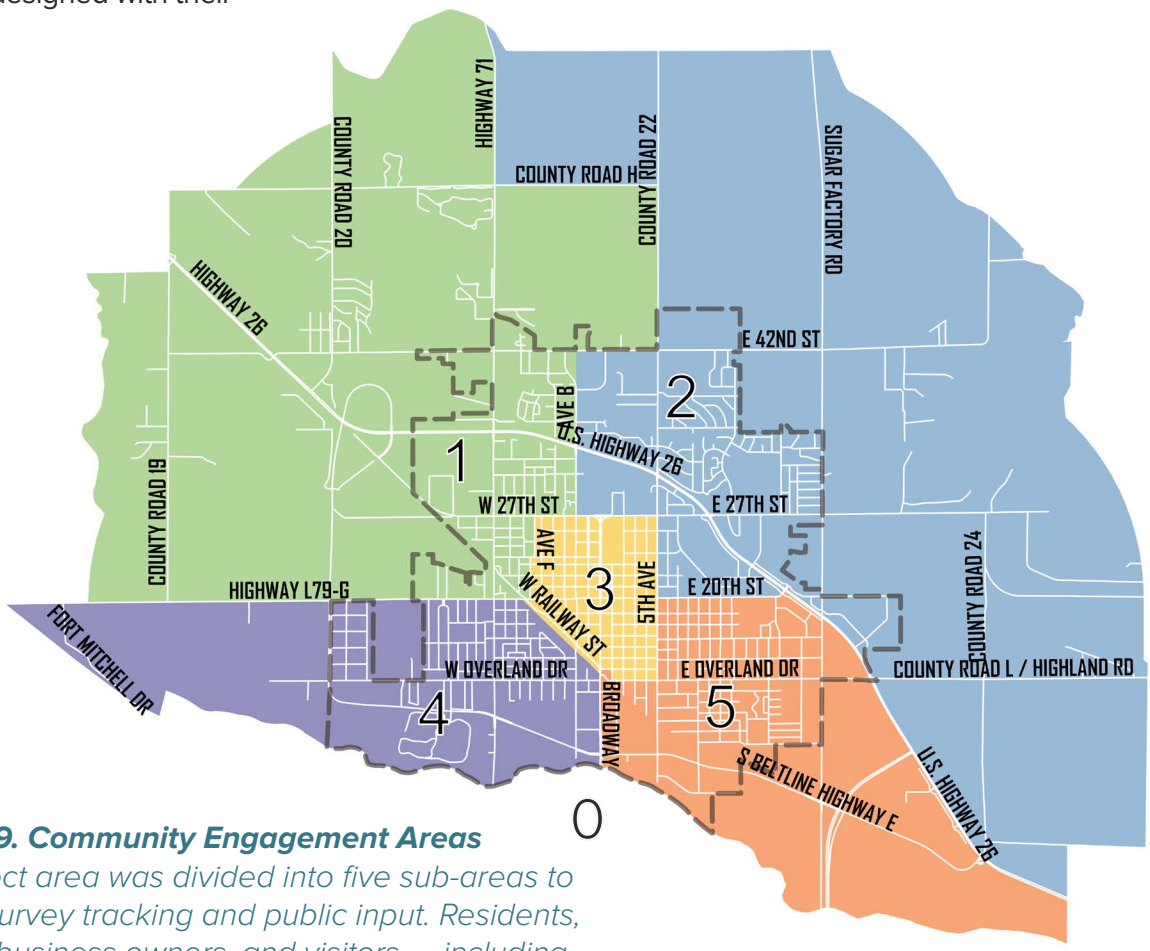



***Figure 1-9. Community Engagement Areas***

*The project area was divided into five sub-areas to support survey tracking and public input. Residents, workers, business owners, and visitors — including those from neighboring communities such as Gering and Terrytown (Area 0) were invited to provide feedback based on where they live, work, or travel.*

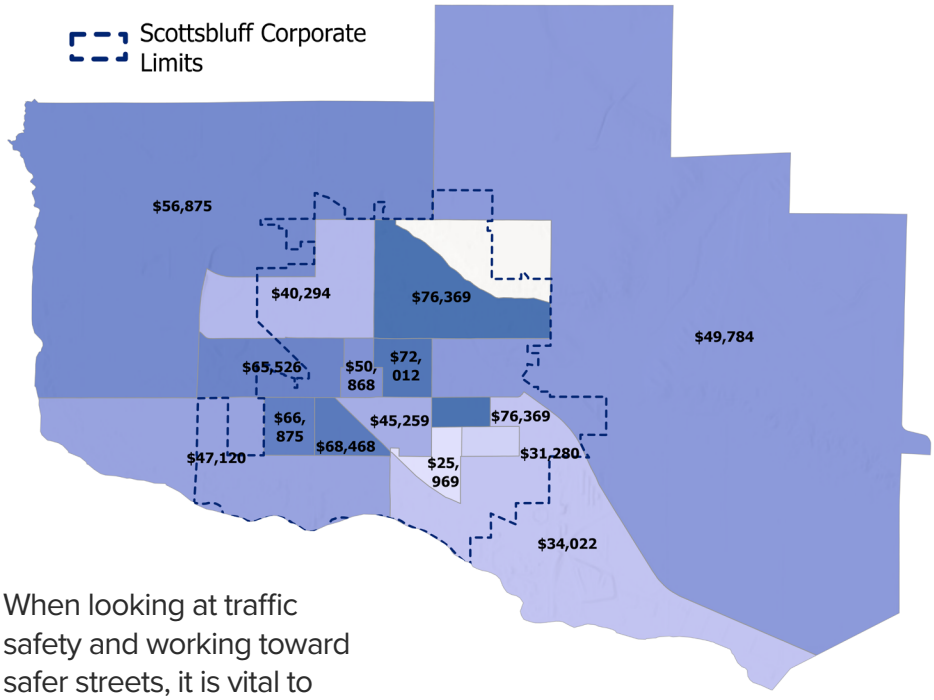



***Figure 1-10. Income Overview***

*From the 2020 census, income data was visualized in order to show which census tracts have higher median incomes. Each census tract has a black label showing the median income of the area, as well as being visualized via color. The darker the purple, the higher the median income, the lighter the purple, the lower the median income. The Scottsbluff corporate limits are shown by a dashed line.*

When looking at traffic safety and working toward safer streets, it is vital to understand the underlying social pressures that may exist in a community. In Scottsbluff, identifying lower-income areas allows for a deeper understanding of project need.

Lower-income areas often experience increased exposure to traffic risk due to higher rates of walking, biking, and reliance on transit. Understanding these patterns helps ensure that safety investments reduce risk where vulnerability is greatest.

Population totals and demographic distribution are shown by census tract to help identify areas where safety improvements may have the greatest impact for historically underserved or higher-risk communities (see ***Figure 1-10*** and ***1-11***).

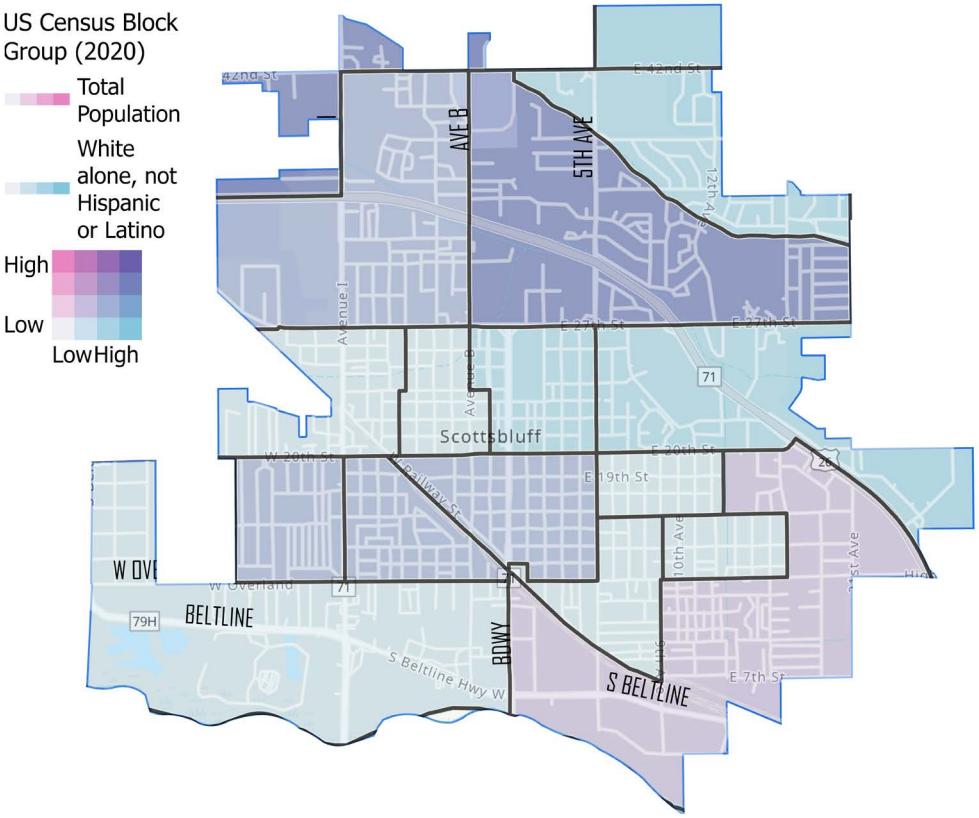
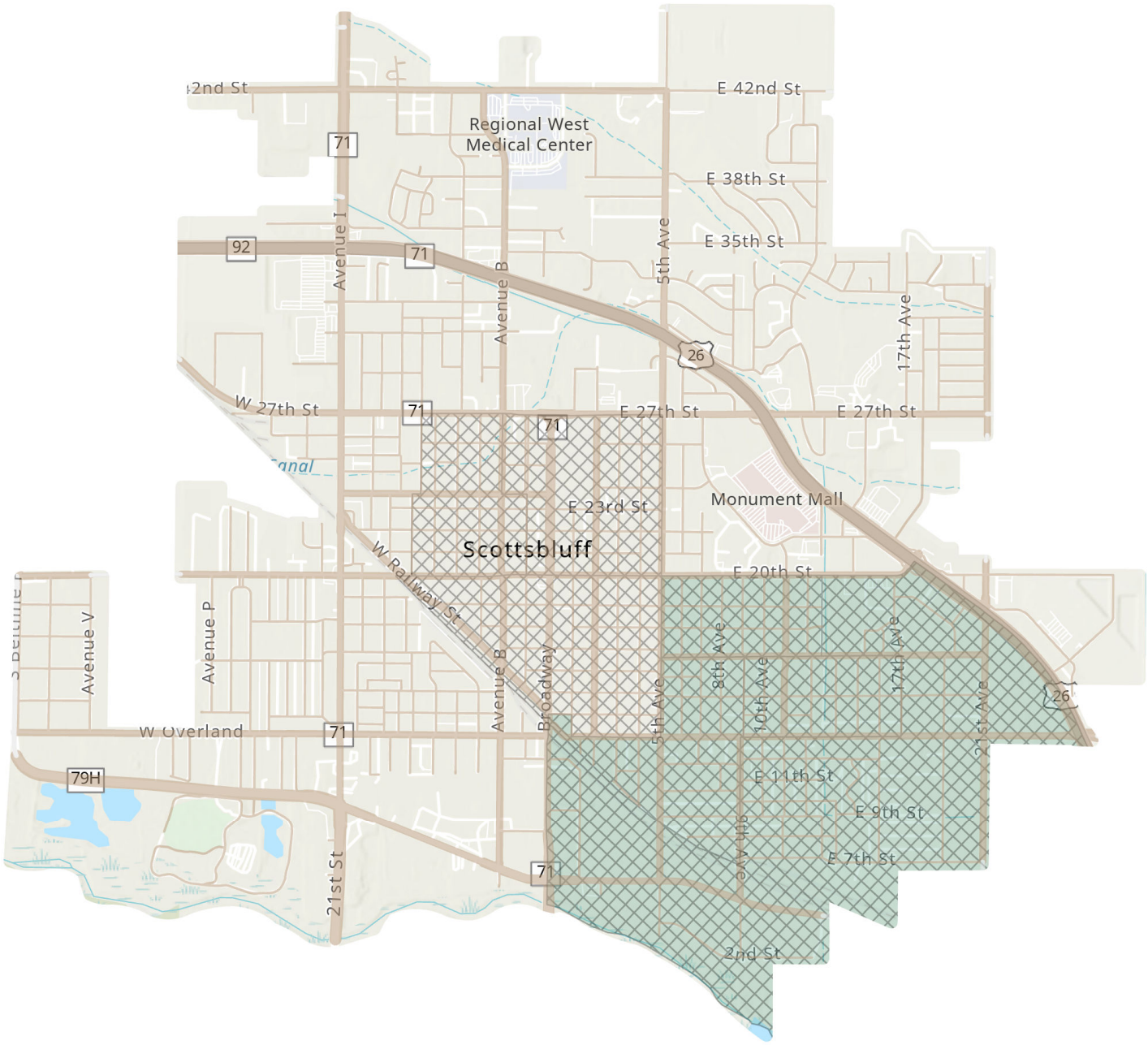



***Figure 1-11. Ethnicity and Population by Census Tract***




**2024 Census Block Groups**

- Historically Disadvantaged Neighborhoods
- SS4A Underserved Community

***Figure 1-12. Disadvantaged and Underserved Census tracts in Scottsbluff, NE.***

*Disadvantaged census tracts according to the USDOT. Disadvantaged areas may include transportation, health, economic disadvantage, and equity. Source: SS4A Underserved Communities Census Tracts (Historically Disadvantaged Communities)*

## 1.6 NEIGHBORHOOD CONTEXT AND EQUITY CONSIDERATIONS

The USDOT Equitable Transportation Communities (ETC) Explorer was used as one of several tools to help understand neighborhood conditions that may influence transportation safety within Scottsbluff (***Figure 1-12***).

The ETC screening evaluates census tracts across five components:

- Transportation Insecurity
- Climate and Disaster Risk Burden
- Environmental Burden
- Health Vulnerability
- Social Vulnerability

Together, these indicators provide insight into community characteristics that may affect how people travel, access daily destinations, and experience transportation safety risks.

Analysis of socioeconomic indicators and USDOT equity screening tools identified several census block groups in central and eastern Scottsbluff that meet or approach federal disadvantaged community thresholds. These areas generally correspond with older, established neighborhoods near downtown and along the East Overland corridor, where housing patterns are more compact, and on-street parking is more common. These characteristics often result in higher pedestrian activity and greater interaction between roadway users, particularly near schools, local businesses, and community destinations.

Safety improvements in these areas—especially along key pedestrian corridors and school routes—can therefore provide meaningful benefits by improving visibility, reducing conflicts between travel modes, and strengthening connections to everyday destinations.

It is important to note that these neighborhoods receive street maintenance and infrastructure improvements on the same schedule as other areas of the city. However, the combination of older street layouts, higher residential density, and greater pedestrian activity can create conditions where targeted safety improvements may provide additional benefit.

> *Historically disadvantaged neighborhoods often align with areas of higher pedestrian activity and greater transportation safety needs.*

## 1.7 FEDERAL SUPPORT FOR LOCAL ACTION

This Safety Action Plan was made possible through a Safe Streets and Roads for All (SS4A) planning grant of $240,000 from the U.S. Department of Transportation.

The SS4A program empowers communities like Scottsbluff to take bold steps toward Vision Zero by providing funding to develop Action Plans that lead to measurable safety improvements.

With federal support, local leadership, and strong community engagement, Scottsbluff is taking a proactive approach to creating safer streets for everyone.

This plan identifies priority projects, aligns funding opportunities, and establishes a clear path toward reducing fatal and serious injury crashes in the city.

This plan moves Scottsbluff from understanding the problem to acting on it — identifying where risk is highest, selecting proven countermeasures, and establishing a clear roadmap to eliminate fatal and serious injury crashes.

Scottsbluff's Vision Zero target year of **2036** aligns with the City's long-range planning horizon and provides a measurable timeframe for sustained implementation.




# 2 EVERYONE HAS A ROLE IN STREET SAFETY

Creating safer streets isn't just about engineering, enforcement, or policy — it's about people. This plan was built on the voices, concerns, and ideas of those who know Scottsbluff best: families, students, workers, business owners, and neighbors who use these streets every day.

Throughout this process, the community played a central role in shaping the plan's direction, identifying safety challenges, and defining what safer streets should look like in Scottsbluff.

Vision Zero and the Safe System Approach emphasize shared responsibility — from City leaders and planners to drivers, bicyclists, and pedestrians. Everyone has a role in making our streets safer.

> *Creating safer streets isn't just about engineering, enforcement, or policy — it's about people.*





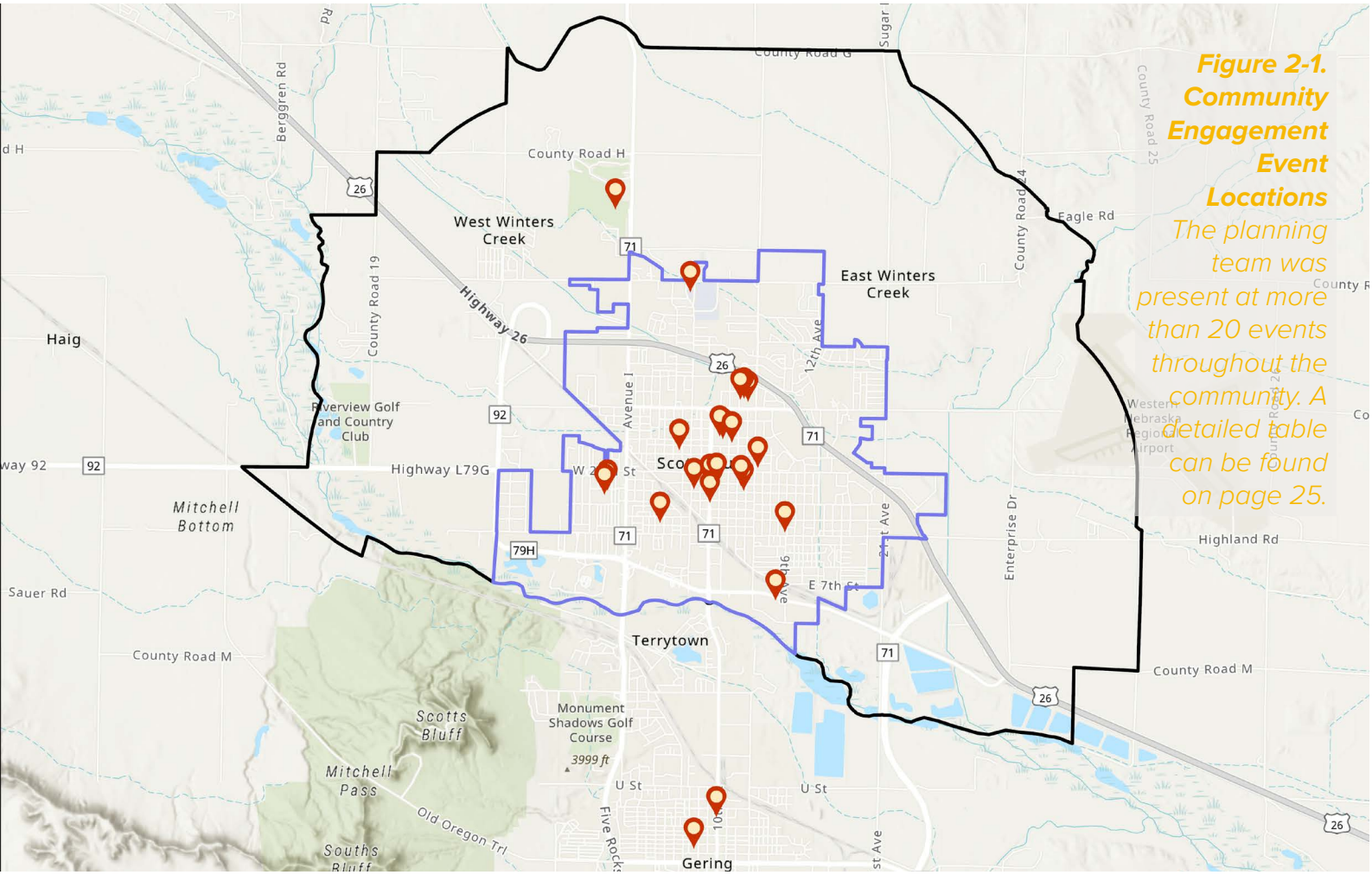



***Figure 2-1. Community Engagement Event Locations***

*The planning team was present at more than 20 events throughout the community. A detailed table can be found on page 25.*

## 2.1 COMMUNITY INPUT SUMMARY

From the very beginning, this planning effort was grounded in public engagement. The first public-facing event was held on July 10, 2025, and since then, the project team has gathered input at more than 20 events throughout the community (see ***Figure 2-1.***), as well as through online outreach and targeted stakeholder meetings.

Engagement activities included:

- Open house events and pop-up booths
- School outreach meetings with staff, students, and parents
- Stakeholder meetings with local agencies, businesses, and civic groups
- Social media outreach
- Citywide bilingual mailers
- Community bilingual surveys (online and in-person)
- An interactive bilingual Traffic Safety Comment Map

In addition to SS4A-specific outreach, the City's ongoing Comprehensive Plan Update Survey (October 2024 – March 2025) included transportation and traffic safety questions. Findings from that effort were reviewed and integrated into this Safety Action Plan.

More than 480 survey responses and 2,100 map comments were received during the SS4A engagement process.

**1300+**

total participants across surveys, events, and stakeholder input

**483**

total long and short community survey responses (online and in-person)

**3,213**

in-person jar votes over three distinct voting locations

**2,166**

location-specific comments on the interactive safety map

# community engagement at a glance

Hundreds of Scottsbluff residents participated, sharing their experiences, frustrations, and ideas for improvement. This input provided a foundation for identifying key safety issues and developing a plan that reflects local needs.

Stakeholder participants—including school administrators, law enforcement officers, fire and EMS responders, hospital staff, and public health professionals—offered additional perspective on emergency access, school operations, visibility constraints, seasonal conditions, and response delays that are not always reflected in crash data alone.

*This Community Engagement at a Glance summarizes key participation metrics, themes, and takeaways across engagement methods.*

See **APPENDIX A1 - ENGAGEMENT** for more information on all engagement and stakeholder activities, summaries, totals, methods.

**US & NEBRASKA HIGHWAY CORRIDORS**

**246** Supporting Comments

**Most Cited Issues**

- US 26 repeatedly identified as most dangerous corridor
- High-speed angle and rear-end crashes
- Heavy truck volumes and stopping distance
- Difficult pedestrian crossings
- Signal spacing and visibility concerns

**Stakeholder Reinforcement:**
Public Safety and transit stakeholders independently identified US 26 as the highest-risk corridor due to crash severity, freight exposure, and pedestrian conflict.



# key takeaways across all engagement methods

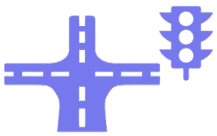


## SPEEDING & AGGRESSIVE DRIVING

**195** Documented Comments

**Most Cited Issues**
- Excessive speeds on major corridors
- Distracted driving
- Red-light and stop-sign violations
- Aggressive behavior and unsafe passing
- 146 distracted driving mentions
- 111 speeding mentions
- 106 red-light/stop sign violations
- Short survey reinforcement
- Map comments referencing excessive speed

**Stakeholder Reinforcement**
Police identified speeding, distraction, and impairment as primary crash contributors across Scottsbluff.



## INTERSECTION & SIGNAL OPERATIONS

**178** Documented Comments

**Most Cited Issues**
- Inadequate protected left-turn phases
- Short yellow intervals
- Poor visibility at skewed intersections
- Angle crashes at signalized locations
- 131 requests for dedicated left-turn arrows
- 96 signal timing concerns
- 95 roundabout/operational improvements
- School intersection-specific feedback
- High-injury intersection references

**Stakeholder Reinforcement**
Crash patterns show angle collisions at high-volume signalized intersections as a leading severe crash type.



## SCHOOL ZONE & YOUTH SAFETY

**164** Documented Comments

**Most Cited Issues**
- Congestion during arrival and dismissal
- Inconsistent school-zone signage and speeds
- Crossing visibility and guard coverage
- Parent queuing conflicts
- All six school meetings referencing congestion and safety
- Structured pedestrian crossing concerns near schools
- School-zone signage consistency concerns
- Parent queuing behavior themes

**Stakeholder Reinforcement**
Every school stakeholder session emphasized predictable, standardized school-zone operations and enhanced crossing visibility.




## PEDESTRIAN INFRASTRUCTURE & CROSSINGS

**160** Documented Comments

**Most Cited Issues**
- Missing or uneven sidewalks
- Unsafe crossings of US 26 and Broadway
- ADA gaps
- Drivers failing to yield
- 139 “cars going too fast” (pedestrian context)
- 128 failure to stop at crosswalks
- 89 sidewalk condition issues
- 84 difficulty crossing busy roads
- Map ADA gap comments

**Stakeholder Reinforcement**
Transit and school stakeholders highlighted accessibility gaps and visibility limitations as systemic safety barriers.



## LIGHTING & VISIBILITY

**120** Documented Comments

**Most Cited Issues**
- Dark crossings near schools
- Corridor lighting deficiencies
- Faded pavement markings
- Nighttime railroad crossing visibility
- 120 lighting upgrade responses
- 19 subpar lighting pedestrian mentions
- Railroad crossing nighttime visibility
- Map comments referencing dark corridors

**Stakeholder Reinforcement**
Police and school stakeholders noted poor nighttime visibility at major corridors and crossings as recurring concerns.



## ENFORCEMENT, EDUCATION & DRIVER BEHAVIOR

**83** Documented Comments

**Most Cited Issues**
- Desire for visible enforcement
- Youth driver education gaps
- Signal compliance issues
- 183 requests for stronger enforcement presence
- Youth driver education gaps
- Transit stop compliance issues
- Short survey emphasis

**Stakeholder Reinforcement**
Public safety partners emphasized enforcement sustainability and ordinance clarity as essential complements to engineering improvements.



## BICYCLE & ACTIVE TRANSPORTATION GAPS

**80** Documented Comments

**Most Cited Issues**
- Dedicated bike lanes
- Trail connectivity
- Lack of separation from traffic
- 80 requests for dedicated bike lanes
- 59 trail-width sidewalks
- 50 share-the-road signage
- Safe Routes to School interest

**Stakeholder Reinforcement**
Schools and transit partners expressed interest in improved walk/bike connectivity for students and riders.



## RAILROAD CROSSINGS & EMERGENCY ACCESS

**47** Documented Comments

**Most Cited Issues**
- Train delays blocking response
- Rough crossings
- Visibility limitations
- Interest in grade separation
- Map comments regarding train delay
- Public safety emergency response concerns
- Rough crossing complaints
- Grade separation interest

**Stakeholder Reinforcement**
Fire and police partners cited rail blockages as contributors to delayed emergency response and congestion.



## 2.2 WHO WE HEARD FROM

The planning team prioritized inclusive engagement to ensure broad representation across Scottsbluff and its 3-mile ETJ. Outreach efforts included events in all five sub-areas of the City and in the adjacent community of Gering, bilingual mailers to households, targeted school engagement, stakeholder meetings, and pop-up events across age groups and neighborhoods.

Input was sought from individuals who walk, bike, drive, use scooters, ride transit, or rely on mobility aids. The team heard from:

- Families with school-aged children
- Teenagers and students
- Older adults
- People with disabilities
- Residents of low-income and underserved neighborhoods
- Local business owners and employees
- City staff and emergency responders

Importantly, participation extended beyond Scottsbluff residents. As the regional employment and service hub for Western Nebraska and parts of eastern Wyoming, Scottsbluff's transportation system serves a broader daily population. Residents from Gering, Terrytown, and surrounding communities contributed input that helped shape the plan.

A special effort was made to engage areas with elevated crash risk or known infrastructure gaps. A transit-focused survey was developed and distributed. Materials were provided in both English and Spanish, and physical copies were made available at the public library to reach residents with limited internet access.

In addition to the surveys collected specifically for this effort, input was also received from the 2025 Comprehensive Plan Update Survey. The Comprehensive Plan Update Survey captured feedback from a broad cross-section of residents across age groups,





neighborhoods, and travel modes, providing additional perspective on everyday transportation safety concerns experienced throughout the community. A full overview of the survey can be found in Appendix **A1 - ENGAGEMENT.**

By collecting input across geographic areas, age groups, income levels, and travel modes, the planning process achieved broad representation across the community. Survey distribution and event placement were intentionally structured to reduce geographic or demographic bias and ensure balanced participation.

***Figure 2.4*** shows the number of surveys received versus population in each subarea. Although survey response may seem low in Tract 5 (light blue), substantial outreach occurred with individuals from Tract 5 at the Empowering Families Halloween Event. This event included voting for project categories with jars, but is not included in the survey totals.

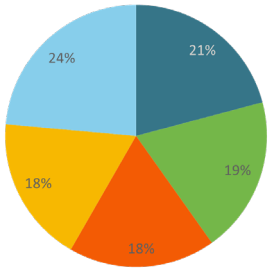



***Figure 2-2. Survey Participation by Area***

*Survey responses were tracked by geographic sub-area to ensure balanced representation across Scottsbluff and its ETJ.*

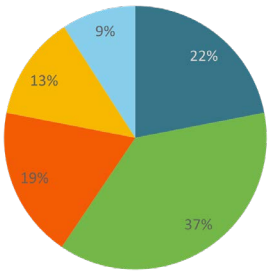



***Figure 2-3. Scottsbluff Population by Area***

*In order to compare survey responses, the population of five areas of Scottsbluff were collected from U.S. Census Data*

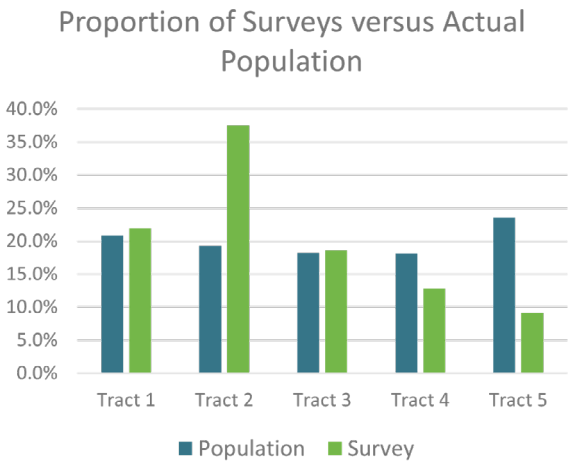



***Figure 2-4. Survey Response Compared to Population***

*Survey responses were compared to population in order to get a sense of over and under-represented areas.*










## 2.3 WHAT PEOPLE SAID

Public input revealed consistent and recurring safety concerns across all engagement methods —including surveys, pop-up events, school outreach, stakeholder meetings, and the online comment map. While residents referenced different neighborhoods and corridors, the themes were strikingly similar.

> *"Highway 26 is dangerous. People run red lights constantly, and trucks can't stop in time."*

### Common concerns included:

- Speeding in residential neighborhoods
- Red-light running and stop sign violations
- Distracted driving
- Unsafe or unclear pedestrian crossings
- Sidewalk gaps and accessibility barriers
- Limited lighting at intersections and along corridors

> *"Speed limits don't work without enforcement."*

Participants frequently described near-miss experiences, unsafe turning movements, and difficulty crossing higher-speed roadways — particularly in areas where children walk to school or families cross major streets.

These lived experiences provided important context to the crash analysis and helped elevate concerns that may not always be fully captured in reported crash data.



### SS4A Community Survey

In addition to in-person outreach, the City conducted a detailed SS4A community survey to gather structured input on traffic safety concerns, perceived high-risk locations, and priorities for improvement.

Survey responses consistently identified Highway 26 and other major corridors as the most significant safety concerns in Scottsbluff. Residents cited speeding, red-light running, distracted driving, heavy-truck braking, and limited visibility at signalized intersections as recurring issues. High-volume intersections — including Avenue I, 27th Street, 5th Avenue, Avenue B, and connections to Highway 71 and West Overland — were frequently mentioned.

Participants emphasized the need for:

- Stronger enforcement
- Improved signal timing and visibility
- Protected left-turn phasing
- Longer clearance intervals
- Clearer lane guidance and "turn into nearest lane" signage

Concerns were not limited to major corridors. Survey respondents also highlighted school areas and residential neighborhoods, noting speeding during pick-up and drop-off times, blocked or poorly marked crosswalks, and inconsistent traffic control.

> *School pickup and drop-off times are chaos. We need slower speeds and better crossings.*

Respondents also expressed discomfort walking or bicycling due to missing or discontinuous sidewalks, inadequate lighting, and limited separation from vehicle traffic. These concerns reinforced the plan's emphasis on corridor-based safety improvements, school zone enhancements, pedestrian and bicycle infrastructure, lighting upgrades, and a balanced approach combining engineering, enforcement, and education.

> *"I am scared to bicycle in most parts of town... cars and bikes don't know how to share the road."*

> *"Pathway network completion."*



## SS4A Short Survey (In-Person Events)

To reach residents who may not participate in online engagement, short paper surveys were collected at multiple community events, including National Night Out, downtown pop-up outreach, school orientation events, Rotary Club presentations, and the Regional West Medical Center employee benefit fair.

> *"Pedestrian safety with button-activated crosswalks, like by the high school."*

These in-person responses echoed the online survey findings. Highway 26 and its major intersections were repeatedly identified as unsafe, with respondents citing speeding, unclear signal timing, limited visibility, and heavy truck traffic. Participants called for slower speeds, longer yellow and all-red intervals, improved lighting, and clearer pedestrian crossings.

> *"Broadway & 24th Street: frequent driver non-compliance with the crossing guard."*

School areas and neighborhood intersections were also frequently mentioned, particularly concerns about speeding during drop-off and pick-up times and limited crossing protection for children.

> *"Adoption of a no-parking buffer near bus stops to maintain accessibility and reduce operational conflict."*

Across events, respondents emphasized that enforcement and driver behavior are as critical as infrastructure improvements. Distracted driving, failure to yield, and disregard for signals were commonly cited as contributing to near misses and crashes.

Overall, short survey responses reinforced the priorities identified through crash analysis and the online SS4A survey, demonstrating consistency across engagement methods.

## Comprehensive Plan Update Survey

Public input from the Comprehensive Plan Update Survey (October 2024–March 2025) further validated these themes.

Residents emphasized:

- Speeding and unsafe intersections, particularly along Highway 26
- ScHool-area safety concerns
- Limited walking and bicycling comfort
- Sidewalk gaps
- Lighting deficiencies

While the Comprehensive Plan survey provided broader citywide context, the SS4A engagement offered more location-specific detail. Together, these inputs reinforced the need for corridor-based safety improvements, school zone enhancements, lighting upgrades, and systemic speed management strategies.

> *"Railroad crossing safety and delay concerns, affecting both daily travel and emergency response."*

Importantly, many of the corridors and intersections identified through public input align closely with the High Injury Network (HIN) findings presented in Chapter 3. This alignment underscores the consistency between community experience and crash data.

Additional engagement details are provided in **APPENDIX 1**.

## 2.4 PERCEPTION VS. CRASH DATA

### What people feel and what the data shows

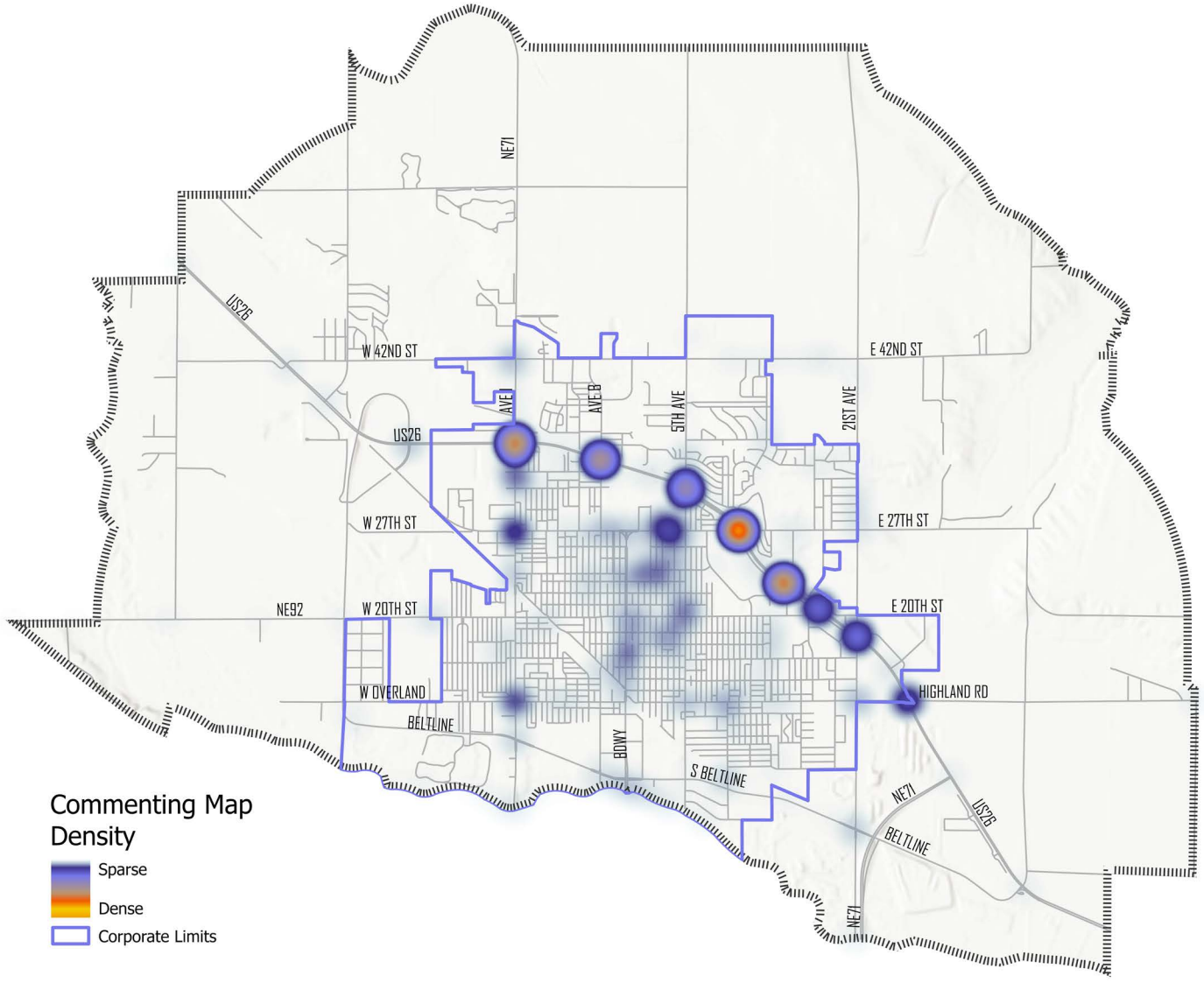
Comparing the public comment heat map with the crash heat map reveals a powerful pattern: the locations residents perceive as dangerous largely align with where severe crashes are occurring.

Corridors such as Highway 26, Avenue I (Highway 71), 27th Street, and West Overland were repeatedly identified by both crash data and public input as high-risk areas. Intersections along these corridors show concentrations of angle crashes, turning conflicts, and speed-related incidents — concerns echoed in survey responses and map comments.

At the same time, public input highlights areas that may not yet appear as high-crash locations but are perceived

***Figure 2-5. Public Comment Heat Map***

*Locations where residents identified safety concerns through surveys and the online comment map.*



as unsafe due to near misses, visibility issues, or school-related traffic. These perceptions provide critical insight into emerging risk conditions that traditional crash data alone may not capture.

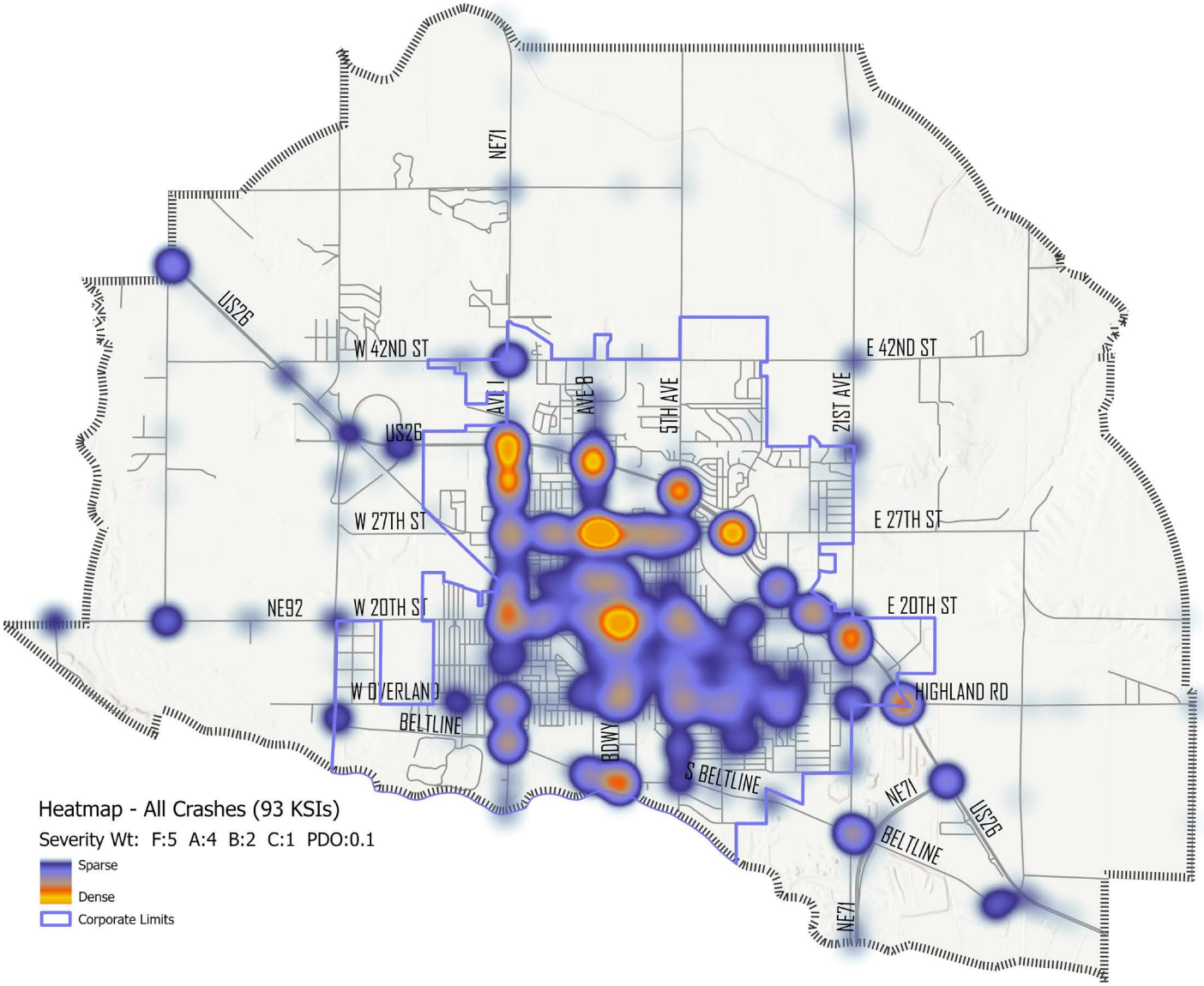
Together, the crash analysis and community feedback create a more complete picture of safety in Scottsbluff — combining measurable outcomes with lived experience.

This integrated approach ensures that safety investments respond both to documented crash patterns and to the locations where residents feel most vulnerable.

Several of the highest-commented locations also appear within the Tier 1 High Injury Network (HIN) identified in **Chapter 3**.

***Figure 2-6. Crash Density Heat Map (2014–2023)***

*Concentrations of reported crashes across the same geographic area.*



## Table 2-1. SS4A Engagement Activities

| Date | Event / Activity | Location | Audience / Focus | Approximate Participation Counts |
|---|---|---|---|---|
| 2025-06-25 | Task Force Meeting #1 | Scottsbluff | Core stakeholders | 4 |
| 2025-07-10 | Bands on Broadway Pop-Up | 18th Street Plaza, Scottsbluff | General public | 30 |
| 2025-07-11 | Oregon Trail Days Food Festival & Car Show | Gering | Regional public | 75 |
| 2025-07-12 | Oregon Trail Days Craft Fair | Gering | Regional public | 200 |
| 2025-07-22 | Summer Reading Wrap-Up Party | Scottsbluff Library | Families & youth | 80 |
| 2025-08-01 | Teen Advisory Council | Scottsbluff Library | Youth | 7 |
| 2025-08-05 | National Night Out | Downtown Scottsbluff | Families & residents | 400 |
| 2025-08-11 | SHS Outreach | Scottsbluff High School | Students | 20 |
| 2025-08-13 | Bluffs Middle School Outreach | Bluffs Middle School | Students | 30 |
| 2025-08-13 | Westmoor Orientation Open House | Westmoor Elementary | Students & parents | 70 |
| 2025-08-20 | SHS Enrichment Math Presentation | Scottsbluff High School | Students | 12 |
| 2025-08-23 | Beef, Beans & Bluegrass Festival | Downtown Scottsbluff | General public | 275 |
| 2025-09-16 | Roosevelt PTO Meeting | Roosevelt Elementary | Parents | 8 |
| 2025-09-25 | Westmoor School Discussion | Westmoor Elementary | Students | 1 |
| 2025-09-25 | Lincoln Heights School Discussion | Lincoln Heights Elementary | Students | 1 |
| 2025-09-25 | Bluffs Middle School Discussion | Bluffs Middle School | Students | 1 |
| 2025-10-01 | Task Force Meeting #2 | Scottsbluff | Core stakeholders | 7 |
| 2025-10-02 | SHS Physics Classes | Scottsbluff High School | Students | 50 |
| 2025-10-06 | Longfellow School Discussion | Longfellow Elementary | Students | 1 |
| 2025-10-07 | Scottsbluff/Gering Rotary | Regional | Business & civic leaders | 20 |
| 2025-10-07 | St. Agnes School Discussion | St. Agnes School | Students | 1 |
| 2025-10-16 | Community Christian School Discussion | Scottsbluff | Students | 1 |
| 2025-10-30 | Tri-City Roadrunner Transit Stakeholder Meeting | Scottsbluff | Transit services | 1 |
| 2025-10-31 | Empowering Families Halloween Event | 18th Street Plaza | Families | 300 |
| 2025-11-06 | EMS, Police & Fire Stakeholder Meeting | Scottsbluff | Emergency services | 8 |
| 2025-11-6&7 | Regional West Employee Benefit Fair | Scottsbluff | Regional workforce | 125 |
| 2025-11-12 | Task Force Meeting #3 | Scottsbluff | Core stakeholders | 6 |
| 2026-02-25 | Task Force Meeting #4 | Scottsbluff | Core stakeholders | 6 |
| 2026-05-02 | Los Guadalupanos Cinco de Mayo Celebration | Guadalupe Center | General public | 10 |





## 2.5 ENGAGEMENT TIMELINE

Community engagement for the Scottsbluff SS4A Safety Action Plan occurred between June 2025 and May 2026—see ***Table 2-1***. Outreach activities included public pop-up events, school-based discussions, stakeholder meetings, youth engagement, regional festivals, and recurring Task Force meetings. The planning team intentionally engaged residents across age groups, neighborhoods, and travel modes to ensure broad and balanced participation.

> *Engagement activities were distributed across community events and regional gatherings to reach residents who may not participate in traditional public meetings.*

## 2.6 HOW INPUT SHAPED THE PLAN

Public input was not only collected — it directly influenced project selection, prioritization, and design strategies.

Community concerns informed:

- Identification of priority corridors and intersections
- Development of scoring criteria for capital projects
- Emphasis on speed management and visibility improvements
- Focus on school zone safety and neighborhood access
- Integration of sidewalk and ADA gap closure into corridor strategies

The engagement process reinforced the importance of equitable investment — ensuring improvements are directed to areas of greatest need rather than areas of greatest convenience.

> *Safety priorities identified through the SS4A engagement process closely align with findings from the City's Comprehensive Plan Update, demonstrating consistent and sustained public concern over time.*

## 2.7 ONGOING ROLE OF THE COMMUNITY

This plan is not the end of the conversation. Street safety requires continued partnership among residents, City leadership, schools, businesses, and regional stakeholders.

As projects move from planning to implementation, the City will continue to:

- Seek public feedback during design development
- Monitor safety performance metrics
- Adjust priorities as conditions change
- Coordinate with neighboring communities and regional partners

While the Task Force is expected to meet less frequently following plan adoption, it will continue to serve as an important forum for implementation coordination, progress updates, and continued community input.

The project website will remain available as a resource for residents to review plan materials, follow implementation progress, and stay informed about future engagement opportunities.

Ongoing engagement will remain essential to sustaining progress toward the City's Vision Zero commitment.

Safer streets are achieved through shared responsibility — and through consistent follow-through.




# 3 WHERE AND WHY CRASHES HAPPEN

## 3.1 UNDERSTANDING PATTERNS TO PREVENT SERIOUS INJURY

Behind every crash statistic is a person — a family disrupted, a child injured, a neighbor lost. Understanding where and why crashes occur is essential to preventing them.

This chapter translates community concern into crash data analysis, examining patterns in location, severity, and contributing factors. By identifying recurring risk environments, the City of Scottsbluff can focus resources on conditions most likely to result in serious injury or fatal outcomes.

Crashes are not random events. They tend to occur in predictable locations, under familiar conditions, and often involve similar conflict types. Recognizing these patterns allows proactive interventions — addressing systemic risks before additional tragedies occur.

*Fatal and serious injury crashes (KSI) represent only 1.3% of total crashes, but they change countless lives.*







A **fatal** crash results in at least one death, either at the scene or as a result of crash-related injuries.

A **serious injury** (Injury A) crash involves life-altering harm requiring urgent medical attention, consistent with MMUCC definitions adopted by NDOT.

An **observed injury** (Injury B) includes visible but less severe injuries such as cuts or bruises.

A **possible injury** (Injury C) includes reported discomfort without visible injury at the scene.

A **property damage only** (PDO) crash involves damage to vehicles or property without reported injuries.

## 3.2 CRASH OVERVIEW

Crash data for Scottsbluff was analyzed for the years 2014–2023 using both the corporate limits and the expanded ETJ project area to reflect real travel patterns influencing local safety.

**Across the expanded project area (City + ETJ):**

- 5,361 total crashes
- 14 fatal crashes
- 79 severe injury (Inj-A) crashes
- 476 visible injury (Inj-B) crashes
- 658 possible injury (Inj-C) crashes
- 4134 property-damage-only (PDO) crashes

**Within corporate limits alone:**

- 4,907 total crashes
- 9 fatal crashes
- 62 severe injury (Inj-A) crashes
- 423 visible injury (Inj-B) crashes
- 592 possible injury (Inj-C) crashes
- 3821 PDO crashes

While the majority of Project Area crashes (77.1%) were classified as property damage only (PDO), even a single severe crash carries significant human and community consequences. Fatal and serious injury crashes represent a small share of total crashes but account for the most severe impacts.

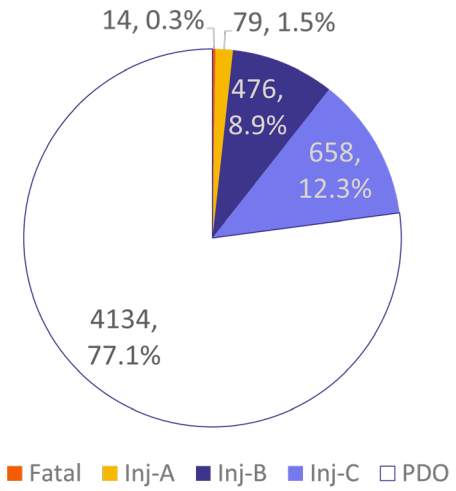



*Figure 3-1. Crash Severity Distribution for the Project Area (City and ETJ, 2014–2023)*

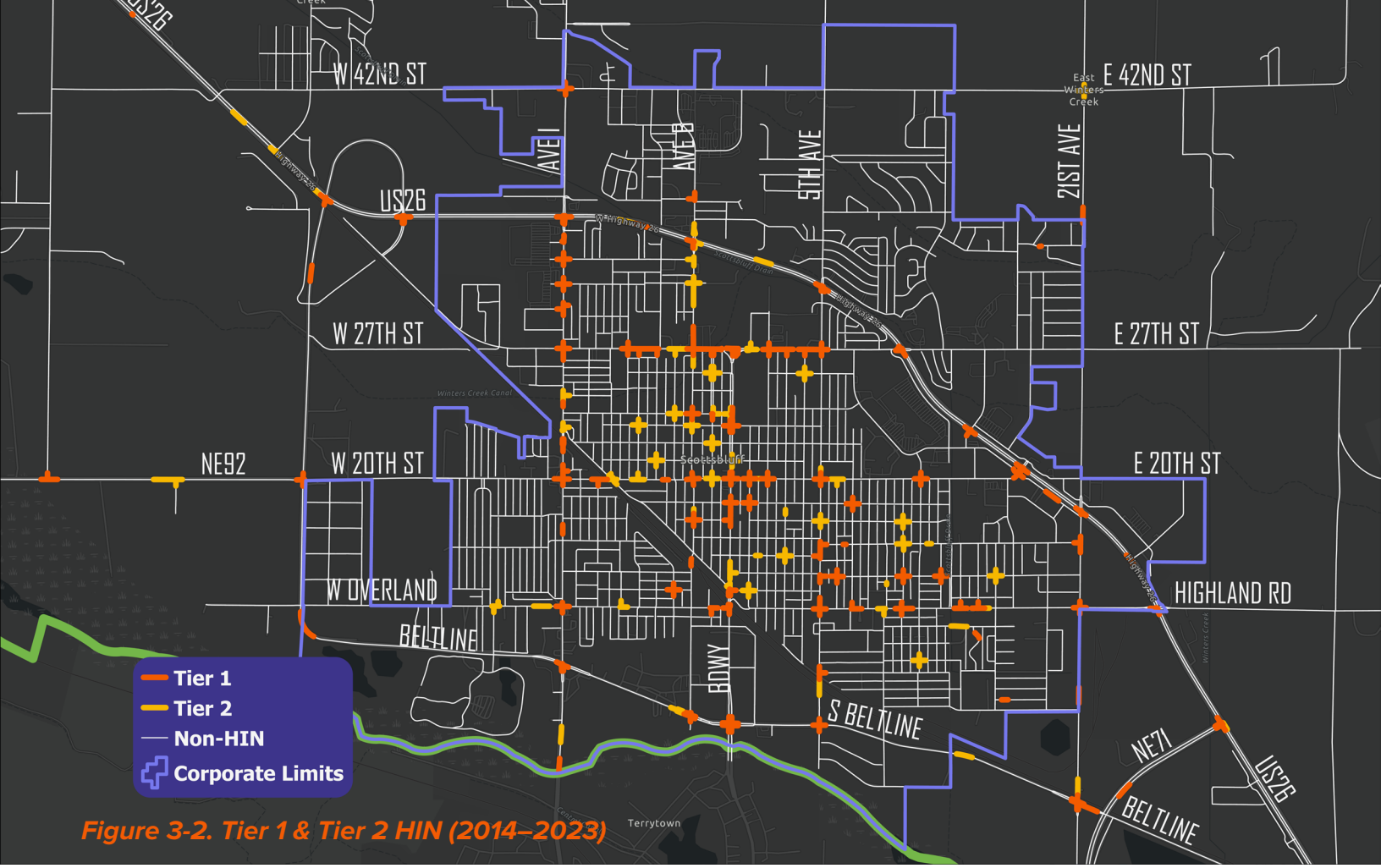



*Figure 3-2. Tier 1 & Tier 2 HIN (2014–2023)*

## 3.3 THE HIGH INJURY NETWORK (HIN)

To identify where fatal and serious injury crashes are most concentrated, the planning team developed a High Injury Network (HIN) (see ***Figure 3-2***). A HIN is a data-driven map of roadway segments and intersections with elevated crash severity patterns.

The HIN analysis used ten years of crash data (2014–2023) and applied a crash severity ranking. Roadway segments were assigned a severity sum by adding the number of fatal, serious injury, observed injury, possible injury, and PDO crashes, weighted appropriately. Each location was then ranked by severity sum per mile, with Tier 1 representing locations above the 90th percentile and Tier 2 representing locations between the 85th and 90th percentile.

Tier 1 corridors represent approximately 3.9% of the roadway network but account for 84% of all fatal and serious injury crashes (KSI).

Tier 2 corridors represent an additional 2.1% of roadway mileage and capture nearly all remaining KSIs.

Together, the Tier 1 and Tier 2 HIN comprise approximately 6.0% of the roadway network yet account for 97% of fatal and serious injury crashes during the 2014–2023 analysis period.

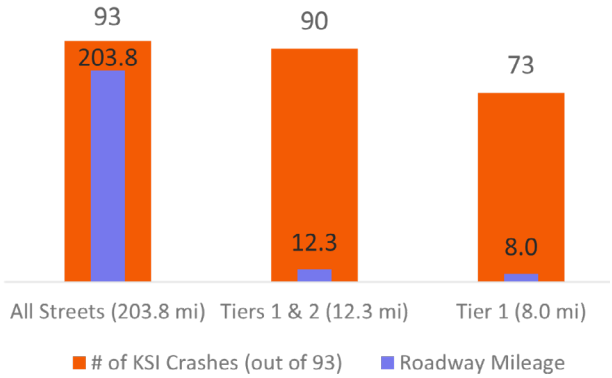



***Figure 3-3. HIN Network Statistics***
*By using the Tier 1 and Tier 2 HIN network as a tool for analyzing crash concerns, the number of miles of roadway needing urgent action is vastly reduced, while still maintaining high priority on KSI crashes.*

## KEY FINDINGS FROM THE HIN

The HIN identifies several continuous crash corridors where multiple high-risk intersections and roadway segments occur along the same route. Primary east-west corridors followed by north-south corridors include:

**Primary East–West KSI Corridors**

- US Highway 26 (US-26)
- West 27th Street
- 24th Street (Bluffs Middle School / Lincoln Heights area)
- 20th Street
- East and West Overland
- South Beltline Highway

**Primary North–South KSI Corridors**

- Avenue I (Highway 71)
- Avenue B
- Broadway
- 5th Avenue
- 10th Avenue
- 21st Avenue

**Geographic Distribution of KSI Crashes (East vs. West patterns)**

Spatial analysis indicates that the central and southeastern portions of Scottsbluff experience a higher concentration of fatal and serious injury crashes compared to other areas of the city. These areas include segments of US Highway 26, Avenue I (Highway 71), Broadway, and key school-adjacent corridors.

Several contributing factors likely influence these patterns, including higher traffic volumes, greater speed differentials, signalized intersections, and multimodal activity near commercial areas and schools. While residential neighborhoods may experience localized crash occurrences, severe crashes are more frequently associated with arterial facilities where exposure and operating speeds are higher.

Across the community, fatal and serious injury crashes are disproportionately concentrated along arterial roadways and higher-speed corridors. These facilities carry greater traffic volumes, include multiple travel lanes, and experience higher operating speeds than residential streets. The combination of traffic exposure, turning movements, signalized intersections, and access density contributes to elevated crash severity risk.

In contrast, residential streets generally experience lower speeds and traffic volumes, resulting in fewer severe crashes despite occasional higher crash frequencies related to access, parking, or local circulation. Residential neighborhoods in the southwest, northwest, and northeast areas show relatively few KSI crashes occurring on local streets. This is likely due to a combination of factors, including street width, speed limits, populations, higher pedestrian presence. Across the community, the majority of KSI crashes are concentrated along arterial roadways and higher-speed facilities rather than local residential streets. Both volume and speed likely have an impact on this, as arterials are designed to carry more traffic at higher speeds than local streets or collector roads.

## HIN INTERSECTIONS

To further examine the HIN, intersections were ranked by summing the weighted severity scores of crashes occurring within each intersection area. Using 10 years of crash data, from 2014–2023, the highest-ranked intersections include:

#1. US-26 & E 27th Street
#2. 20th Street & Broadway
#3. US-26 & Avenue I
#4. US-26 & 5th Avenue

When evaluated using only 5 years of crash data from 2019–2023, rankings shift slightly, reflecting recent crash trends. Across both the 10-year and 5-year analyses, the following intersections consistently rank among the highest severity locations:

- South Beltline & Broadway
- W 27th Street & Avenue B
- South Beltline & 21st Avenue

A full list of the top 26 HIN intersections can be found in **APPENDIX A3 - CRASH MAPS**.

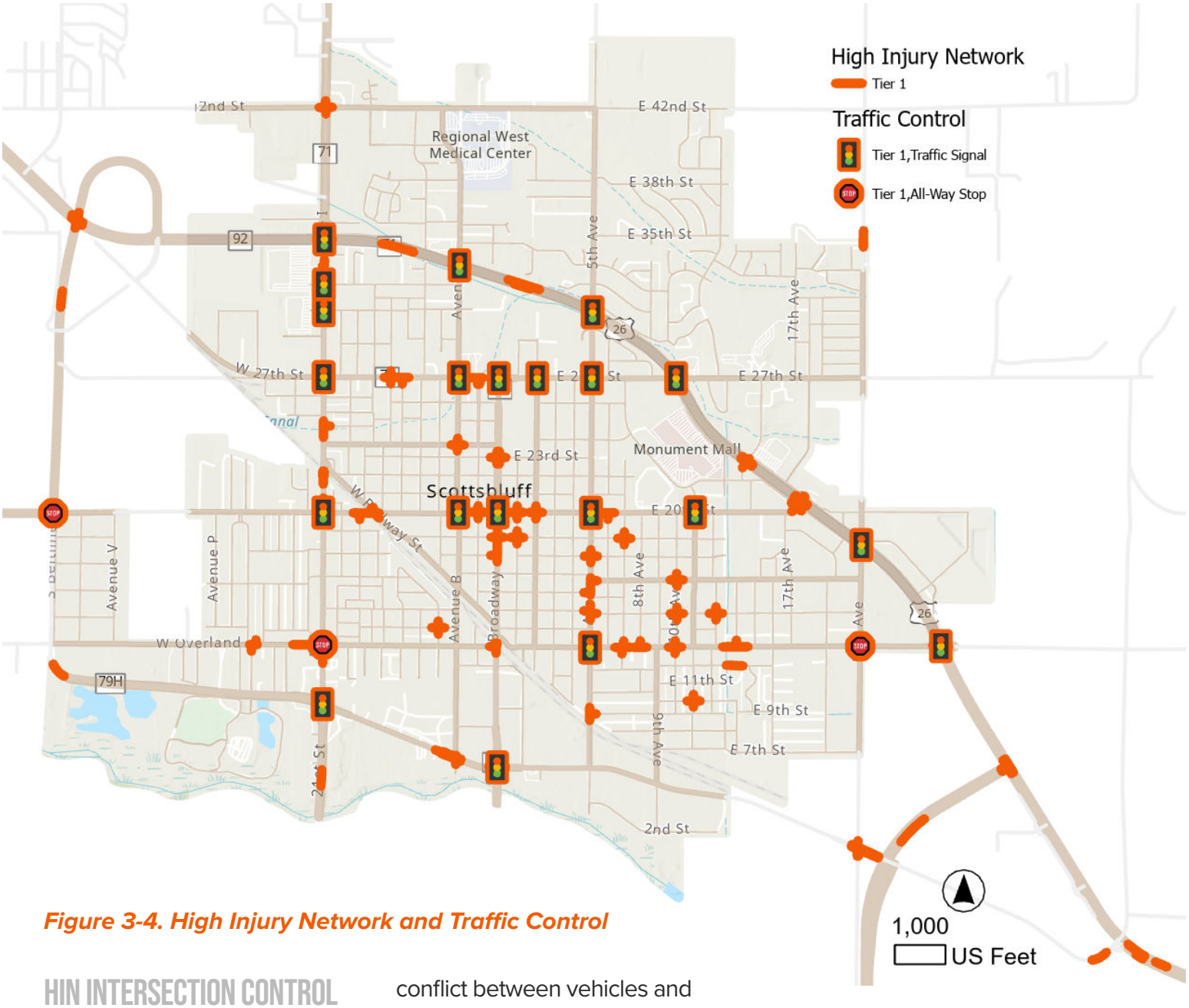



*Figure 3-4. High Injury Network and Traffic Control*

## HIN INTERSECTION CONTROL

Intersection control patterns reinforce the need for targeted corridor improvements along Scottsbluff's highest-risk roadways. Of the City's 24 traffic signals, 21 (88%) are located along Tier 1 High Injury Network (HIN) corridors and intersections, demonstrating a strong relationship between signalized, higher-volume intersections and severe crash occurrence. These locations typically involve multiple turning movements, higher speeds, and increased conflict between vehicles and pedestrians.

In contrast, only 3 of the City's 10 all-way stop-controlled intersections (30%) fall within the Tier 1 HIN, indicating that lower-speed, stop-controlled environments are less frequently associated with severe crashes.

As shown in ***Figure 3-4***, signalized intersections and KSI crashes are heavily concentrated along the same major corridors. These findings directly support the focus of Focus Area 2 – High-Severity Corridor Modernization, which prioritizes improvements where traffic control complexity, volume, and speed intersect. Strategies such as signal visibility upgrades, protected turning phases, access management, corridor lighting, and conflict reduction treatments are intended to address the underlying conditions present at these high-risk locations.

By focusing on these corridors as a priority, Scottsbluff is

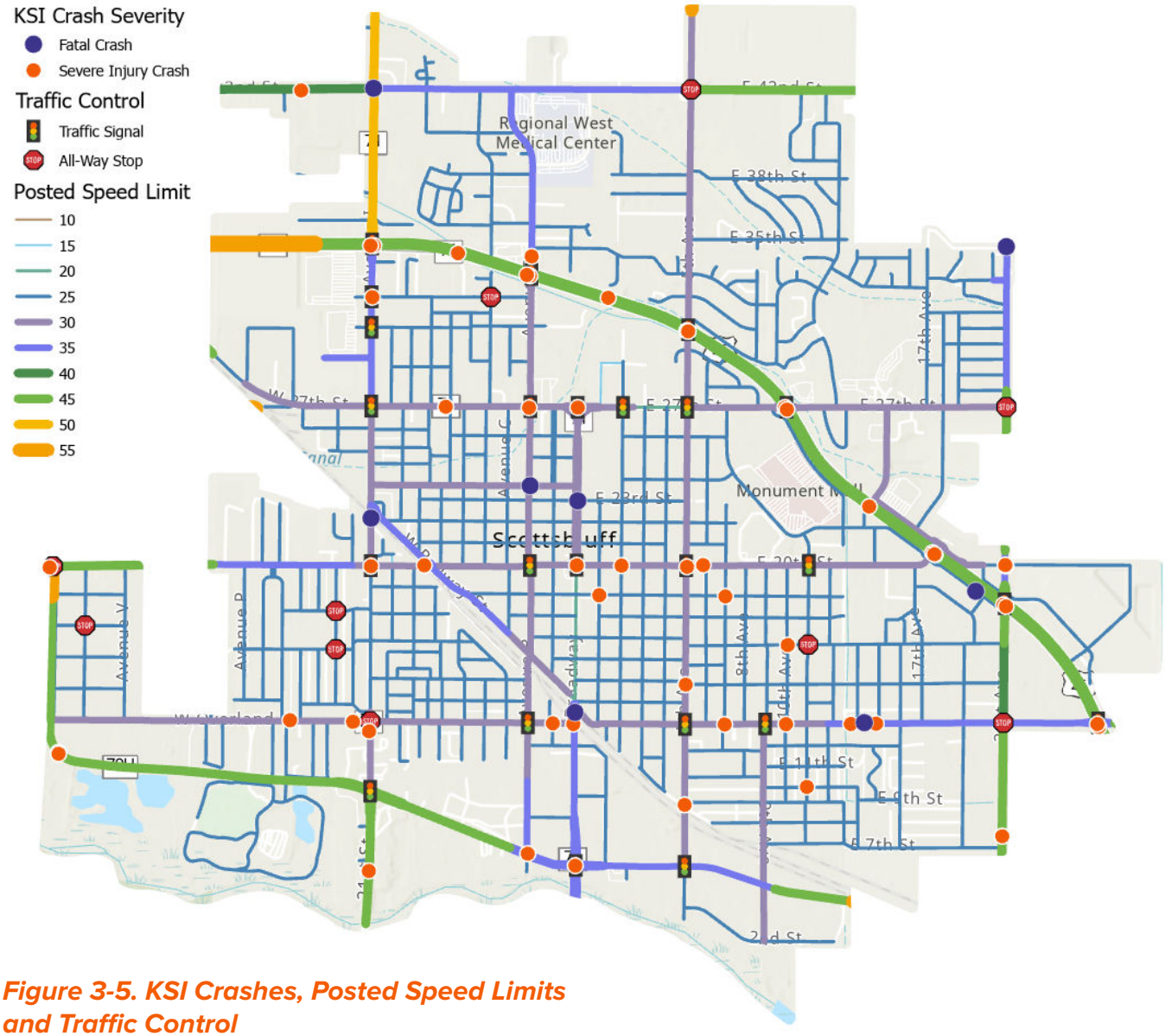



***Figure 3-5. KSI Crashes, Posted Speed Limits and Traffic Control***

targeting the locations where safety improvements can have the greatest impact—moving the community closer to its goal of eliminating fatal and serious injury crashes.

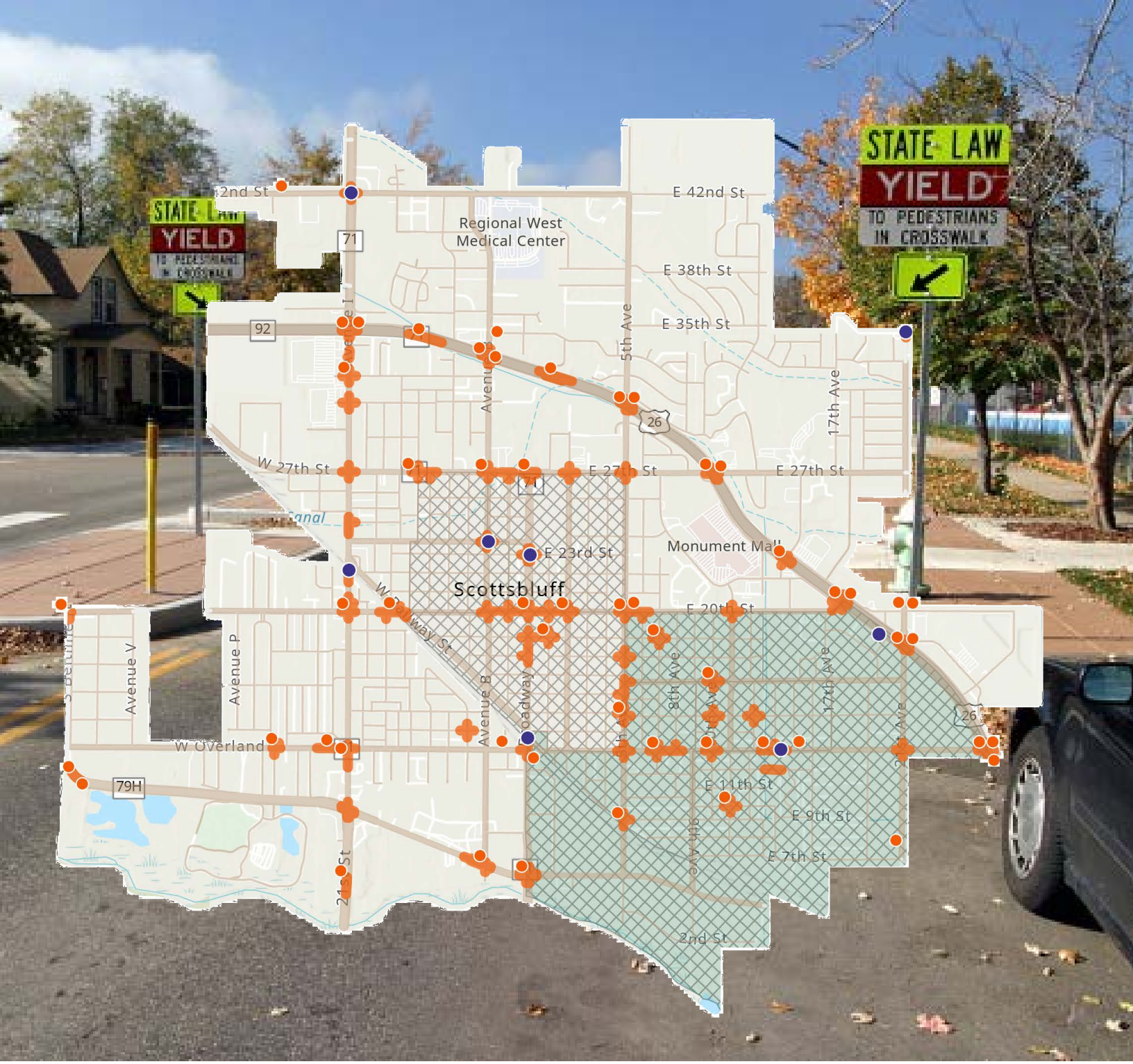
## HIN AND POSTED SPEED LIMIT

Posted speed is a critical factor influencing crash severity across the High Injury Network. As shown in ***Figure 3-5***, KSI crashes and HIN segments are distributed across a range of speed environments, but clear patterns emerge.

The largest share of HIN segments occurs on roadways with posted speeds of 30 mph (35%), reflecting the number of crashes occurring on streets that serve both neighborhood access and connections to major destinations. However, higher-speed corridors are disproportionately represented in severe crashes, with 45 mph segments accounting for 26% of the HIN. Roadways posted at 55 mph and above account for an additional 17%, highlighting the elevated risk associated with higher-speed travel.

The overlap of higher posted speeds, signalized intersections, and KSI crash locations—particularly along corridors such as US-26, Avenue I, and Broadway—illustrates how speed, exposure, and roadway design combine to influence crash severity.

These findings reinforce the importance of speed management, corridor design improvements, and intersection safety treatments as core strategies for reducing fatal and serious injury crashes in Scottsbluff.




**High Incidence Network**

- **Tier 1**
- Highway
- Arterial
- Collector
- Local
- County

**2024 Census Block Groups**

- Historically Disadvantaged Neighborhoods
- SS4A Underserved Community

**KSI Crash Severity**

- Fatal
- Inj-A

***Figure 3-6. Disadvantaged Census tracts and Killed and Seriously Injured Crash Locations.***

*Disadvantaged census tracts and KSI crash locations (2014–2023) showing the relationship between high-injury corridors and areas experiencing historical underinvestment.*

## HIN AND DISADVANTAGED AREAS

Crash analysis conducted for this Safety Action Plan found that 27 of the 71 KSI crashes occurring within the Scottsbluff corporate limits between 2014 and 2023 (38 percent) happened within or adjacent to census tracts identified through the ETC screening as historically disadvantaged (***see Figure 3-6***), including 3 fatal crashes and 24 severe injury crashes. This pattern reflects the relationship between crash risk and areas where roadway users—drivers, pedestrians, and bicyclists—interact more frequently.

Overlaying USDOT historically disadvantaged census tracts with Scottsbluff's High Injury Network (HIN) further illustrates their relationship.

Portions of several Tier 1 HIN corridors and intersections fall within or along central neighborhoods in disadvantaged census tracts, reinforcing the importance of addressing safety conditions in locations where exposure and crash risk are highest.

For this reason, neighborhood context and ETC screening results were considered alongside HIN segments and high-injury intersections during the project prioritization process.

This approach helps ensure that safety improvements address locations with both elevated crash risk and higher concentrations of everyday travel activity, directing resources where they can deliver the greatest safety benefit for the community

## HIN NON-INTERSECTION LOCATIONS

The High Injury Network provides the geographic foundation for the countermeasure selection and project prioritization described in **Chapter 4**. By focusing on a small share of roadway mileage where the majority of severe crashes occur, the City can direct resources where they will have the greatest life-saving impact.

Across both the 10-year and 5-year HIN, the following non-US Hwy 26 intersections possessed high severity score sums, meaning they possessed a high number and/or a high severity of crashes:

- S Beltline and Broadway (5th and 9th)
- W 27th St and Avenue B (11th and 10th)
- S Beltline and 21st Avenue (12th and 13th)

A full list of Tier 1 and Tier 2 HIN segments and intersections is provided in **APPENDIX A3 - CRASH MAPS**.

While intersections represent a significant share of severe crash locations, not all Tier 1 and Tier 2 HIN segments are intersection-based. Non-intersection Tier 1 segments are located on US Hwy 26 in between Ave I and Ave B, as well as between Ave B and 5th Ave. Several high-severity roadway segments occur midblock, including portions of:

- South Beltline Highway
- East and West Overland
- South Frontage Road
- 20th Street
- 21st Avenue
- Sugar Factory Road

These segments often reflect higher operating speeds, access density, turning conflicts, or transitions between roadway classifications.

In contrast, many Tier 1 and Tier 2 intersections are concentrated along US Highway 26 and key north–south arterials such as Avenue I (Highway 71), Broadway, and Avenue B. These locations experience a combination of traffic volume, turning movements, signal control, and multimodal activity that increase crash exposure.

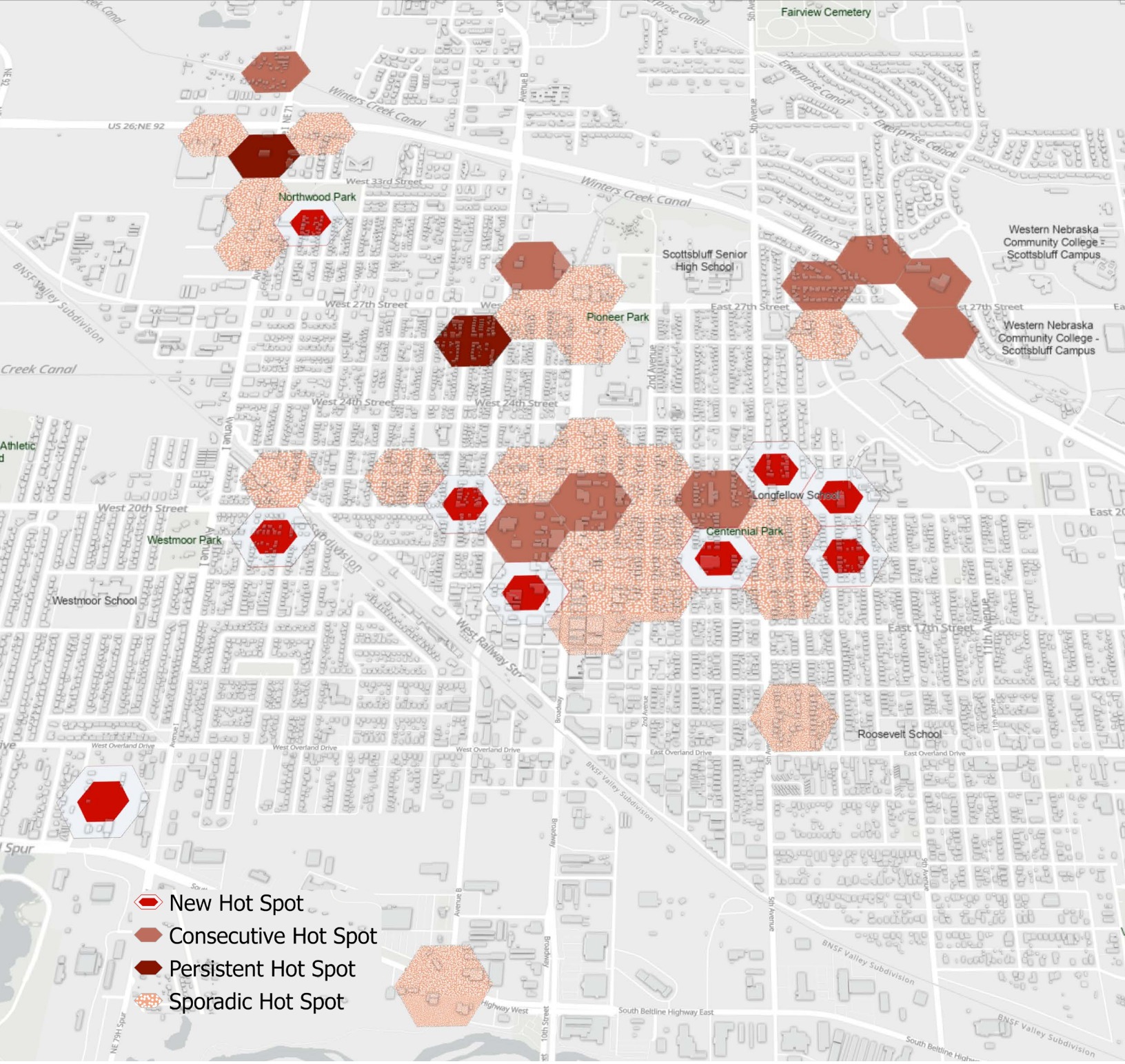
> *Crashes occur at intersections and on corridor segments — this reinforces the need for both intersection-level improvements and systemic corridor improvements.*

## 3.4 SPACIAL DISTRIBUTION OF CRASHES THROUGHOUT TIME

Understanding where and why crashes occur is essential to improving roadway safety in Scottsbluff. In addition to the HIN, crash data from 2014-2023 was analyzed using advanced spatial and statistical tools in ArcGIS Pro by applying a space-time cube method to group crashes by location and time, followed by Emerging Hot Spot Analysis to detect statistically significant patterns. These trends were classified as new, consecutive, persistent, or sporadic hot spots—revealing how crash risks evolve over time and where targeted interventions are most needed.

The map on the following page (***Figure 3-7***) illustrates these hot spots by type and location. New and consecutive hot spots show where crashes have become increasingly frequent in recent years, while persistent hot spots highlight locations with a long history of crash activity. These areas are key indicators for where safety improvements—such as reconfigured intersections, traffic calming, or pedestrian enhancements—can have a measurable impact.






Unlike simple crash counts, this approach focuses on statistically significant clusters, helping identify patterns that are unlikely to be due to chance alone. For example, repeated crashes at a particular intersection may point to issues like poor visibility, missing signage, or design flaws. Understanding these trends allows Scottsbluff to move from reactive responses toward proactive solutions that address underlying causes and reduce future risk.

***Figure 3-7. Hot Spots***
*New, Consecutive, Persistent, and Sporadic Hot Spots were identified through a space-time analysis of the crashes from 2014-2023, weighted by crash severity.*

## 3.5 5-YEAR KSI CRASH TREND ANALYSIS

As part of the Safety Action Plan, fatal and severe injury (KSI) crashes were evaluated using rolling five-year periods to better understand how severe crash patterns shift over time. This approach provides a consistent basis for tracking trends while smoothing year-to-year variability.

The series of maps illustrates five-year KSI crash patterns for the City of Scottsbluff from 2017–2021 through 2021–2025. While overall crash locations remain generally consistent with the High Injury Network, several notable trends emerge across the rolling periods.

US-26 continues to show persistent crash levels, with increasing severity in recent years, including multiple fatal crashes occurring since 2024. Arterial corridors such as Avenue I and Broadway consistently exhibit clusters of severe crashes, reflecting higher speeds, traffic volumes, and turning conflicts. More recent periods also show an increased presence of KSI crashes on local streets and select collector roadways, indicating that severe crash risk is not limited to major corridors.

These patterns reinforce the need for a balanced safety strategy that addresses both high-speed arterial corridors and localized neighborhood conditions. The rolling five-year analysis supports the plan's focus on systemic improvements, corridor-level treatments, and targeted neighborhood safety interventions.

> ***Severe crashes remain concentrated, but their locations shift over time—reinforcing the need for both corridor and neighborhood safety improvements.***

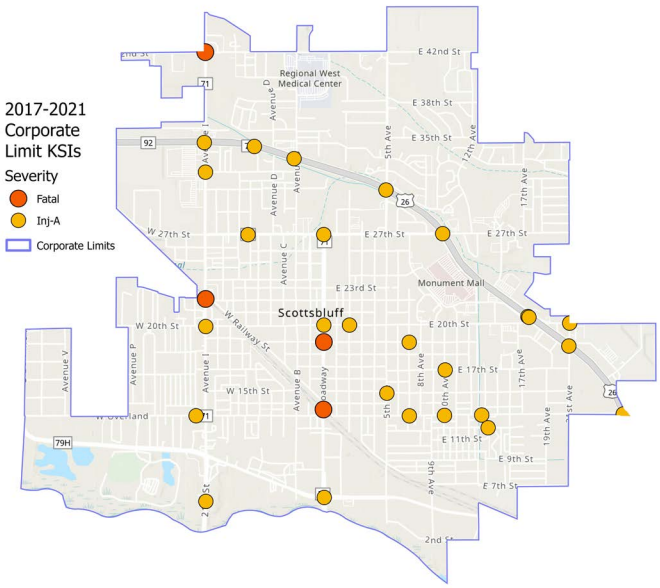



***Figure 3-8. 2017 - 2021 KSI Crashes***
*Five-year KSI crash locations within Scottsbluff corporate limits (2017–2021), illustrating baseline severe crash patterns.*

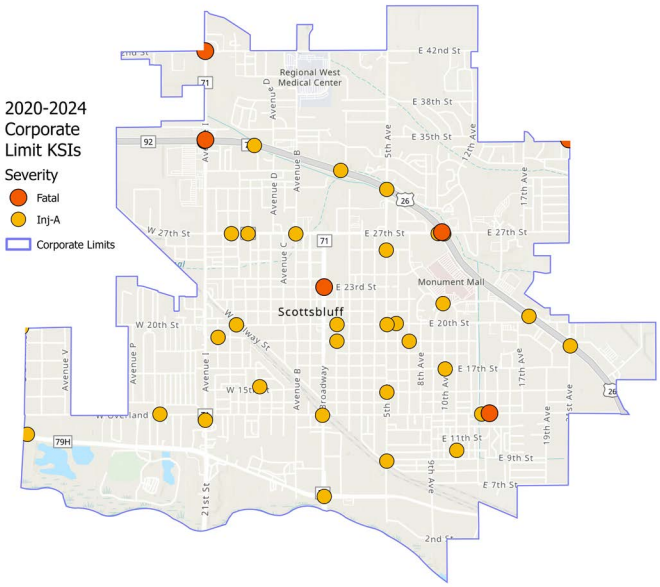



***Figure 3-11. 2020 - 2024 KSI Crashes***
*Five-year KSI crash locations (2020–2024), showing distribution across arterial and local roadways, including US-26.*





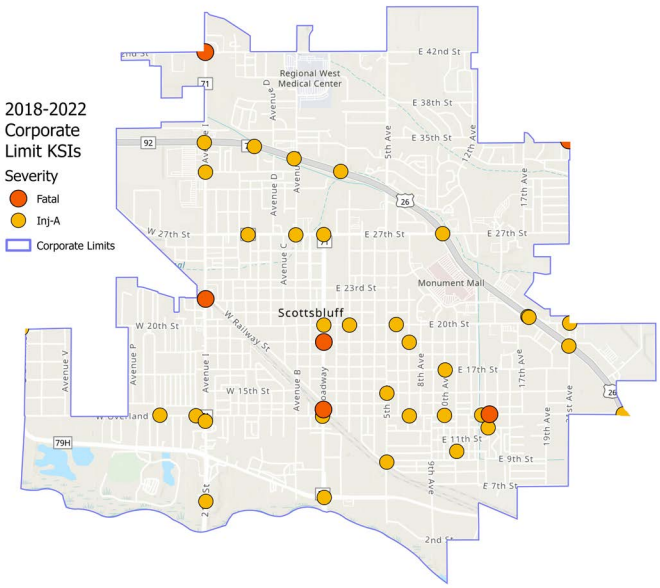



***Figure 3-9. 2018 - 2022 KSI Crashes***

*Five-year KSI crash locations (2018–2022), showing continued concentration along major corridors and emerging residential crash locations.*

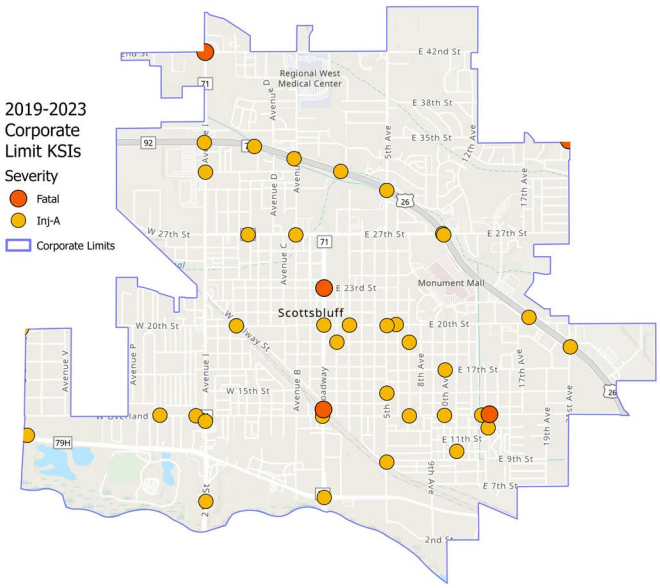



***Figure 3-10. 2019 - 2023 KSI Crashes***

*Five-year KSI crash locations (2019–2023), with increased clustering along arterial corridors.*

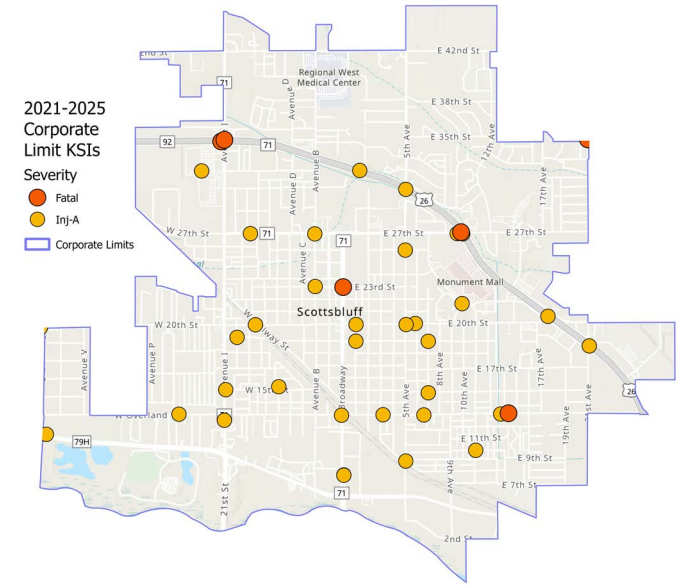



***Figure 3-12. 2021 - 2025 KSI Crashes***

*Five-year KSI crash locations (2021–2025), reflecting continued activity along US-26 and local streets, with emerging patterns along key corridors such as Avenue I.*

## 3.6 ENFORCEMENT DATA INTEGRATION

As part of ongoing safety monitoring, the City will work to incorporate traffic citation and enforcement data into its analysis framework. Mapping citation activity alongside crash data and the High Injury Network will help identify where enforcement is occurring, where gaps may exist, and how enforcement strategies align with locations of elevated crash risk.

Over time, integrating citation data will support a more coordinated approach to safety by informing targeted enforcement, evaluating the effectiveness of education and enforcement programs, and strengthening data-driven decision-making. This effort will complement engineering improvements by helping the City better understand driver behavior patterns and focus resources where they can have the greatest impact on reducing severe crashes. See **APPENDIX A6 - MAPS** for visualized citation data.

## 3.7 CRASH TYPE BREAKDOWNS

While the HIN identifies priority corridors where high volumes and high severity crashes occur, to further understand risk patterns, the planning team evaluated crash types across the full study area.

Across all crashes, angle crashes represent the largest share (35%), followed by single-vehicle crashes (28%) and rear-end crashes (24%). Other crash types include sideswipe, front-to-front, and unknown/other categories. (***see Figure 3-15***).

**Angle crashes** primarily occur at intersections and are often associated with turning conflicts, signal timing, or failure to yield.

**Single-vehicle crashes** are more common along higher-speed segments and may reflect roadway departure, driver behavior, or environmental conditions.

**Rear-end crashes** frequently occur along higher-volume corridors with signalized intersections.

When evaluated geographically, the highest concentration of angle crashes aligns with major corridors including:

- US Highway 26
- Avenue I (Highway 71)
- W 27th Street
- Broadway and 20th Street

This pattern reinforces the emphasis for intersection safety upgrades, signal timing improvements, access management, and speed management strategies along arterial facilities.

Crash type analysis was completed for each crash type, and can be seen on the following pages.

***Figure 3-13. Angle Crashes***
*Heatmap of all angle crashes, weighted by severity, highlighting concentration along Tier 1 and Tier 2 HIN corridors.*

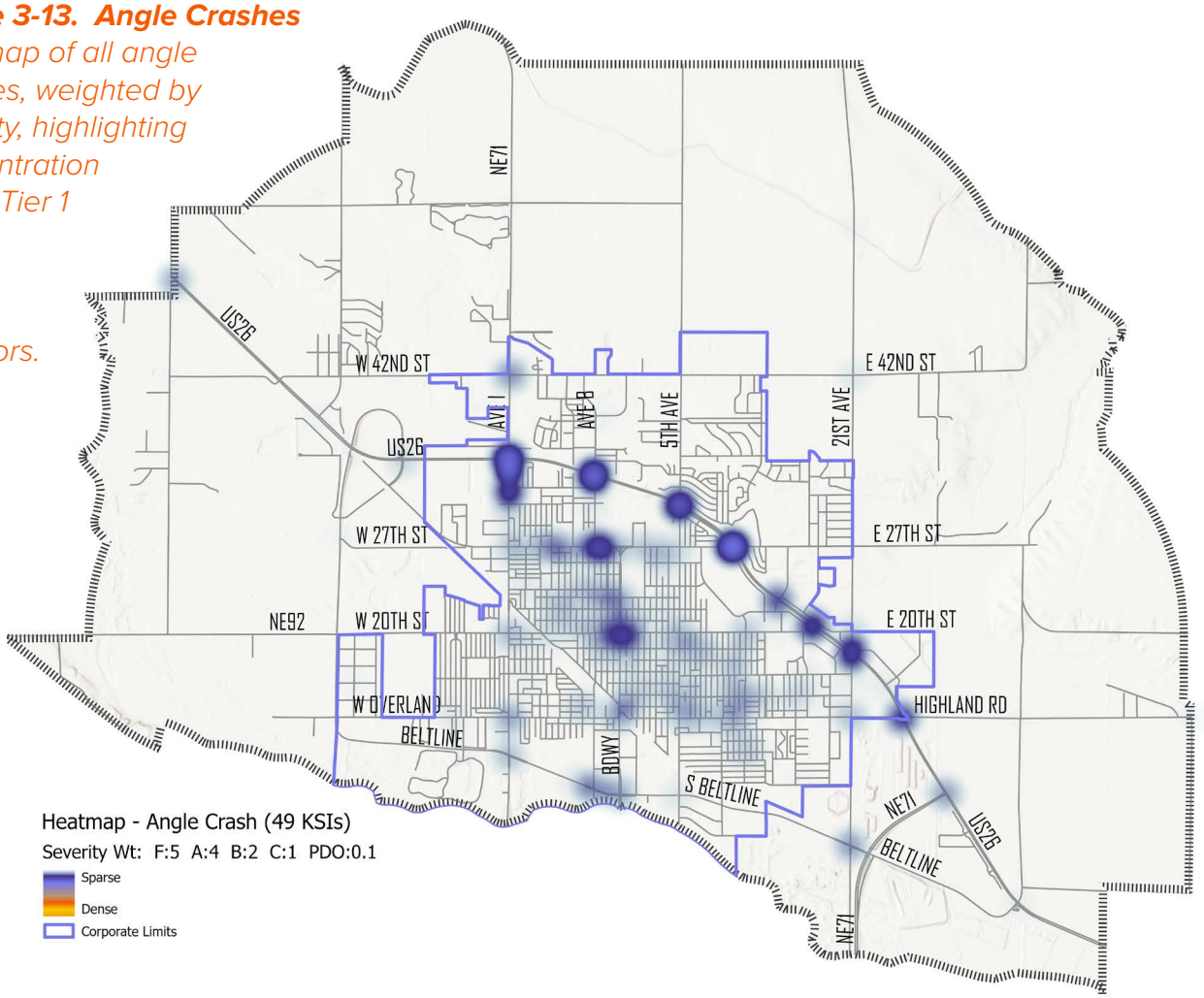
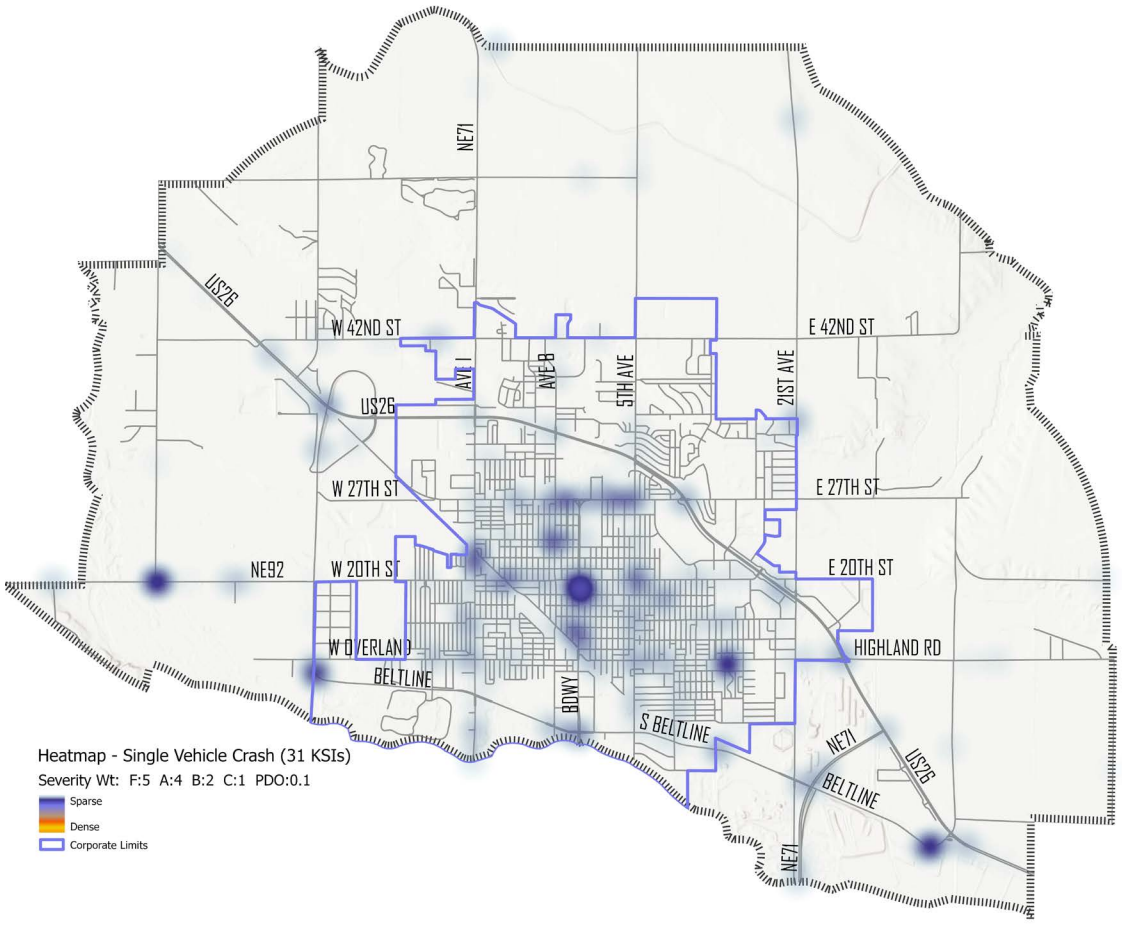


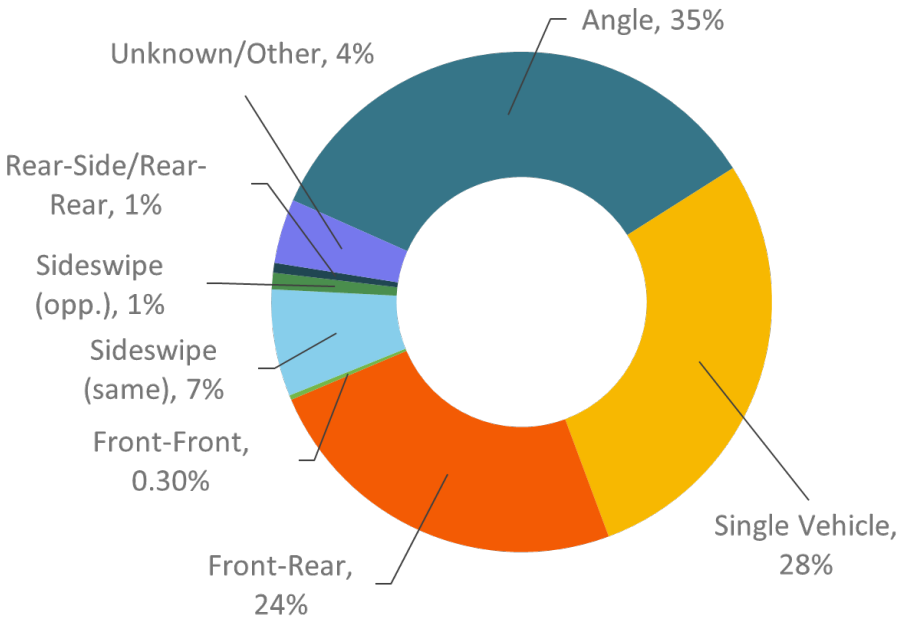
***Figure 3-14. Single Vehicle Crashes***
*Heatmap of all single vehicle crashes, weighted by severity. Single vehicle crashes often occur due to rollover or overturn crashes, as well as including crashes involving pedestrians or bicyclists.*




This analysis supports the selection of countermeasures outlined in Chapter 4, including protected left-turn phasing, signal timing modifications, pedestrian crossing enhancements, corridor speed management, and improved lighting.

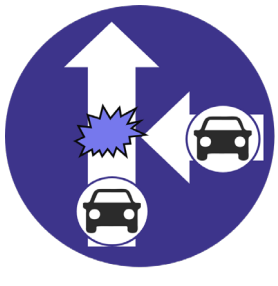
A full breakdown of crash types by corridor and severity classification is provided in **APPENDIX A2**.

***Figure 3-15. Total Crash Type Distribution (2014–2023)***




> ***Key Insight**: Angle and rear-end crashes account for nearly 60% of all crashes citywide, reinforcing the need for intersection conflict reduction and speed management strategies.*

# 3.8 ANGLE CRASHES



Angle (Broadside, T-Bone, Right Angle, etc)



Left Turn Leaving

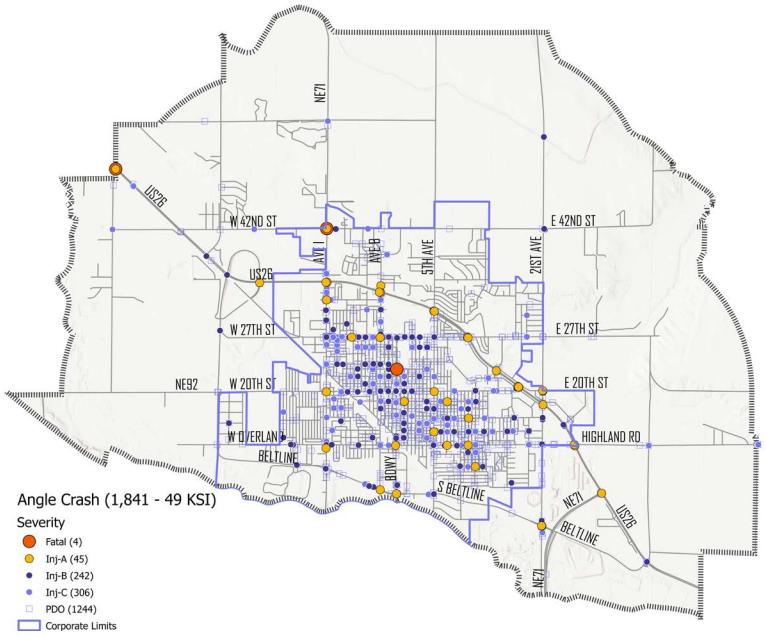



*Figure 3-16. Angle Crashes*

## Scottsbluff Statistics (2014-2023)

**1,841** Total Crashes

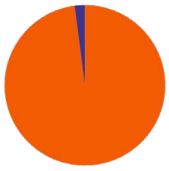
**49** KSI Crashes

**4** Fatalities (28.6% of citywide fatalities)

**45** Severe Injuries

**242** Visible Injuries

**306** Possible Injuries



98% of Angle KSI crashes occurred at intersections.



52.3% of all KSI crashes were angle crashes



Nationwide, 36% of all crashes occur at intersections.

Left-turn movements are frequently involved in fatal intersection crashes.

## Common Causes

- Failure to yield
- Signal violations (ran red light / failed to stop)
- Left-turn conflicts
- Speeding and aggressive driving
- Distracted driving
- Poor visibility or sight distance

## Countermeasures

- Intersection Control (signal upgrades / all-way stop evaluation)
- Protected Left-Turn Phasing
- Reduced Left-Turn Conflict Intersections (RCUT / J-turn where appropriate)
- Corridor Access Management
- Reduce Parking Near Intersections
- Raised Medians
- Road Diet (where context appropriate)

*Left-turn movements are frequently associated with severe intersection crashes.*

# 3.9 SINGLE VEHICLE CRASHES



Rollover / Overturn



Single Vehicle (Object)



Single Vehicle (Parked MV)

## Scottsbluff Statistics (2014-2023)

**1,519** Total Crashes

**31** KSI Crashes

**9** Fatalities (64.3% of citywide fatalities)

**22** Severe Injuries

**128** Visible Injuries

**92** Possible Injuries

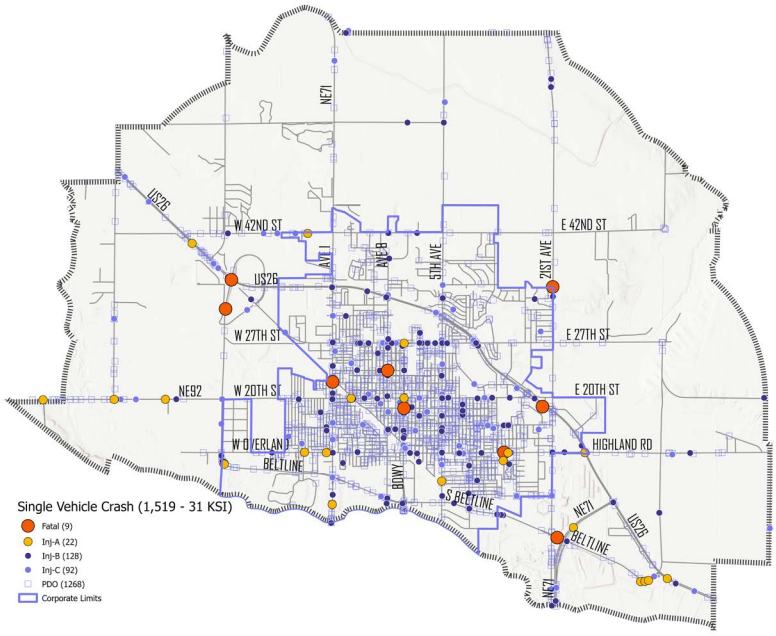



*Figure 3-17. Single Vehicle Crashes*



1/3 of total KSI crashes were Single Vehicle



64% of total fatal KSI crashes were Single Vehicle Crashes



31% of all Single Vehicle Injury crashes involved pedestrians or bicyclist - more than 1/4 crashes

## Common Causes

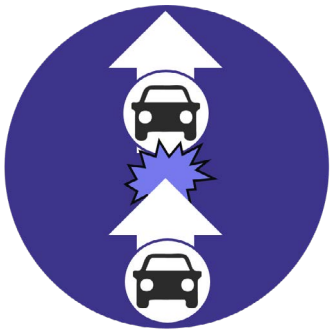
- Speeding and loss of control
- Impaired driving
- Distracted driving
- Weather conditions
- Medical events
- Loss of control is key for single vehicle.

## Countermeasures

- Speed Feedback Signs
- USLIMITS2 Speed Study Evaluation
- High Friction Surface Treatment
- Enhanced Delineation for Horizontal Curves
- Shoulder Rumble Strips
- Safety Edge
- Median Barriers (where warranted)
- Lane Reduction (where appropriate)
- Targeted Enforcement

*While angle crashes represent the most common severe crash type at intersections, single vehicle crashes account for the majority of fatalities citywide, highlighting the need for both intersection conflict reduction and corridor speed management strategies.*

# 3.10 FRONT-REAR CRASHES



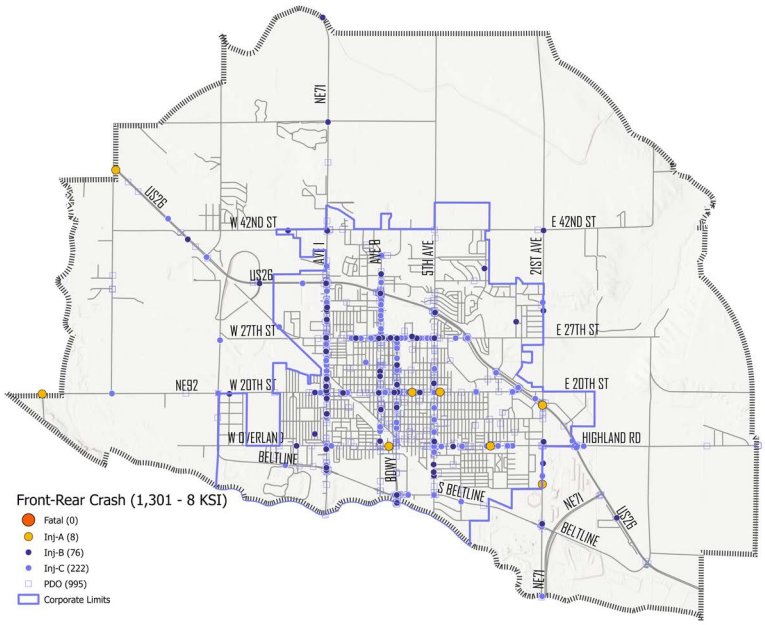



*Figure 3-18. Front-Rear Crashes*

## Scottsbluff Statistics (2014-2023)

1,301 Total Crashes

**8** KSI Crashes

**0** Fatalities

**8** Severe Injuries

**76** Visible Injuries

**222** Possible Injuries



73% of Front-Rear crashes occurred on dry roads with clear weather

Front-rear crashes represent one of the most common crash types in Scottsbluff, accounting for a substantial share of total reported crashes. These crashes are typically associated with signalized intersections, corridor congestion, speed variability, and sudden stopping conditions.

Although front-rear crashes contributed to 8 serious injuries during the 2014–2023 period, they did not result in fatalities. This pattern suggests that while frequent, front-rear crashes generally produce lower severity outcomes compared to single-vehicle or angle crash types.

## Common Causes

- Following too closely
- Driver inattention
- Speed variability
- Sudden braking at signalized intersections
- Congestion and queue spillback

## Countermeasures

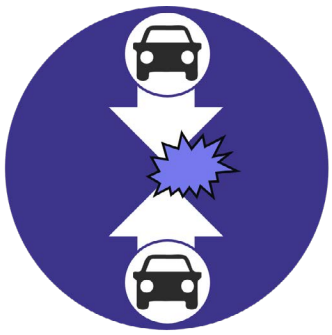
- Signal timing optimization to reduce abrupt stopping
- Advanced warning flashers on high-speed approaches
- Improved signal visibility
- Access management to reduce turning conflicts
- Speed management strategies along corridors

*Front-rear crashes are concentrated along higher-volume arterial corridors, reinforcing the importance of corridor-level signal coordination and speed management improvements identified in the High Injury Network analysis.*





# 3.11 FRONT-FRONT CRASHES



**Head-on Collisions**

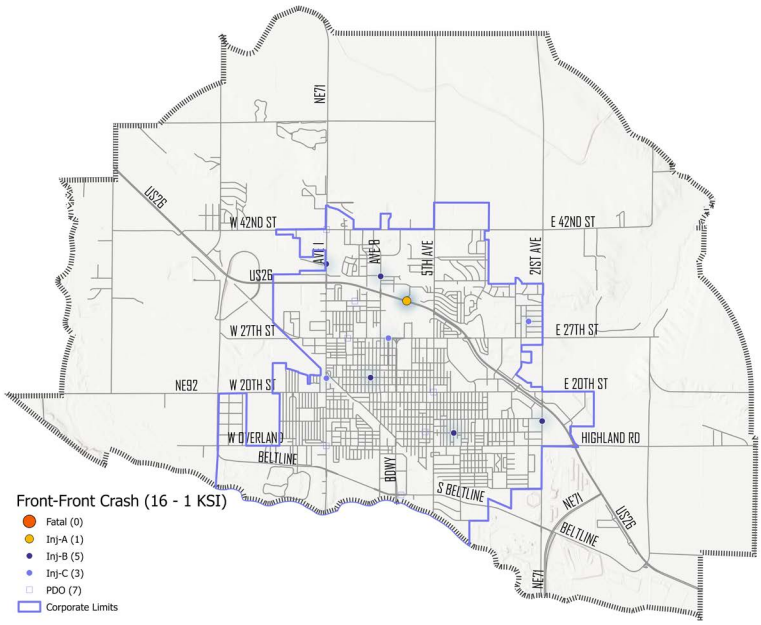



*Figure 3-19. Front-Front Crashes*

## Scottsbluff Statistics (2014-2023)

16 Total Crashes

**1** KSI Crash

**0** Fatalities

**1** Severe Injury

**5** Visible Injuries

**3** Possible Injuries

Front-front crashes are rare in Scottsbluff, accounting for only 16 reported crashes during the 10-year analysis period. One crash resulted in a serious injury, and no fatalities were recorded.

While limited in frequency locally, front-front crashes are typically associated with higher-speed, head-on conflict conditions and carry elevated severity risk. Maintaining clear centerline delineation and reducing roadway departure potential remain important systemic strategies to prevent this crash type.

## Common Causes

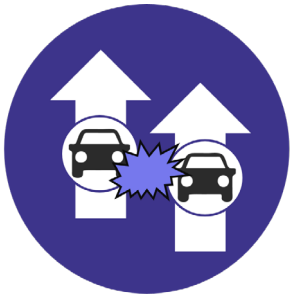
- Lane departure
- Impairment
- Distracted driving
- Speeding
- Limited visibility

## Countermeasures

- Centerline rumble strips
- Enhanced pavement markings
- Shoulder rumble strips
- Safety Edge treatments
- Speed management in higher-risk segments

*Front-rear crashes contribute significantly to overall crash frequency, while front-front crashes, though rare, carry higher severity risk. Together, these patterns reinforce the importance of corridor-level speed management, signal optimization, and roadway departure prevention strategies.*

# 3.12 SIDESWIPE (SAME) CRASHES



**Sideswipe Same Side**

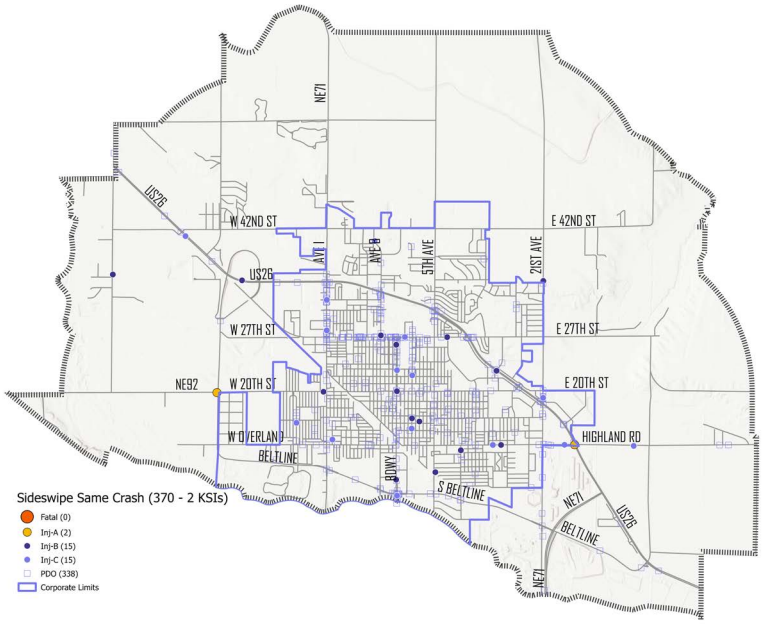



***Figure 3-20. Sideswipe Same Crashes***

## Scottsbluff Statistics (2014-2023)

370 Total Crashes

**2** KSI Crashes

**0** Fatalities

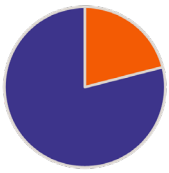
**2** Severe Injuries

15 Visible Injuries

15 Possible Injuries



3/4 crashes occurred on dry roads with clear weather. This suggests driver behavior and lane discipline — rather than environmental conditions — are primary contributing factors.



National research from the Insurance Institute for Highway Safety (IIHS) indicates that lane departure warning systems are associated with a 21% reduction in injury crashes involving sideswipe, head-on, and single-vehicle conflicts. (IIHS)[1]

## Common Causes

- Failure to maintain lane
- Improper or unsafe lane changes
- Distracted driving
- Impairment
- Aggressive driving or speeding
- Inattention to blind spots

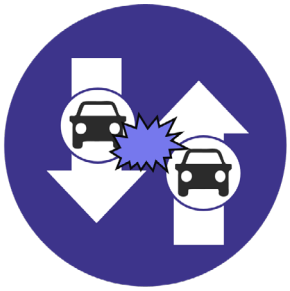
## Countermeasures

- Failure to maintain lane
- Improper or unsafe lane changes
- Distracted driving
- Impairment
- Aggressive driving or speeding
- Inattention to blind spots

> *While sideswipe crashes account for a measurable share of total crash frequency, they represent a very small proportion of fatal and serious injury crashes. This distinction supports prioritizing intersection conflict reduction and speed management strategies over lane-departure-focused interventions for life-saving impact.*

[1]According to a 2017 study from the Insurance Institute for Highway Safety (IIHS)

# 3.13 SIDESWIPE (OPPOSITE) CRASHES



**Sideswipe Opposite Side**

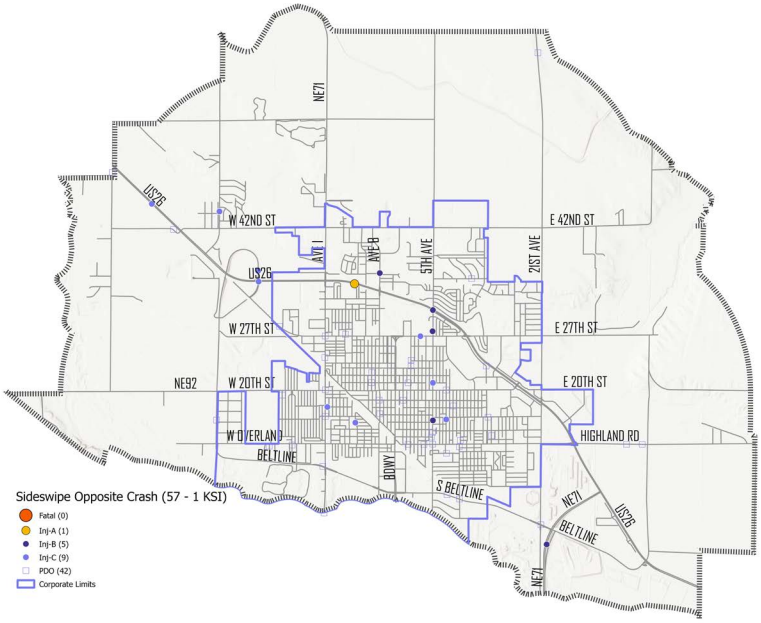



*Figure 3-21. Sideswipe Opposite Crashes*

## Scottsbluff Statistics (2014-2023)

57 Total Crashes

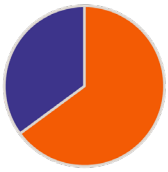
**1** KSI Crash

**0** Fatalities

**1** Severe Injury

5 Visible Injuries

9 Possible Injuries



65% of crashes occurred on dry roads with clear weather

The majority of crashes occurring on dry roads with clear weather indicates that driver behavior—rather than environmental conditions—is the primary contributing factor to Sideswipe crashes.

The most severe crash (Injury A) occurred on a 45 mph roadway, while Injury B and C crashes were primarily on 30 mph arterials, with some on 25 mph local streets. This pattern suggests that opposing-direction sideswipe crashes are influenced by lane departure and roadway context, and may signal elevated risk for more severe head-on conflicts on higher-speed corridors.

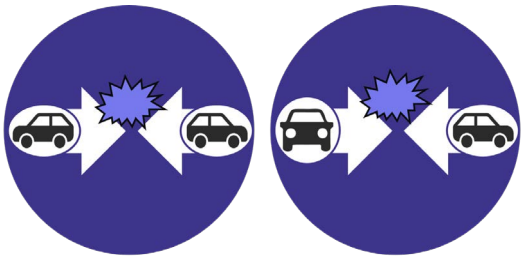
## Common Causes

- Driver inattention or distraction (drifting out of lane)
- Fatigue or drowsy driving
- Impaired driving (alcohol/drugs)
- Speeding, especially on higher-speed corridors
- Narrow lanes or limited shoulder width
- Poor visibility, including nighttime conditions or faded markings
- Horizontal curves or subtle alignment shifts
- Weather conditions (snow, ice, wind drift)

## Countermeasures

- Longitudinal Rumble Strips and Stripes, Center Line Rumble Strips, Shoulder Rumble Strips
- Enhanced pavement markings
- Delineation improvements
- Edge line striping on all rural and higher-speed corridors
- Reflective/retro-reflective pavement markings (wet-night visibility)
- Lane width standardization where feasible
- Speed management (targeted enforcement or design-based)
- Curve warning signage and advisory speed plaques (where applicable)
- Centerline widening or buffered centerlines (in constrained corridors)

# 3.14 REAR-REAR AND REAR-SIDE CRASHES



Rear-Rear Collisions

Rear-Side Collisions

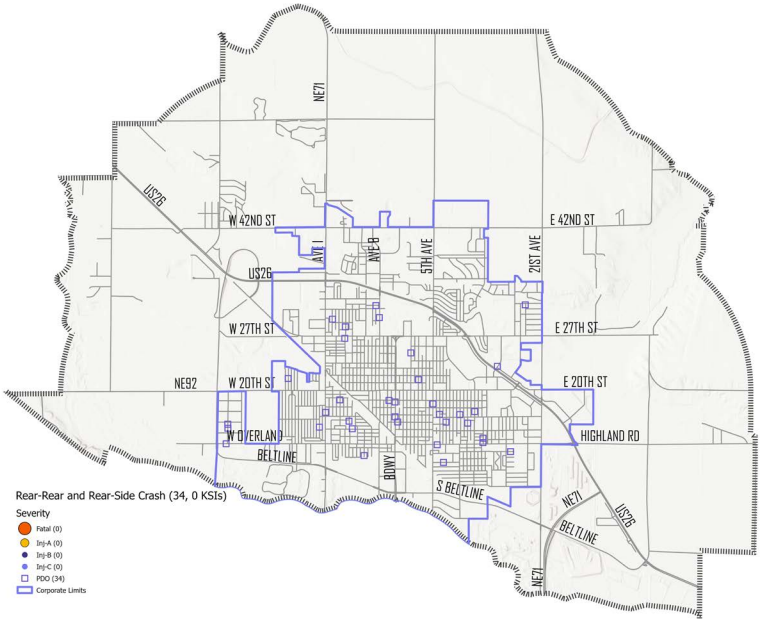



*Figure 3-22. Rear-Rear & Rear-Side Crashes*

## Scottsbluff Statistics (2014-2023)

34 Total Crashes

**0** KSI Crashes

**0** Fatalities

**0** Severe Injuries

0 Visible Injuries

0 Possible Injuries

34 Property Damage Only



100% of crashes were Property Damage Only

Rear-end and rear-side crashes represent a small share of total crashes in Scottsbluff and did not result in fatal or serious injury outcomes during the 2014–2023 analysis period. These crash types are typically associated with low-speed environments, queuing conditions, or minor turning conflicts.

Although these crashes may contribute to congestion and property damage, they do not represent a primary driver of fatal or serious injury risk within the city.

## Common Causes

- Following too closely
- Driver inattention
- Sudden stopping or queue formation
- Minor turning conflict

## Countermeasures

- Signal timing adjustments to reduce sudden stopping
- Advance warning signage in high-volume corridors
- Improved intersection visibility
- Access management in commercial areas

# 3.15 UNKNOWN/ OTHER CRASHES




**Unknown/Other**

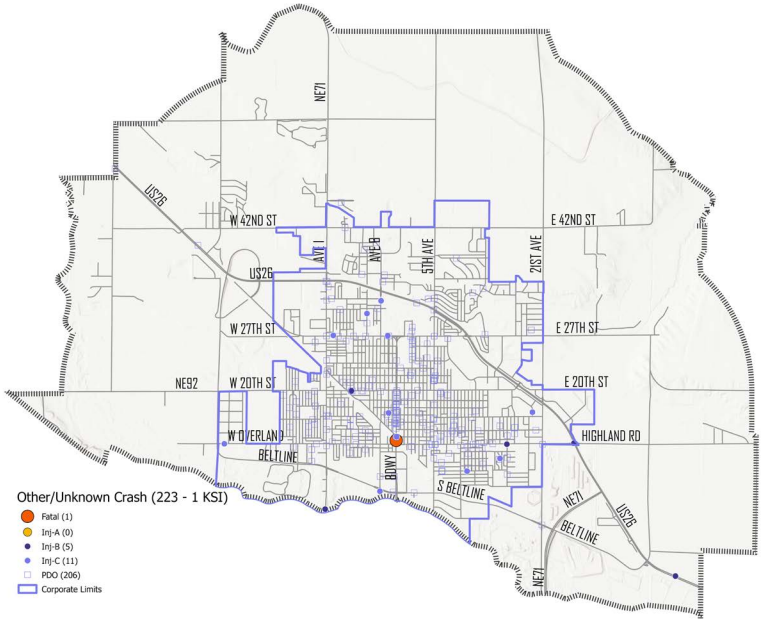



*Figure 3-23. Unknown/Other Crashes*

## Scottsbluff Statistics (2014-2023)

223 Total Crashes

**1** KSI Crash

**1** Fatality

**0** Severe Injuries

5 Visible Injuries

11 Possible Injuries

Unknown or Other crash classifications account for a moderate share of total reported crashes but represent a minimal share of fatal and serious injury outcomes. These crashes often reflect reporting limitations, atypical collision patterns, or insufficient crash-type coding.

Because this category does not represent a distinct or recurring crash pattern, it does not drive specific countermeasure selection. Instead, these crashes are addressed through systemic safety strategies applied across high-risk corridors.

## Common Causes

- Incomplete crash reporting
- Unusual or mixed collision patterns
- Environmental factors
- Driver behavior inconsistently coded

## Countermeasures

- Speed management
- Improved lighting
- Corridor-level visibility enhancements
- Enforcement of traffic control compliance

*Rear-end, rear-side, and unknown crash categories account for a measurable share of total crashes but contribute minimally to fatal and serious injury outcomes. As a result, they are addressed through broader systemic improvements rather than targeted corridor-specific interventions.*

## 3.16 CRASH SPECIFICS AND CONTRIBUTING FACTORS

Crashes rarely result from a single cause. They typically reflect a combination of roadway design, environmental conditions, vehicle interaction, and human behavior. To better understand patterns contributing to fatal and serious injury crashes (KSI) in Scottsbluff, contributing factors were reviewed for the 2014–2023 analysis period.

A few key factors stand out in Scottsbluff's most severe incidents:

- **Speeding** – Vehicle speed is one of the most critical factors influencing crash severity. Higher speeds reduce reaction time, increase stopping distance, and dramatically increase impact force.

  National research shows that the risk of fatal injury for a pedestrian increases sharply at vehicle speeds above 30 mph[1]. In Scottsbluff, many Tier 1 High Injury Network corridors are higher-speed arterial facilities, reinforcing the need for speed management strategies along these routes.

  Speeding and speed-related behaviors were present in at least **9.7%** of KSI crashes; however, the number may be much higher. It is unknown whether speeding was a factor in almost half (**48.4%**) of KSI crashes.

  This shows the importance of establishing more thorough data collection methods, as well as underscoring the importance of systemic speed reduction strategies.

- **Impairment** – Alcohol and drug impairment remain significant contributors to crash severity nationwide[2] and are present in a **14.0%** of fatal and serious injury crashes in Scottsbluff. Impairment reduces reaction time, judgment, and vehicle control, increasing the likelihood of severe outcomes.

- **Failure to Yield/Red Light Running** – Failure to yield and red-light running are common contributing factors in angle crashes at signalized intersections, with failure to yield being present in **100**% of KSI angle crashes at signalized intersections.

  These conflicts frequently occur along major corridors such as US Highway 26, Avenue I (Highway 71), and Broadway — locations identified in the High Injury Network analysis. These violations increase conflict exposure, particularly during left-turn movements and pedestrian crossings.

- **Distracted Driving**– Driver distraction, including mobile device use, reduces awareness and reaction time. National data indicates that distracted driving remains a persistent safety concern[3].

  Locally, distracted driving occurred during at least **9.7%** of KSI crashes; however, crash reports may under-represent distraction due to reporting limitations. In **71%** of local KSI crashes, it was unknown if distracted driving played a role.

| Contributing Factor | Percent Involved | Percent Unknown |
|---|---|---|
| Failure to Yield | 57.0% | 2.2% |
| Speeding | 9.7% | 48.4% |
| Impairment | 14.0% | 5.4% |
| Red Light or Stop Sign Running | 20.4% | 10.8% |
| Distracted Driving | 9.7% | 71.0% |

*Table 3-1. KSI Crashes Contributing Factors (2014–2023)*





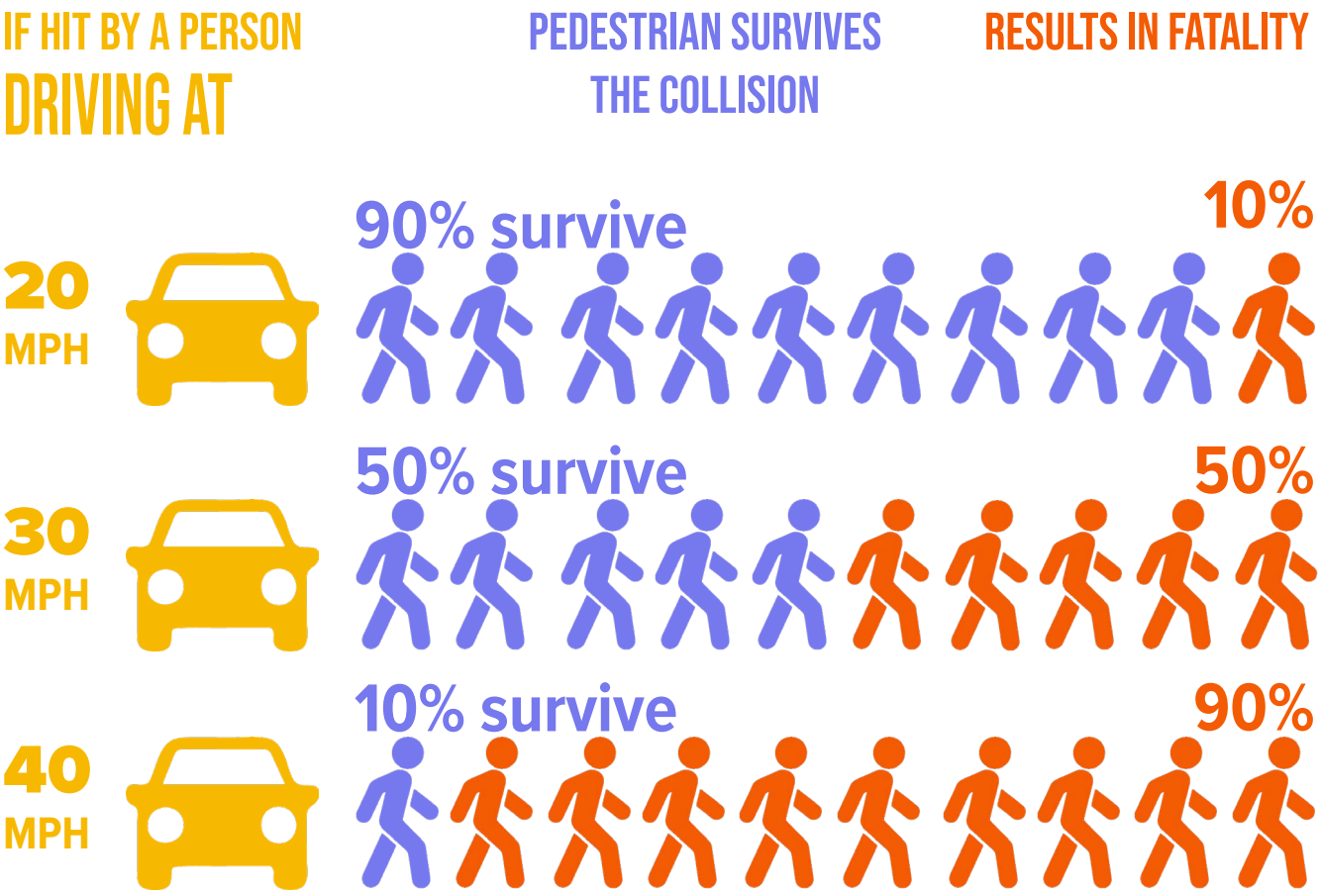



***Figure 3-24. Why Speed Matters***
*Source: Vision Zero Network*[1]

# Slower Speeds Save Lives



Many arterial corridors in Scottsbluff operate at speeds of 30–40 mph or higher. Along these corridors, particularly within the High Injury Network, reducing operating speeds is one of the most effective strategies for preventing fatal and serious injuries.

Contributing factor analysis reinforces the importance of speed management, intersection conflict reduction, enforcement coordination, and visibility improvements identified in **Chapter 4**.

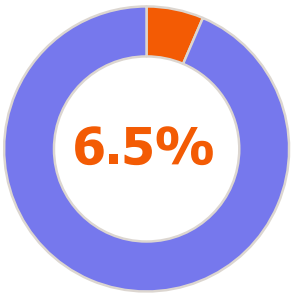
1: https://visionzeronetwork.org/safety-over-speed/
2: https://www.nhtsa.gov/risky-driving/drunk-driving
3: https://www.nhtsa.gov/risky-driving/distracted-driving

# In Scottsbluff...

*Key characteristics of fatal and serious injury crashes (2014–2023)*

## HEAVY VEHICLE INVOLVEMENT

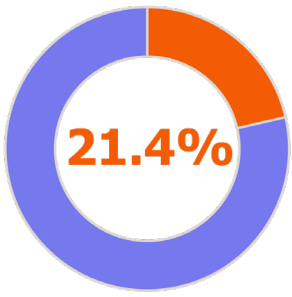





OF **KSI** CRASHES INVOLVED A SEMI-TRUCK

## IMPAIRMENT

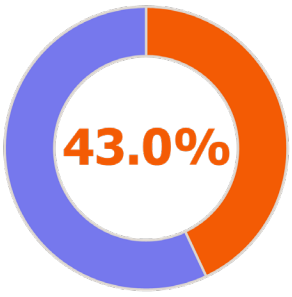





**FATAL** CRASHES INVOLVED ALCOHOL

## RESTRAINT USE

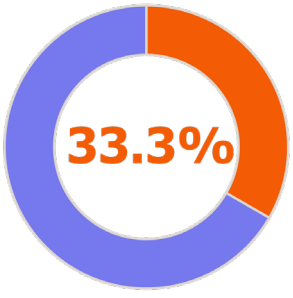




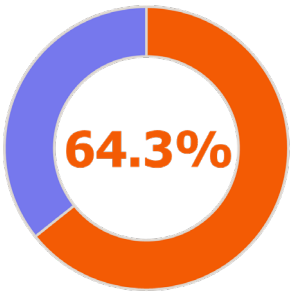

A SUBSTANTIAL SHARE OF **KSI** CRASHES INVOLVED UNRESTRAINED OR PARTIALLY RESTRAINED OCCUPANTS (43%), INCREASING INJURY SEVERITY RISK.

## SINGLE-VEHICLE RISK






OF **ALL KSI** CRASHES INVOLVED ONLY ONE MOTOR VEHICLE, AND




OF **FATAL** CRASHES INVOLVED ONLY ONE MOTOR VEHICLE

***Figure 3-25. Crash Severity Key Factors***
*Several key factors contribute to the severity of crashes in Scottsbluff. Nearly one in five fatal crashes (21.4%) involved alcohol, while 43% of fatal and serious injury crashes involved unrestrained or partially restrained occupants, highlighting the importance of safe driving behavior and occupant protection.*

Crash patterns show that one-third of KSI crashes (33.3%) and nearly two-thirds of fatal crashes (64.3%) involved only a single vehicle, indicating that roadway conditions, speed, and driver behavior all play a role even without multi-vehicle conflicts. Additionally, 6.5% of KSI crashes involved a semi-truck, reflecting the influence of freight traffic on key corridors. Together, these factors reinforce the need for a Safe System approach that addresses both human behavior and roadway design.





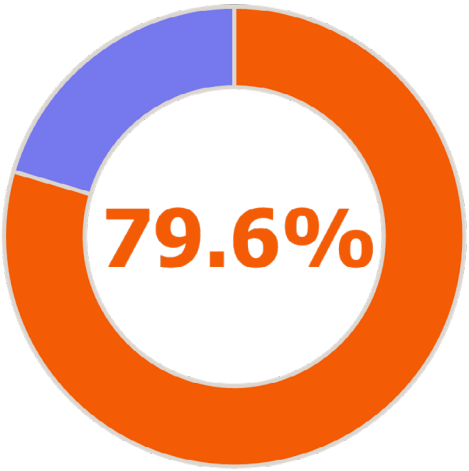



*Figure 3-26. Clear Weather KSI Crashes*

## MOST SEVERE CRASHES OCCUR IN CLEAR, DRY CONDITIONS.

79.6% of KSI crashes in Scottsbluff occurred during clear weather and on dry pavement.

This indicates that environmental conditions alone do not drive severe crash risk. Human behavior and roadway design play a greater role in fatal and serious injury outcomes.

## WEATHER

Although severe weather can contribute to crash risk, the majority of KSI crashes in Scottsbluff occurred with favorable weather conditions. This reinforces the importance of systemic design improvements rather than reliance on weather-related mitigation alone.

Crash characteristics in Scottsbluff reinforce that speed management, roadway departure prevention, impaired driving enforcement, and visibility improvements are essential components of a comprehensive safety strategy.

## LIGHTING CONDITIONS

- 39% of KSI crashes occurred during dark conditions
- 23% occurred during dawn/dusk
- Nighttime KSI crashes are more likely to involve alcohol or impairment
- Reduced visibility increases risk for pedestrians and turning conflicts

Improved lighting and visibility enhancements remain important safety strategies along high-risk corridors.

*Figure 3-27. Lighting: Non-KSI Crashes*

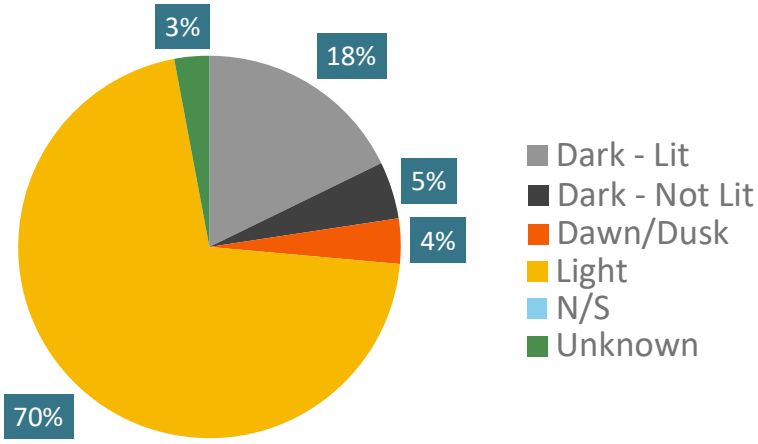
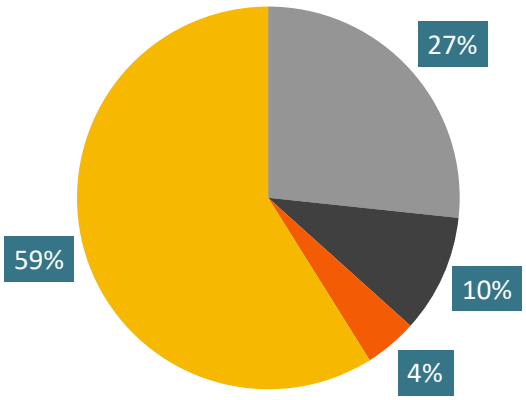



*Figure 3-28. Lighting: KSI Crashes*



## 3.17 WHO IS MOST AFFECTED

Crash risk is not evenly distributed across all users. Pedestrians, bicyclists, motorcyclists, children, and older adults face elevated injury risk due to increased vulnerability and reduced physical protection. Understanding who is most affected helps prioritize investments that reduce harm for those at greatest risk.



**Pedestrians** were involved in 52 crashes from 2014-2023, with 9 crashes resulting in death or serious injury. This means almost 1 out of every 5 pedestrian crashes was a KSI crash, versus 1 out of every 50 vehicular only crashes.

Pedestrian crashes represent a disproportionately high share of fatal and serious injury outcomes relative to their total crash frequency. These crashes most commonly occur during turning movements at intersections or mid-block crossings along higher-volume corridors.



**Bicyclists** were involved in 36 crashes between 2014 and 2023, including one serious injury. Common contributing factors included failure to yield and improper overtaking by motor vehicles. Many of these crashes occurred along corridors without dedicated bicycle infrastructure or where visibility and separation are limited. Although less frequent than pedestrian crashes, bicycle crashes highlight the need for clearer lane delineation, improved crossing treatments, and enhanced driver awareness.



For **motorcycles,** the data only included information on motorcycle inclusion for KSI crashes. Of the 93 KSI crashes, 15 involved a motorcycle. Of the 15 motorcycle KSI crashes, 2 resulted in fatalities and 13 resulted in serious injury. Motorcycle-involved crashes represent a disproportionately high share of severe outcomes relative to their presence in overall traffic volumes. These crashes frequently involve higher operating speeds and reduced visibility.

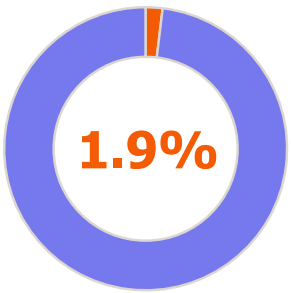


**Children and youth** are particularly vulnerable near school zones, parks, and residential corridors. Crash clustering near school-adjacent intersections and during pick-up/drop-off periods reinforces the need for standardized school zone treatments, crossing protection, and speed management strategies.



**Older adults also** face elevated risk due to slower walking speeds, longer crossing times, and increased susceptibility to injury. Intersections with wide crossing distances and limited refuge space present particular challenges. Enhancements such as longer pedestrian clearance intervals, refuge islands, and improved lighting are especially beneficial for aging populations.

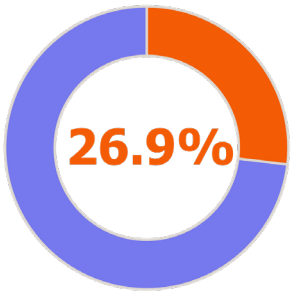
### A SAFE SYSTEM MUST PROTECT ALL USERS – ESPECIALLY THOSE MOST VULNERABLE TO SERIOUS INJURY.




**of all crashes involved vulnerable road users**

Although vulnerable road users represent only 1.9% of total crashes, they account for 26.9% of fatal and serious injury crashes.

*VS*




**of all KSI crashes involved vulnerable road users**

This disproportional impact underscores the need to prioritize pedestrian and bicycle safety improvements along high-risk corridors.

*Figure 3-29. Vulnerable Road User Crashes*





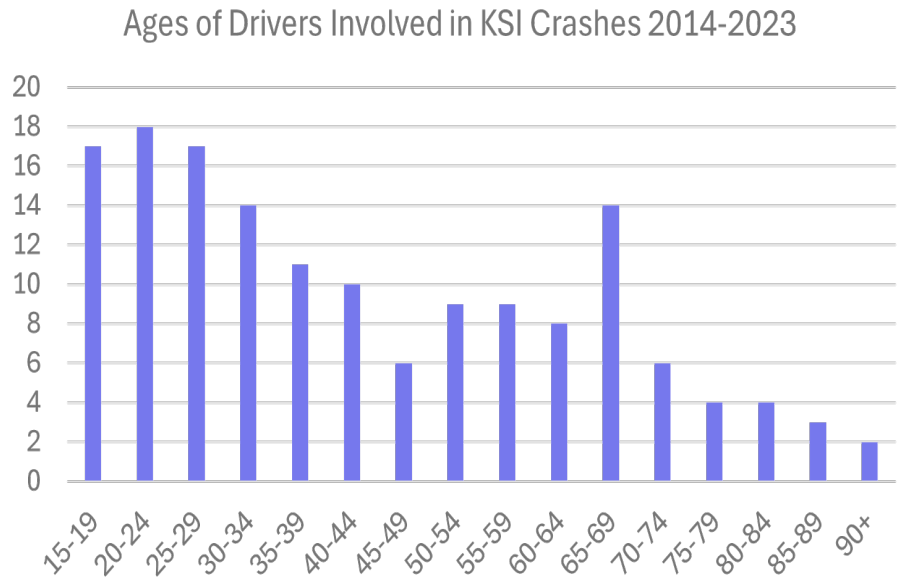



***Figure 3-30. KSI Crash Distribution by Age Group***
*(above) KSI crashes are most prevalent among adults aged 15-29, with crashes decreasing in age excepting a spike in ages 65-69.*

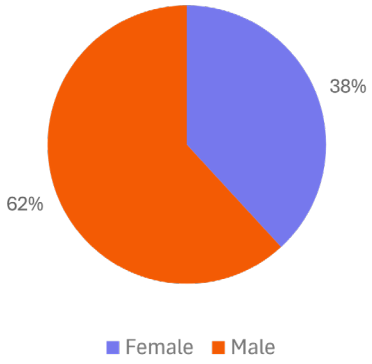



***Figure 3-31. KSI Crash Distribution by Gender***
*(above) Males account for a higher share of KSI crashes than females.*

## 3.18 AGE AND GENDER

Within the KSI crashes, the planning team analyzed the ages and gender of all KSI crashes. The data shows that there were significantly more male drivers involved in KSI crashes than female drivers. (62% and 38% respectively).

The age groups most frequently involved in KSI crashes are 20–24 year olds, followed by 25–29 year olds and 15–19 year olds. Overall, KSI involvement generally decreases with age; however, the 65–69 age group stands out as a notable exception, with involvement rates nearly double those of surrounding age groups. These trends suggest that younger drivers are disproportionately represented in severe crashes and highlight the potential benefit of expanded driver education, awareness, and safe driving initiatives targeted toward younger motorists.

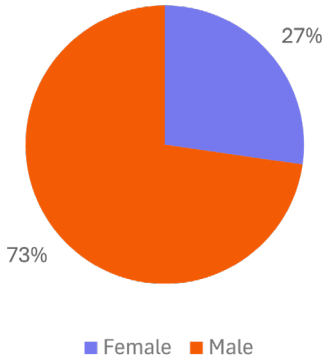



***Figure 3-32. KSI Crash Distribution by Gender***
*(above) Males account for a higher share of KSI crashes than females.*

***Figure 3-33. Crashes: Days of the Week***

*Weekday crash volumes exceed weekend totals, reflecting higher daily travel demand. KSI crashes are distributed across all days, indicating that severe crash risk is not limited to a specific day but tied to overall exposure and system conditions.*

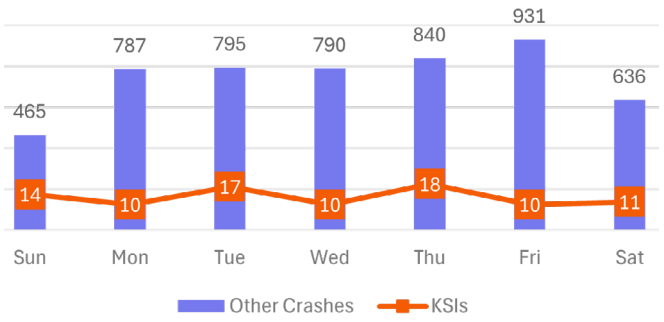
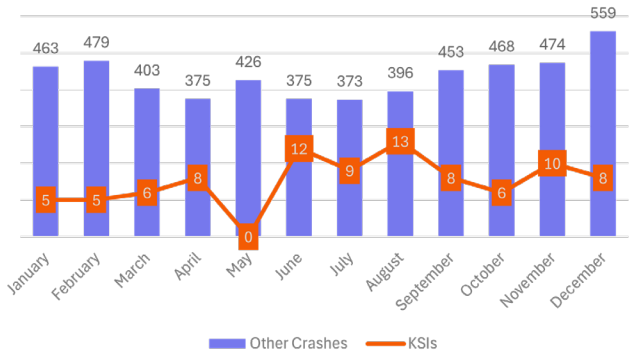



***Figure 3-34. Crashes: Monthly***

*Total crashes increase in winter months, likely due to weather conditions and roadway surface factors. However, KSI crashes show a relative increase during summer months, potentially reflecting higher speeds, increased pedestrian activity, and greater recreational travel.*




## 3.19 WHEN CRASHES OCCUR

In addition to where and how crashes occur, crash data also reveals clear temporal patterns, identifying **when** risk is highest. To better understand these patterns in Scottsbluff, the planning team analyzed the time of day, day of the week, month, and year for all crashes from 2014-2023.

**Day of the Week:** KSI crashes are distributed across all days of the week, with increases during weekdays when commuting and school-related travel are highest. Non-KSI crashes follow a similar pattern, reflecting overall exposure and travel demand. (***See Figure 3-33***).

**Months and Seasonality**: Total crash volume tends to increase during winter months, likely influenced by weather conditions such as snow, ice, and reduced daylight. However, KSI crashes are more prevalent during summer months (***see Figure 3-34***). This may reflect increased travel activity, higher operating speeds in clear weather conditions, recreational travel, and greater pedestrian and bicycle exposure.

**Time of day**: Crash frequency increases throughout the day, with clear peaks during typical travel demand period: 7–8 a.m., 12–1 p.m., and 3–6 p.m. These correspond to morning commute, midday travel, school dismissal, and evening commute periods. KSI crashes follow a similar pattern, with the highest concentration occurring in the late afternoon and early evening hours (4–6 p.m.). (***See Figure 3-36***).

KSI crashes follow a similar time of day pattern, with the highest number of KSI crashes occurring in the evening 5-6 p.m. period. This alignment with peak travel periods suggests that traffic volume, turning movements, and exposure, rather than random occurrence, are key contributors to crash risk.

### LOCATION TYPES

**Intersections** account for a substantial share of serious crashes, particularly those involving turning movements and signalized operations.

**Key Corridors** where high volumes of crashes occur include:

- U.S. Hwy 26
- West 27th Street
- East and West Overland
- South Beltline Highway
- Avenue I (Highway 71)
- Avenue B
- Broadway
- 21st Avenue

A full list of corridors can be found in **APPENDIX A3**.

***Figure 3-35. Crashes: Annually***

*2020 has the fewest number of overall crashes (possibly due to lower traffic volumes from COVID-19); however, 2020 is also tied for the second highest number of KSIs*

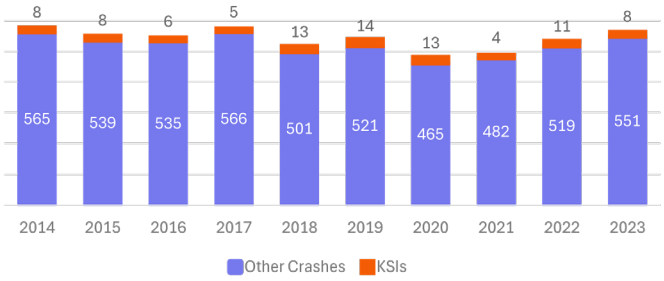
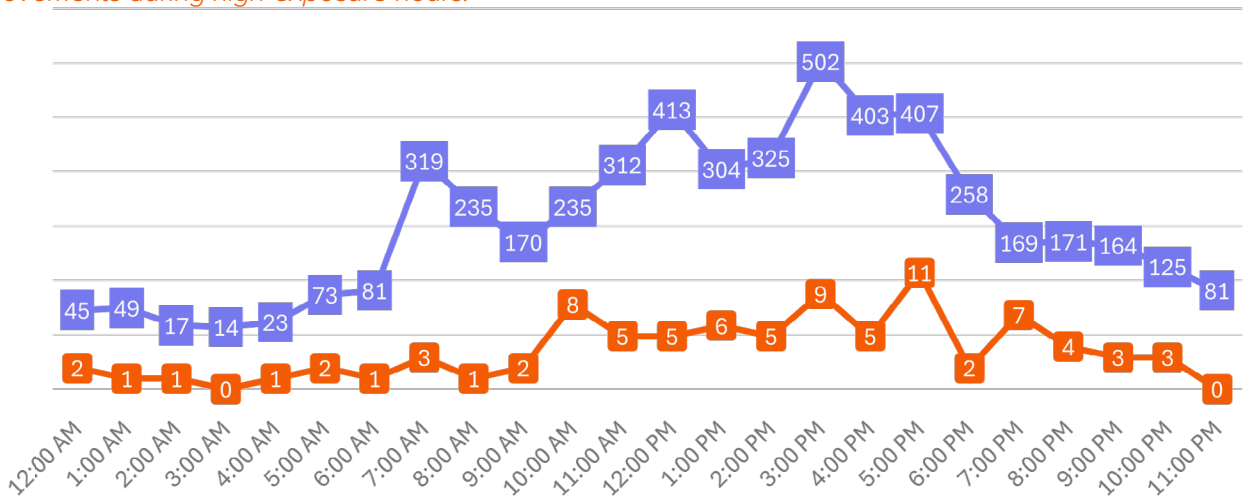



***Figure 3-36. Crashes: Time of Day***

*(below) Crash frequency rises sharply beginning at 7 a.m., peaks in the late afternoon (4–6 p.m.), and declines after 8 p.m. KSI crashes mirror this pattern, highlighting the need for speed management and visibility improvements during high-exposure hours.*




**School zones** present risk during concentrated drop-off and pick-up periods when vehicle congestion, distraction, and pedestrian activity overlap.

> *Understanding both the "when" and the "where" of crashes helps the City identify countermeasures that are time-sensitive, location-specific, and responsive to real-world travel patterns and exposure.*

## DATA SHOWS IMPORTANT TRENDS:

Total crashes remained relatively stable over the 10-year period. Fatal and severe injury crashes have also remained relatively steady year-to-year, reinforcing that severe crash risk persists even as total volumes fluctuate. (***See Figure 3-35***).

Specific corridors and signalized intersections consistently demonstrate elevated crash volumes and severity, aligning with the High Injury Network findings presented earlier in this chapter.

These numbers reflect the human cost of outdated infrastructure, unsafe speeds, and roadway designs that don't account for all users.

Temporal crash patterns in Scottsbluff reinforce that severe crashes are closely tied to peak travel demand, intersection activity, and higher-speed corridors — not random occurrence. These findings further support corridor-based safety improvements and speed management strategies outlined in **Chapter 4**.

## 3.20 VULNERABLE ROAD USERS – PEDESTRIANS, BICYCLISTS, & MOTORCYCLISTS

Pedestrians and bicyclists are among the most vulnerable users of Scottsbluff's transportation system. Unlike vehicle occupants, they lack structural protection, making crash outcomes highly dependent on vehicle speed, visibility, and roadway design.

Between 2014 and 2023, pedestrian-, bicycle-, and motorcycle-involved crashes occurred primarily along arterial corridors and near major intersections — particularly along US Highway 26, Avenue I (Highway 71), Broadway, and near school campuses and activity centers.

Although these crashes represent a smaller share of total crash frequency, they carry disproportionately high injury severity risk.

Spatial analysis indicates that pedestrian and bicycle crashes are concentrated in the central urban grid and along higher-volume corridors. These areas combine higher traffic volumes, signalized intersections, driveway density, and multimodal activity. School-adjacent corridors and routes connecting residential neighborhoods to commercial areas also show recurring crash locations.

## SCOTTSBLUFF STATISTICS (2014-2023)

### Pedestrian-Involved

- Crashes: 52
- Fatalities: 4
- Severe Injuries (Inj-A): 5
- Visible Injuries (Inj-B): 28
- Possible Injuries (Inj-C): 13

### Bicycle-Involved

- Crashes: 36
- Fatalities: 0
- Severe Injuries (Inj-A): 1
- Visible Injuries (Inj-B): 17
- Possible Injuries (Inj-C): 10

### Motorcycle-Involved

- KSI Crashes*: 15
- Fatalities: 2
- Severe Injuries: 13




***Additional injury-level crash numbers are not known for motorcycles due to data restraints**

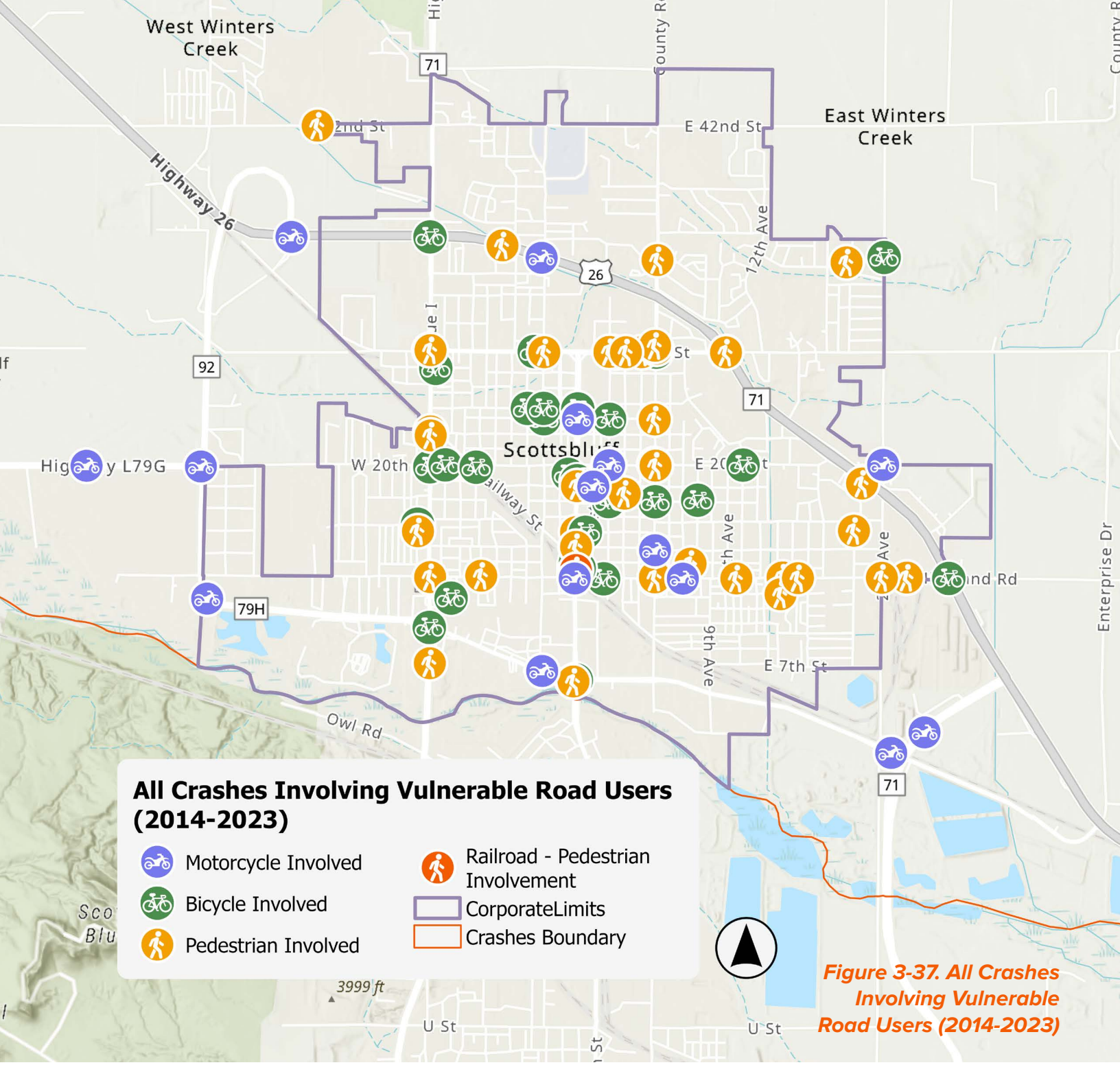



*Figure 3-37. All Crashes Involving Vulnerable Road Users (2014-2023)*

> *Every trip to school, to a park, or across town should feel safe — whether by foot, bicycle, or vehicle. The safety of children and families depends not only on individual behavior but on roadway design that anticipates mistakes and reduces harm.*
>
> *Protecting vulnerable users is not a special initiative — it is a core measure of a safe transportation system.*

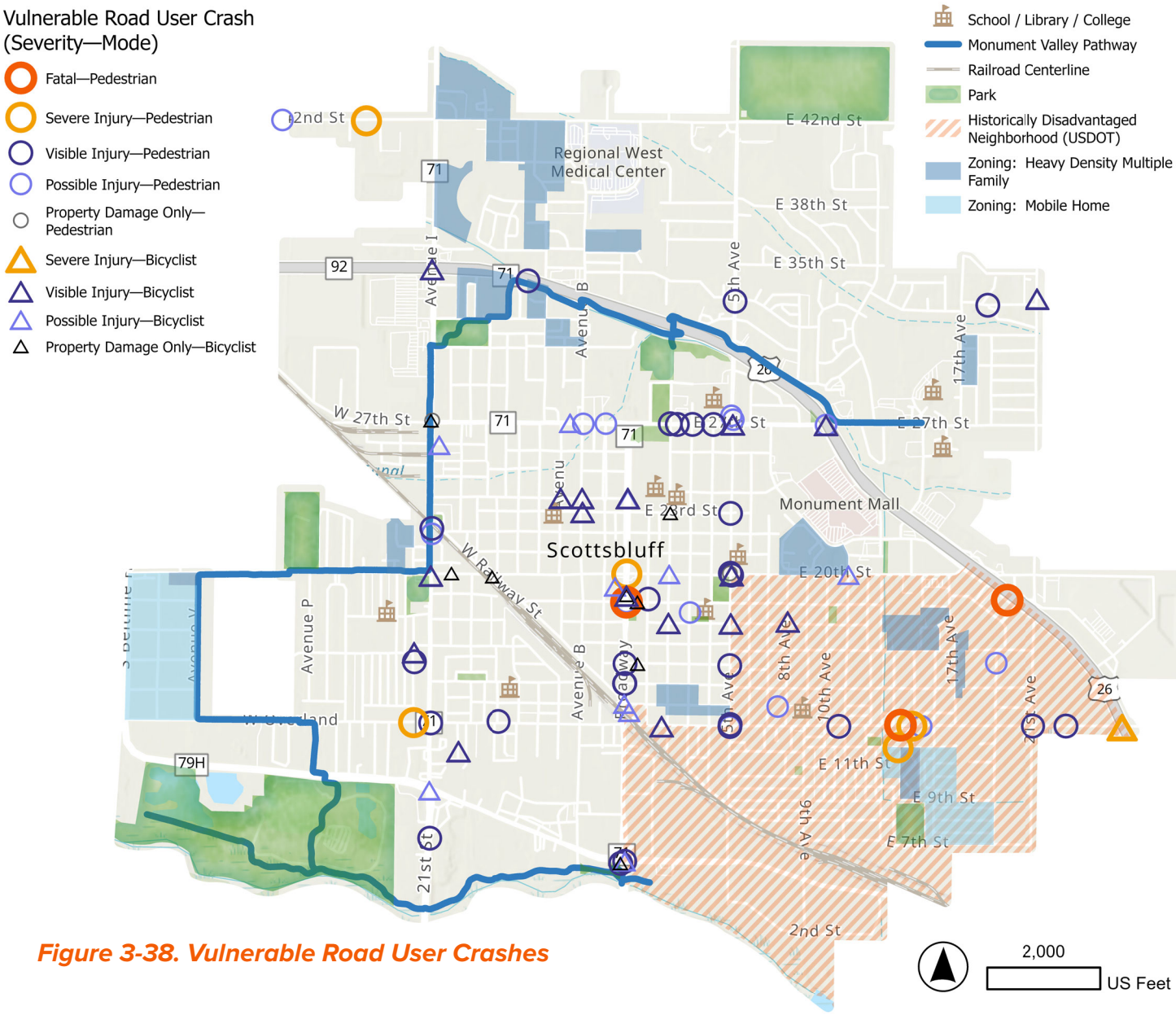



*Figure 3-38. Vulnerable Road User Crashes*

## VULNERABLE ROAD USERS: PEDESTRIANS AND BICYCLISTS

Pedestrians and bicyclists represent some of the most vulnerable users of Scottsbluff's transportation system, with limited physical protection and greater exposure to traffic. As shown in ***Figure 3-38***, pedestrian and bicycle involved crashes are distributed across the community but tend to cluster along key corridors, near intersections, and in areas with higher activity such as downtown, schools, multi-family housing and commercial destinations. These locations reflect environments where vehicle speeds, turning movements, and crossing demand intersect.

| Pedestrian Bicyclist | Disadvantaged Census Blocks | Non-Disadvantaged Census Blocks | Total |
|---|---|---|---|
| Fatal Crash | 2 | 1 | 3 |
| Severe Injury Crash | 3 | 3 | 6 |
| KSI Crash | 5 | 4 | 9 |
| Visible Injury Crash | 11 | 34 | 45 |
| Possible Injury Crash | 6 | 17 | 23 |
| Property Damage Only | 0 | 10 | 10 |

*Table 3-2. Vulnerable Road Users*

Analysis of vulnerable road user crashes by location shows that both pedestrians and bicyclists experience risk across the community, with





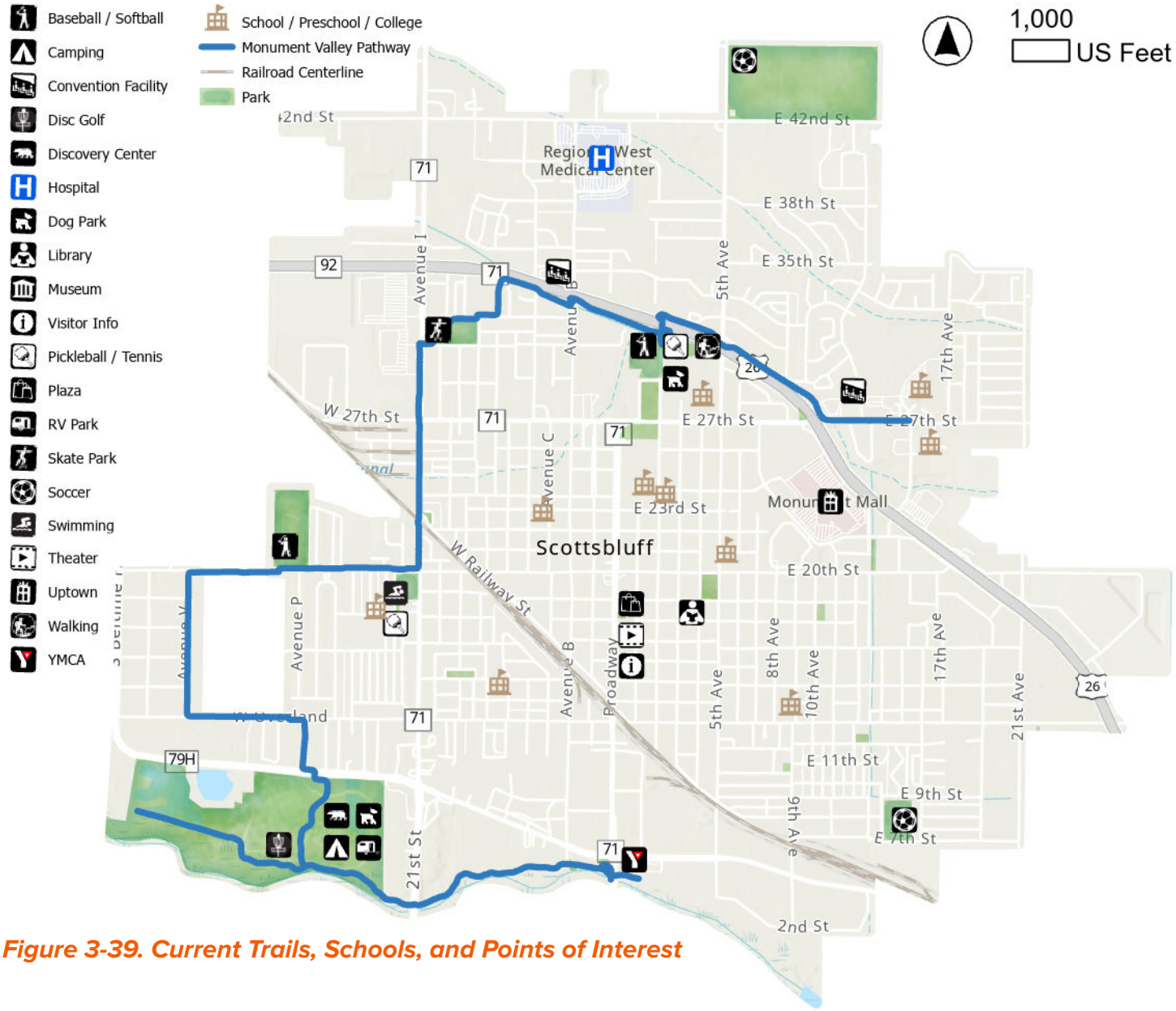



*Figure 3-39. Current Trails, Schools, and Points of Interest*

important differences between areas. As summarized in ***Table 3-2***, **9** pedestrian and bicycle related KSI crashes occurred between 2014 and 2023, with a slightly higher share occurring within or adjacent to USDOT historically disadvantaged census block groups compared to other areas.

While non-disadvantaged areas account for a greater number of lower-severity crashes—likely reflecting higher overall traffic volumes and activity levels—more severe outcomes, including fatal crashes, are present in both areas, reinforcing that risk is not isolated to a single part of the community.

These findings highlight the need for citywide improvements to pedestrian and bicycle safety, while also ensuring that investments prioritize locations where vulnerable users face greater exposure and fewer transportation options.

Scottsbluff's pathway system provides important recreational opportunities and supports active transportation, particularly along the Monument Valley Pathway and park system. As shown in ***Figure 3-39***, trails connect several parks, schools, and community destinations, contributing to quality of life and offering alternatives to driving for some trips. However, the network is not yet fully connected or consistently designed for daily transportation use.

*Notably, gaps exist in southeastern Scottsbluff and along key corridors, limiting access to schools, the college, downtown, and other destinations.*

Several locations were identified where trail and street crossings could be improved to provide safer and more intuitive connections for users of all ages and abilities. While recent improvements—such as a trail railroad crossing upgrade and separated trail crossing over US-26—have enhanced safety in specific locations, additional opportunities remain to improve crossing visibility, reduce conflict points, and strengthen connectivity between neighborhoods and destinations.

Public and stakeholder input consistently emphasized the need for expanded and better-connected pathways.

Desired improvements include:

- Connections to and from southeastern Scottsbluff neighborhoods
- A safer crossing of US-26 near 14th Avenue
- Expanded routes along South Beltline east of Broadway
- Improved east-west and north-south connections to downtown
- Stronger links between neighborhoods, schools, parks, and Western Nebraska Community College

Currently, Scottsbluff does not have a formal, adopted Trails Master Plan beyond conceptual mapping and corridor ideas, including potential extensions along the Scottsbluff Drain. The City has expressed interest in developing a comprehensive trails master plan to guide future investments, improve connectivity, and support both recreation and everyday travel.

In addition to network expansion, both stakeholders and the public identified a need for enhanced signing, pavement markings, and safety treatments along existing pathways and crossings. These improvements, combined with continued coordination with NDOT on treatments such as leading pedestrian intervals along US-26, will help create a more predictable and safer environment for vulnerable users.

Together, these findings highlight the importance of improving both connectivity and crossing safety. Expanding the pathway network, strengthening connections to key destinations, and enhancing visibility at crossings will be critical to reducing crash risk and supporting safe, accessible travel for pedestrians and bicyclists throughout Scottsbluff.







## 3.21 WHAT THE DATA TELLS US

The crash data reveals consistent and actionable patterns:

- Crashes are concentrated on a relatively small portion of the roadway network.
- Speed, impairment, distraction, and visibility are key contributors to crash severity.
- Vulnerable road users — including pedestrians, bicyclists, and motorcyclists — experience disproportionately severe outcomes.
- Children and older adults face elevated risk in areas with high exposure and limited protection.
- School zones and arterial corridors represent priority locations for intervention.

These findings directly shaped the Safety Action Plan's priorities — from project identification and scoring criteria to the selection of countermeasures. The focus is not solely on isolated crash locations, but on systemic risk factors such as speed management, intersection design, corridor visibility, and network connectivity.

By aligning community input with objective crash data, Scottsbluff is advancing a data-driven, equitable approach to reducing fatal and serious injury crashes.

> *The data confirms what residents experience every day — and provides the roadmap for change.*

The next chapter translates these findings into targeted strategies, policies, and projects designed to create safer streets for everyone.




*Trail crossing at Avenue I and BNSF Railroad.*



# 4 WHAT WE CAN DO TO MAKE STREETS SAFER

## 4.1 FROM FINDINGS TO STRATEGY

Crash analysis, High Injury Network (HIN) screening, stakeholder coordination, and community engagement consistently identified the same systemic safety concerns throughout Scottsbluff. Severe crashes are concentrated along a limited number of corridors and intersections where higher speeds, turning conflicts, limited visibility, and vulnerable road user exposure increase crash risk.

Community input closely aligned with these findings, particularly along US-26, Avenue I (Highway 71), Broadway, East Overland, 20th Street, South Beltline Highway, southeast neighborhood corridors, and near school-area crossings.

This chapter outlines the projects, programs, policies, and countermeasures recommended to reduce fatal and serious injury crashes through speed management, conflict reduction, improved visibility, safer crossings, and stronger multimodal connectivity.

## 4.2 A SAFE SYSTEM FRAMEWORK

Scottsbluff's Safety Action Plan is grounded in the Safe System Approach, which recognizes that while human error is inevitable, roadway systems can be designed to reduce conflict severity and improve survivability.

Rather than focusing only on isolated crash locations, the plan prioritizes corridor-level and network-level improvements where severe crashes are most likely to occur.

In Scottsbluff, this includes:

- Managing speed along Tier 1 HIN corridors
- Reducing intersection conflict density
- Improving pedestrian visibility and crossing protection
- Standardizing school-zone treatments
- Addressing rail interface and multimodal exposure risks
- Supporting long-term implementation through policy and coordination




These strategies are reflected throughout the plan's recommended projects, including corridor modernization along US-26, school-access improvements, southeast neighborhood connectivity enhancements, and multimodal crossing improvements near rail and highway barriers.

The following sections summarize the primary safety strategies and countermeasures incorporated in this plan.

## 4.3 SPEED MANAGEMENT STRATEGIES

Higher operating speeds and speed differentials contribute significantly to crash severity in Scottsbluff, particularly along arterial corridors and Tier 1 HIN segments.

Managing speed to survivable levels is one of the most effective ways to reduce fatal and serious injury crashes.

Strategies include:

- Corridor speed reductions aligned with land use and pedestrian activity
- Lane reconfiguration and road diets
- Traffic calming and speed management treatments
- Speed feedback devices
- High-friction surface treatments
- Access management
- Targeted enforcement partnerships

These strategies are prioritized along corridors such as US-26, Avenue I, Broadway, East Overland, and South Beltline Highway where speed, turning movements, and multimodal exposure overlap, and school areas near Bluffs Middle School, Roosevelt Elementary, and Longfellow Elementary.

## 4.4 SAFER INTERSECTIONS

Intersections account for a substantial share of severe crashes in Scottsbluff, particularly angle and left-turn conflict crashes at signalized locations.

Signal timing, turning conflicts, multi-lane crossing exposure, and visibility limitations contribute to elevated crash risk at high-volume intersections along HIN corridors.

Strategies focus on:

- Protected left-turn phasing
- Leading pedestrian intervals (LPIs)

- Signal visibility and operations improvements
- High-visibility pedestrian crossings and stop bars
- Rectangular Rapid Flashing Beacons (RRFBs)
- Pedestrian-scale lighting at intersections
- Curb extensions
- Access management

These treatments reduce conflict points, improve visibility, and clarify right-of-way expectations for all roadway users.

***See Table 4-1*** for the Plan-Wide Countermeasure Toolkit.

Because many severe crashes occur along continuous corridor segments rather than isolated intersections, intersection improvements are paired with broader corridor-based strategies.

Priority locations include intersections along US-26, Broadway, Avenue I, 27th Street, and South Beltline Highway, including several intersections consistently identified among the City's highest-severity crash locations:

- US-26 & East 27th Street
- 20th Street & Broadway
- US-26 & Avenue I
- US-26 & 5th Avenue
- South Beltline & Broadway
- W 27th Street & Avenue B

## 4.5 CORRIDOR SAFETY IMPROVEMENTS

Crash concentrations are clustered along arterial and collector corridors that combine higher speeds, turning movements, commercial access points, and pedestrian activity.

Strategies include:

- Systemic lighting upgrades
- Median refuge islands
- Crossing consolidation
- Driveway management
- Roadway reconfiguration
- Rail crossing safety improvements
- Transit stop safety and ADA accessibility improvements

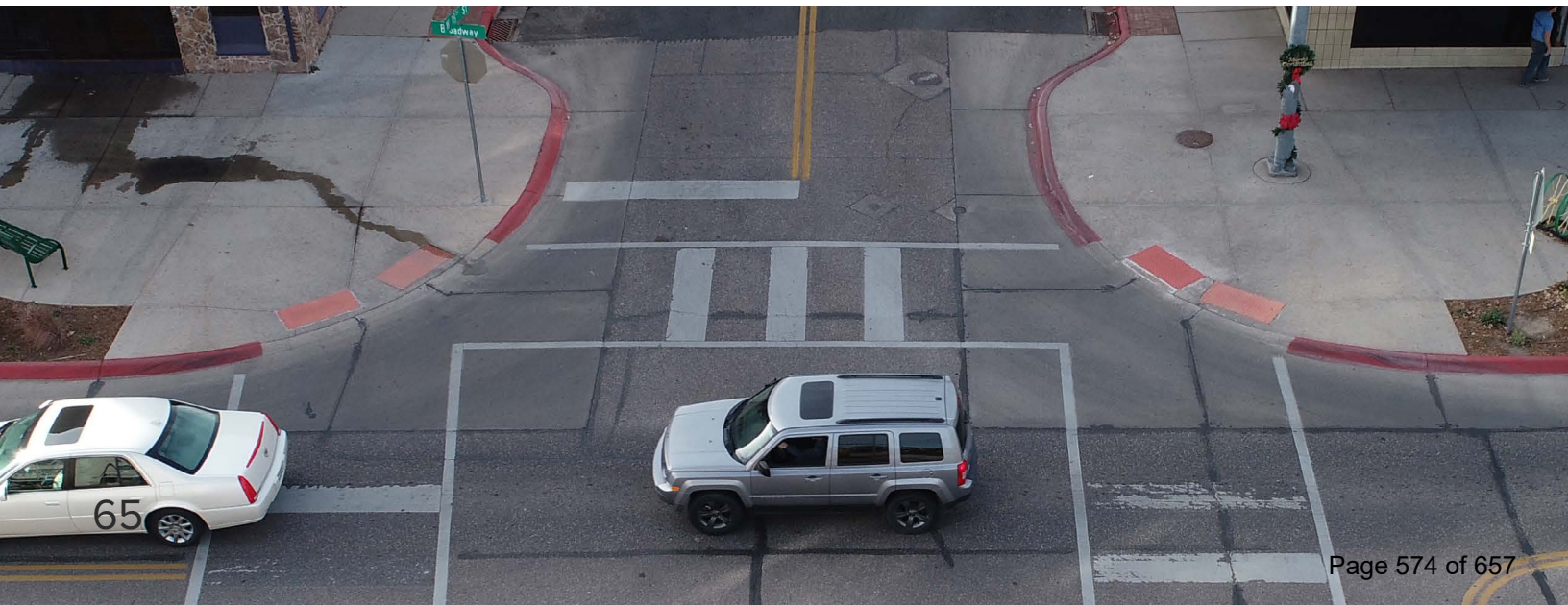
A corridor-based approach allows improvements to function together as a coordinated safety system rather than isolated spot treatments.

Within these corridor environments, certain locations present especially high exposure and vulnerability — particularly school zones.

Recommended improvements include coordinated corridor treatments along US-26, East Overland, Broadway, South Beltline Highway, and Avenue I where crash exposure, access density, and multimodal activity overlap.

Projects that will include corridor safety improvements:

- US-26 Signal & Intersection Modernization
- East Overland Improvements
- Active Transportation Network Completion





### *Table 4-1. Plan-Wide Countermeasure Toolkit*

*Individual projects may apply multiple countermeasures in combination to provide layered safety benefits consistent with the Safe System Approach—proven, FHWA-endorsed strategies selected to address Scottsbluff's most common crash patterns. Each capital project and program described in this chapter applies one or more of these countermeasures based on local context and documented need.*

| CM ID | Countermeasure (CM) | Primary Safety Issues Addressed | Typical Applications | Primary Bundles |
|---|---|---|---|---|
| **CM-1** | High-Visibility Pedestrian Crossings & Stop Bars | Poor driver yielding, unclear crossing priority, stop-line compliance | Intersections, mid-block crossings, downtown, school areas | 1, 2, 3 |
| **CM-2** | Rectangular Rapid Flashing Beacons (RRFBs) | Driver failure to yield at uncontrolled crossings | Multilane roadways, school crossings, high-speed corridors | 1, 3 |
| **CM-3** | Signal Visibility & Operations Improvements | Angle crashes, red-light running, left-turn conflicts | Signalized intersections, arterial corridors | 2 |
| **CM-4** | School Zone Safety Treatments | Child pedestrian exposure, speeding, congestion | All school zones and adjacent streets | 1 |
| **CM-5** | Pedestrian-Scale & Intersection Lighting Improvements | Nighttime crashes, poor visibility | Intersections, crossings, corridors, rail approaches | 1, 2, 3 |
| **CM-6** | Quick-Build & Interim Safety Measures | Immediate risk reduction, pilot testing | Citywide, near schools, corridors | 3 |
| **CM-7** | Traffic Calming & Speed Management | Speed-related crashes, cut-through traffic | Neighborhoods, corridors, school areas | 1, 2, 3 |
| **CM-8** | Sidewalk & ADA Accessibility Improvements | Accessibility barriers, pedestrian exposure | Routes to schools, downtown, transit stops | 1, 2, 3 |
| **CM-9** | Rail Crossing Safety Improvements | Vehicle–train conflicts, visibility, surface issues | At-grade rail crossings | 3 |
| **CM-10** | Transit Stop Safety & Accessibility Improvements | Pedestrian exposure, ADA deficiencies | High-use transit stops and corridors | 3 |



## 4.6 SCHOOL ZONE AND YOUTH SAFETY ENHANCEMENTS

School areas were consistently identified through crash analysis, stakeholder coordination, and public input as priority safety locations. Children are especially vulnerable during peak arrival and dismissal periods when traffic volumes and crossing activity increase.

The following strategies are prioritized near schools:

- Standardized school-zone signage
- Speed transition treatments
- Raised crossings
- RRFBs
- Circulation improvements
- Pedestrian-scale lighting
- ADA gap closures

These improvements are designed to reduce speed, increase driver awareness, and provide clearer crossing opportunities during peak school travel times.

Although school zones represent concentrated areas of youth exposure, vulnerable road users are present throughout the transportation network.

Priority school-area improvements are concentrated near Roosevelt Elementary, Longfellow Elementary, Bluffs Middle School, Lincoln Heights, and Scottsbluff High School where student exposure and traffic conflicts are highest. All schools are a priority and will benefit from school zone standardization as well as access and circulation projects.

## 4.7 VULNERABLE ROAD USER PROTECTION

Although vulnerable road users represent a smaller percentage of total crashes, they account for a disproportionate share of fatal and serious injury outcomes. Pedestrians, bicyclists, transit users, older adults, and individuals with disabilities require consistent protection across corridors, intersections, and neighborhood streets..

Strategies include:

- Sidewalk infill
- ADA ramp upgrades
- Buffered bike lanes
- Shared-use paths
- Protected intersections
- Pedestrian lighting improvements
- Transit stop accessibility upgrades

Improving comfort, visibility, and predictability for vulnerable users is essential to reducing severe crash risk across the network. Key focus areas include improving crossings along high-speed corridors, enhancing access near schools and transit routes, addressing sidewalk and ADA gaps, and reducing barriers created by rail corridors and highways.

## 4.8 REGIONAL CONNECTIVITY AND MULTIMODAL SPINE IMPROVEMENTS

Several priority corridors identified through the Safety Action Plan provide opportunities to strengthen

regional multimodal connectivity between Scottsbluff, Gering, and Terrytown while improving safety for all users.

One of the region's most important multimodal connections is the Broadway corridor and bridge linking Scottsbluff and Gering/ Terrytown. Broadway in Scottsbluff transitions to 10th Street in Gering at the Broadway bridge, and the corridor already includes a separated pedestrian facility on both sides of this bridge. This existing infrastructure provides a strong foundation for enhanced pedestrian and bicycle connectivity between the two communities.

Additional regional connectivity opportunities exist along the Avenue I corridor bridge in southwest Scottsbluff, where Avenue I transitions to Five Rocks Road in Terrytown at the Avenue I bridge. Connections to the Monument Valley Pathway system, the South Beltline Highway East, and the Southeast Spine corridors in Scottsbluff also create opportunities to improve multimodal access between neighborhoods, schools, parks, employment areas, transit routes, and community destinations.

Strengthening these regional corridors through safer crossings, pathway connections, ADA accessibility improvements, and multimodal gap closures in southeast Scottsbluff can support a more connected and safer regional transportation network.

## 4.9 BEHAVIORAL AND POLICY STRATEGIES

Behavioral factors such as speeding, distraction, impairment, and failure to yield contribute to many severe crashes in Scottsbluff.

Reducing fatal and serious injury crashes requires engineering improvements supported by enforcement, education, and policy coordination. Behavioral and policy strategies include:

- Targeted enforcement along HIN corridors
- Public education and outreach
- Impairment prevention initiatives
- Data monitoring and performance reporting
- Crash review protocols
- Transportation safety ordinance updates

These actions reinforce physical improvements and support long-term crash reduction.

Enforcement and education efforts are prioritized along HIN corridors, school zones, and other locations with recurring speeding and failure-to-yield concerns identified through crash analysis and public input.

With multiple documented risk patterns and a broad toolkit of countermeasures, the City developed a structured process to prioritize investments.

## 4.10 PROJECT PRIORITIZATION FRAMEWORK

Given limited funding and implementation capacity, Scottsbluff established a structured prioritization framework incorporating:

- High Injury Network location data
- Crash severity trends
- Vulnerable road user involvement
- Proximity to schools and high-exposure areas
- Community input
- Feasibility and funding readiness

Projects were scored using a weighted matrix that emphasized Tier 1 HIN corridors and documented fatal and serious injury concentrations while incorporating equity, youth exposure, and implementation feasibility considerations.

This approach ensures investments are directed to locations where they can achieve the greatest impact.

Prioritization establishes where and what to implement. The next step is determining when and how these actions will be delivered. The Safety Action Plan organizes capital projects, programs, and policy updates into short-, mid-, and long-term phases to align urgency, feasibility, and funding readiness.



## 4.11 SHORT-, MID-, AND LONG-TERM ACTION PLAN

Reducing fatal and serious injury crashes will require sustained investment, coordination, and phased implementation.

Actions are organized into:

- Capital Projects (J-Series)
- Programs (P-Series)
- Policy Actions (O-Series)

### IMPLEMENTATION SAFETY FOCUS AREAS

To translate documented risk into coordinated action and provide layered safety benefits, Scottsbluff's actions are organized its highest-priority strategies into three Safety Action Focus Areas:

- *Focus Area 1* – **School & Youth Safety Protection**
- *Focus Area 2* – **High-Severity Corridor Modernization**
- *Focus Area 3* – **Systemic Citywide & Network Improvements**

These focus areas allow the City to address its highest-severity crash environments while strengthening overall system performance.

### SAFETY FOCUS AREA 1 – SCHOOL & YOUTH SAFETY PROTECTION

Prioritizes predictable, high-exposure school travel environments through circulation improvements, crossing upgrades, ADA improvements, and speed management.

Includes projects near Roosevelt, Longfellow, Bluffs Middle, Lincoln Heights, and Scottsbluff High School.

### SAFETY FOCUS AREA 2 – HIGH-SEVERITY CORRIDOR MODERNIZATION

Focuses on Tier 1 HIN highest fatal and serious injury crash segments including US-26 and other high-exposure corridors and intersections (Broadway, Ave I, E Overland, S Beltline). Strategies include signal modernization, visibility improvements, access management, and enhanced pedestrian crossings.

### SAFETY FOCUS AREA 3 – SYSTEMIC CITYWIDE & NETWORK IMPROVEMENTS

Strengthens the broader transportation system through lighting upgrades, sidewalk and pathway improvements, rail crossing enhancements, quick-build treatments, and supportive policy actions. Southeast Scottsbluff if a focus for the connected network.

Each focus area aligns with documented crash patterns and Safe System principles.

*Implementation does not end with project delivery. Sustained reductions in fatal and serious injury crashes require ongoing performance monitoring, inter-agency coordination, and plan updates. The following section outlines how Scottsbluff will track progress and maintain accountability over time.*

***Table 4-2***, provides an *Implementation Safety Focus Areas Overview,* summarizing how each focus area addresses documented safety risks and why it aligns strongly with SS4A objectives.

***Table 4-2. Why These Safety Focus Areas?***

*Together, these safety* **focus areas** *address Scottsbluff's highest risk locations, protect vulnerable users, balance immediate action with long-term change, and align directly with SS4A Implementation Grant eligibility.*

| Safety Focus Area | Why It Matters | Safety Risks Addressed | Why SS4A Is a Strong Fit |
|---|---|---|---|
| **Safety Focus Area 1 – School & Youth Safety Protection** | Protects children and families in predictable, high-exposure travel environments | Speeding near schools, dismissal congestion, unsafe crossings, ADA gaps, multilane crossing risk | Aligns with Safe Routes to School principles; strong equity and youth impact; clear community support |
| **Safety Focus Area 2 – High-Severity Corridor Modernization** | Concentrates on corridors with the highest fatal and serious injury crash exposure, including US-26 and other Tier 1 HIN segments | Angle crashes, red-light running, turning conflicts, multilane pedestrian exposure, freight interactions | Targets documented KSI concentrations; supports systemic corridor treatments; enables NDOT partnership and SS4A Implementation funding |
| **Safety Focus Area 3 – Systemic Citywide & Network Improvements** | Strengthens the broader transportation system to reduce risk across neighborhoods and corridors | Nighttime severity, incomplete sidewalks, rail crossing exposure, neighborhood speeding, inconsistent treatments | Scalable, data-driven, cost-effective; supports quick-build pilots; reinforces long-term Safe System implementation |

## 4.12 IMPLEMENTATION TIERS: FROM PRIORITY TO DELIVERY

Reducing fatal and serious injury crashes requires more than identifying what to do—it requires a clear and practical understanding of when and how actions will be implemented.

To support coordinated delivery, the projects, programs, and policy actions are organized into three implementation tiers.

These tiers translate the prioritization framework into a phased, implementation-ready strategy aligned with crash risk, project readiness, and coordination requirements.

The tiered approach ensures that:

- The highest-risk locations are addressed first
- Near-term opportunities are advanced quickly
- More complex projects are developed strategically over time
- Funding and coordination efforts are aligned with project readiness

Each tier reflects a combination of:

- Crash severity and High Injury Network (HIN) location
- Exposure to vulnerable users, particularly near schools and activity centers
- Project feasibility and readiness for implementation
- Level of coordination required (e.g., NDOT, rail, transit, or regional partners)

### IMPLEMENTATION TIERS



## 4.13 PROJECT, PROGRAM & POLICY ACTION SUMMARIES

The following summaries and ***4-3 Tables*** provide a concise overview of all capital projects (J-series), programs (P-series), and policy actions (O-series) included in the Scottsbluff SS4A Safety Action Plan.

Each action is evaluated based on alignment with crash history and the High Injury Network (HIN), community and stakeholder input, policy consistency, equity and youth impact, estimated planning-level cost, implementation timeframe, and responsible lead agency. This matrix allows decision-makers to understand how documented safety risk translates into prioritized, implementable actions.

Detailed project sheets, cost basis documentation, and implementation notes are provided in **APPENDIX A8**.

***Table 4-3.1. Priority & Alignment Matrix — Capital Projects***

| ID | PROJECTS | Crash & HIN Alignment | Community Support | Policy Alignment | Equity / Youth Impact | Overall Tier | Planning Cost Range | Time Frame | Lead Dept /Org |
|---|---|---|---|---|---|---|---|---|---|
| J1 | US-26 Signal & Intersection Modernization | ●●●● | ●●● | ●●● | ●●● | Tier 1 | $1.6M –$2.6M | Mid | NDOT / City Eng |
| J2 | Targeted Corridor & Intersection Corrections | ●●● | ●●● | ●●● | ●● | Tier 1, 2 | $300K –$600K | Short–Mid | City Eng |
| J3 | Targeted East Overland Improvements | ●●● | ●●● | ●●● | ●●● | Tier 1, 3 | $150K –$600K | Short | City Eng |
| J4 | North Broadway & Bluffs Middle School Safety Improvements | ●●● | ●●●● | ●●● | ●●●● | Tier 1, 2, 3 | $450K –$700K | Short | City Eng / SBPS |
| J5 | Active Transportation Network Completion | ●● | ●●● | ●●● | ●●● | Tier 1, 2, 3 | $5.7M –$14M | Mid–Long | City Eng |
| J6 | School Circulation & Access Safety Improvements | ●●● | ●●●● | ●●● | ●●●● | Tier 1, 2, 3 | $1.5M | Short | City Eng / SBPS |
| J6a | SHS Access & Parking Optimization | ●● | ●●● | ●●● | ●●● | Tier 1, 2, 3 | $1.6M-$6M | Mid | SBPS / City |
| J7 | Transit Stop Upgrade Program | ●● | ●● | ●●● | ●●● | Tier 1, 2, 3 | $750K –$1M | Short–Mid | City / Transit |
| J8 | Rail Crossing Accessibility Upgrades | ●● | ●● | ●● | ●● | Tier 1, 2 | $1.6M | Mid | City / Rail |
| J8a | In-Town Grade Separation Feasibility | ■ | ●● | ●●● | ●●● | Tier 2 | $400K | Long | City / NDOT |
| J8b | Ped/Bike Rail Separation Feasibility | ●● | ●● | ●●● | ●●● | Tier 2, 3 | $300K | Mid | City |
| J9 | Pathway Master Plan | ■ | ●●● | ●●● | ●●● | Tier 1 | $300K | Short | City |
| J10 | Sidewalk & ADA Gap Elimination | ●● | ●●● | ●●● | ●●●● | Tier 1 | $85K –$500K annually | Short–Mid | City PW |
| J11 | Southeast Neighborhood Safety Improvements | ●● | ●● | ●● | ●●● | Tier 1, 2 | $582K | Short | City Eng |

■ Systemic ●● Moderate ●●● Strong/High ●●●● Very Strong / Very High

# Capital Projects (J-Series) – Location-Based Infrastructure Improvements

Capital Projects (J-Series)

***J1 – US-26 Signal & Intersection Modernization***
US-26 functions as both a regional highway and a city street, carrying high traffic volumes and accounting for a disproportionate share of severe crashes. This project modernizes signal operations, improves visibility and stop bar placement, enhances pedestrian crossings, and strengthens coordination with NDOT to reduce angle and rear-end crash risk.

***J2 – Targeted Corridor & Intersection Safety Corrections***
Focused improvements at Tier 1 and Tier 2 High Injury Network intersections along Avenue I, 27th Street, 20th Street, and other corridors. Treatments address signal timing, lane-use confusion, turning conflicts, and pedestrian exposure.

***J3 – East Overland Targeted Improvements***
Addresses school access, truck activity, and mid-block crossing exposure along East Overland near 9th Avenue, 14th Avenue, and 21st Avenue. Enhancements include crossing visibility upgrades and speed management treatments.

***J4 – North Broadway & Bluffs Middle Safety Improvements***
Improves multi-lane pedestrian crossing conditions and school-zone speed compliance near Bluffs Middle School. Treatments emphasize crossing visibility, speed reduction, and predictable driver behavior.

***J5 – Active Transportation Network Completion***
Expands and connects pathways, perimeter bikeways, and neighborhood spines — particularly in the southeast portion of the City and along key corridor connectors — reducing pedestrian exposure and improving multimodal continuity.

***J6 – School Circulation & Access Safety Program***
Improves traffic circulation, drop-off conditions, and pedestrian conflict reduction at Roosevelt, Longfellow, Lincoln Heights, Bluffs Middle, and other campuses.

***J6a – SHS Access & Parking Optimization***
Addresses congestion and student driver exposure near Scottsbluff High School, improving access, parking operations, and dismissal safety.

***J7 – Transit Stop Upgrade Program***
Improves ADA compliance, lighting, and pedestrian access at high-use transit stops along Avenue I, 20th Street, 27th Street, and East/West Overland.

***J8 – Rail Crossing Accessibility Upgrades***
Enhances at-grade rail crossings throughout the City, addressing surface condition, visibility, lighting, and ADA deficiencies.

***J8a – In-Town Grade Separation Feasibility***
Evaluates long-term solutions for rail delay, emergency access, and system resilience through grade separation analysis.

***J8b – Pedestrian/Bicycle Rail Separation Feasibility***
Assesses opportunities to improve pathway continuity and safe non-motorized rail crossings in southeast Scottsbluff.

***J9 – Pathway Master Plan***
Establishes a comprehensive strategy for long-term pathway expansion and network connectivity.

***J10 – Sidewalk & ADA Gap Elimination Program***
Closes sidewalk gaps and upgrades non-compliant ramps along HIN corridors, school routes, downtown, and transit corridors.

***J11 – Southeast Neighborhood Safety Improvements***
Implements traffic calming and pedestrian safety enhancements in local Tier 1 and Tier 2 neighborhood corridors.

> *Projects located on state-controlled facilities, including US-26 and Nebraska Highway 71 (Avenue I), will require coordination with the Nebraska Department of Transportation (NDOT) and are structured to support joint implementation and funding alignment.*

## Programs (P-Series) – Systemic Operational & Education Strategies

*Table 4-3.2. Priority & Alignment Matrix — Programs*

| ID | PROGRAM | Crash & HIN Alignment | Community Support | Policy Alignment | Equity / Youth Impact | Overall Tier | Planning Cost Range | Time Frame | Lead Dept /Org |
|---|---|---|---|---|---|---|---|---|---|
| P1 | School Zone Standardization | ●●● | ●●●● | ●●● | ●●●● | Tier 1 | $243K | Short | City Eng / SBPS |
| P2 | Targeted HIN Lighting | ●●●● | ●●● | ●● | ●●● | Tier 1 | $1M | Short–Mid | City PW |
| P3 | Quick-Build Demonstration | ●● | ●●● | ●● | ●●● | Tier 1 | $380K | Short | City Eng |
| P4 | Safety Monitoring & Evaluation | ■ | ●● | ●●● | ●● | Tier 1 | $50K annually | Ongoing | City Eng |
| P5 | Education & Outreach | ■ | ●● | ●● | ●● | Tier 1 | $40K annually | Ongoing | PD / Admin |

***Programs (P-Series)***

***P1 – School Zone Standardization Program***

Creates consistent, enforceable school-zone treatments citywide, reducing driver confusion and improving compliance.

***P2 – Targeted HIN Lighting Program***

Improves lighting along corridors and crossings with elevated nighttime severity risk.

***P3 – Quick-Build Demonstration Program***

Deploys low-cost, interim treatments to test safety concepts before permanent construction.

***P4 – Safety Performance Monitoring & Evaluation***

Establishes ongoing crash tracking, High Injury Network updates, and public reporting to maintain accountability.

***P5 – Transportation Safety Education & Outreach***

Supports behavior-focused strategies aligned with engineering improvements, particularly in school zones and high-exposure corridors.

## Policy (O-Series) – Governance & Administrative Framework

*Table 4-3.3. Priority & Alignment Matrix — Policies*

| ID | POLICY | Crash & HIN Alignment | Community Support | Policy Alignment | Equity / Youth Impact | Overall Tier | Planning Cost Range | Time Frame | Lead Dept /Org |
|---|---|---|---|---|---|---|---|---|---|
| O1 | Transportation Safety Ordinance Update | ■ | ●●● | ●●● | ●●● | Tier 1 | $40K | Short | City Admin / Legal |

***Policy (O-Series)***

***O1 – Transportation Safety Ordinance Update Package***

Modernizes regulatory tools to support speed management, micro mobility rules, work zone compliance, and bus stop safety standards.

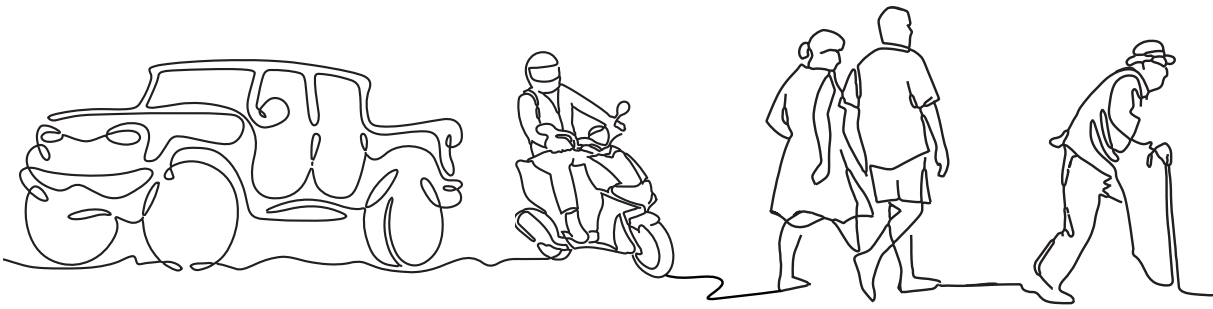
***Table 4-3.3*** provides a consolidated overview of all capital projects, programs, and policy actions included in this plan.

Together, these projects, programs, and policies translate documented crash risk into coordinated, implementable actions. Detailed cost assumptions and implementation notes are provided in **APPENDIX A8**.









# TIER 1

## – IMMEDIATE ACTION: HIGH IMPACT, HIGH READINESS

**Tier 1** includes Scottsbluff's highest-priority safety actions—projects and programs that address documented crash risk and can be advanced in the near term. These improvements (***see Table 4-4***) focus on high-injury corridors, school environments, and locations with concentrated pedestrian activity.

### TIER 1 EMPHASIS

- School and youth safety improvements
- Targeted corridor and intersection corrections
- Systemic upgrades such as lighting, ADA improvements, and rail crossing enhancements
- Neighborhood-level safety improvements in areas with elevated crash risk
- Key active transportation connections that close critical gaps in the network

Priority segments of the active transportation network focus on completing a continuous shared-use pathway spine through southeast Scottsbluff and along South Beltline. These segments connect residential neighborhoods, parks, schools, and Western Nebraska Community College to the existing pathway system while providing safer alternatives to travel along higher-risk roadways and local streets with documented crash activity.

Several **Tier 1** projects also improve continuity across major barriers and connect neighborhoods to existing facilities and destinations. These improvements support safer daily travel and position the City to pursue near-term implementation funding.

Projects along US-26 and other state-controlled corridors are led in coordination with the Nebraska Department of Transportation (NDOT). While these improvements align with Tier 1 priorities based on crash risk and corridor importance, their implementation timing will depend on coordination, funding, and programming through NDOT.

### IMPLEMENTATION APPROACH

**Tier 1** actions are advanced through a combination of:

- Quick-build and near-term improvements
- Preliminary engineering and design development
- Coordination with partner agencies and stakeholders
- Immediate pursuit of grant funding opportunities

### EXPECTED OUTCOMES

**Tier 1** represents the City's opportunity to achieve early, visible safety improvements. These projects reduce crash risk in the most critical locations while building momentum for long-term investment.



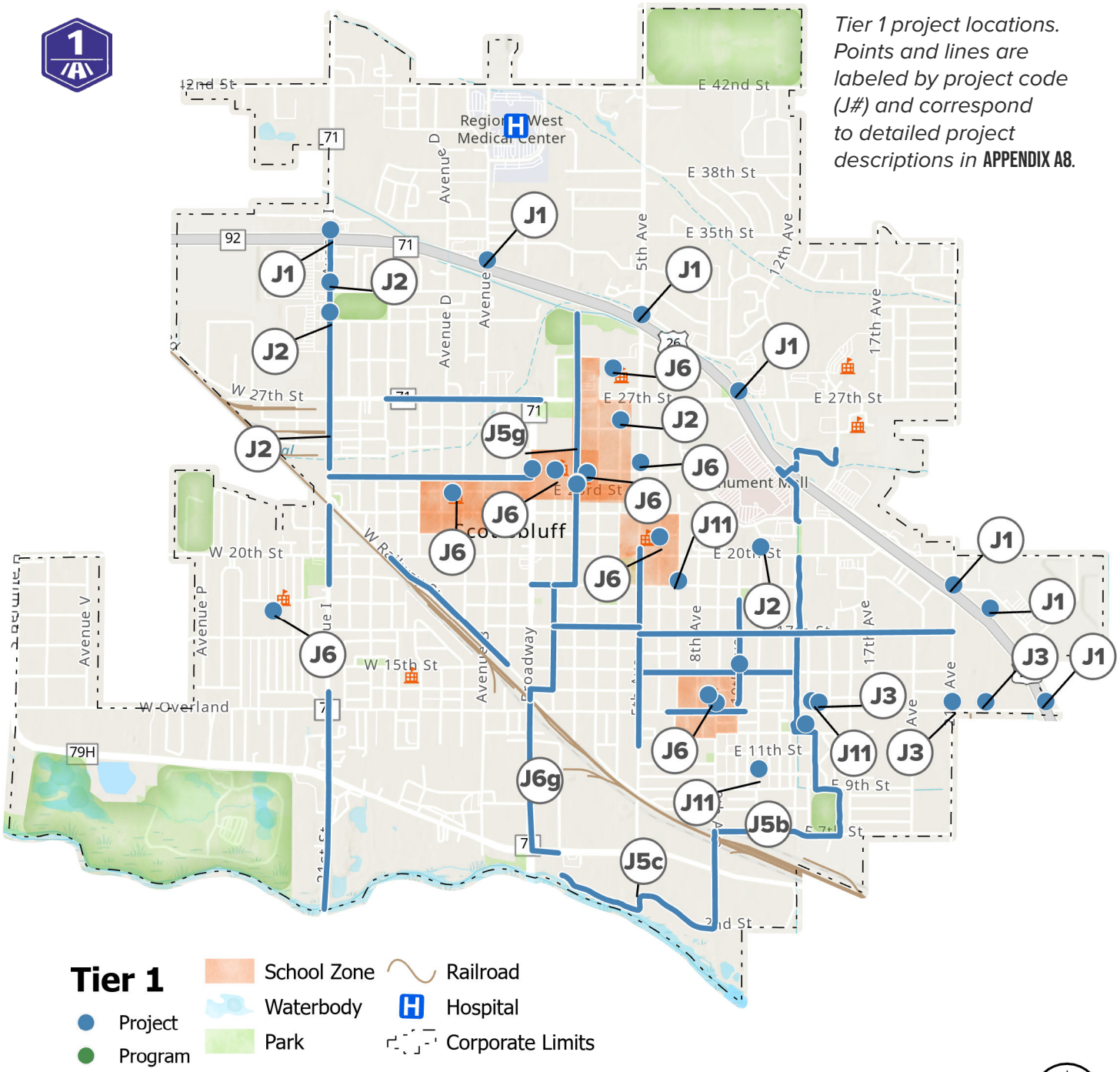


*Table 4-4. Tier 1 Actions Summary — Immediate Safety Improvements*

| Category | Representative Actions | Project Codes | What This Includes |
|---|---|---|---|
| Signal & Intersection Safety | Signal upgrades, timing, phasing, turn treatments | J1, J2, J3 | Mast arms, LPIs, signal timing, turn lanes, striping |
| Corridor Safety Corrections | Targeted intersection and mid-block improvements | J3, J4 | Striping, crossings, RRFBs, access adjustments |
| Active Transportation (Priority Segments) | SE pathway spine, Beltline path, bike routes | J5 (Tier 1) | Shared-use paths, crossings, bridge, signage |
| School Safety Improvements | Signing, crossings, ADA, circulation | J6, P1 | School zone signage, HV crosswalks, audits |
| Transit Improvements | Install Transit Shelters | J7 | Donated shelters |
| Rail Crossing Safety | Crossing upgrades and visibility improvements | J8 | Lighting, markings, ADA access |
| Pathway Planning | Complete Pathway Master Plan | J9 | Planning |
| Sidewalk & ADA Improvements | Gap closure and accessibility upgrades | J10 | Sidewalks, ramps, tie-ins |
| Neighborhood Safety | Local street treatments in high-risk areas | J11 | Markings, signage, curb extensions |
| Lighting Improvements | Corridor and intersection lighting | P2 | HIN lighting, pedestrian-scale lighting |
| Quick-Build Projects | Low-cost rapid deployment treatments | P3 | Paint & post, striping, refuge islands |
| Data & Monitoring | Ongoing evaluation and tracking | P4 | HIN updates, reporting |
| Education & Programs | Behavior change and outreach | P5 | SRTS, campaigns, walk audits |
| Policy Actions | Ordinance updates and standards | O1 | Complete Streets, NRTOR, ADA |

***Focused on immediate, high-impact improvements that reduce risk where crashes are most concentrated. Detailed project descriptions, locations, and cost estimates are provided in APPENDIX A8.***

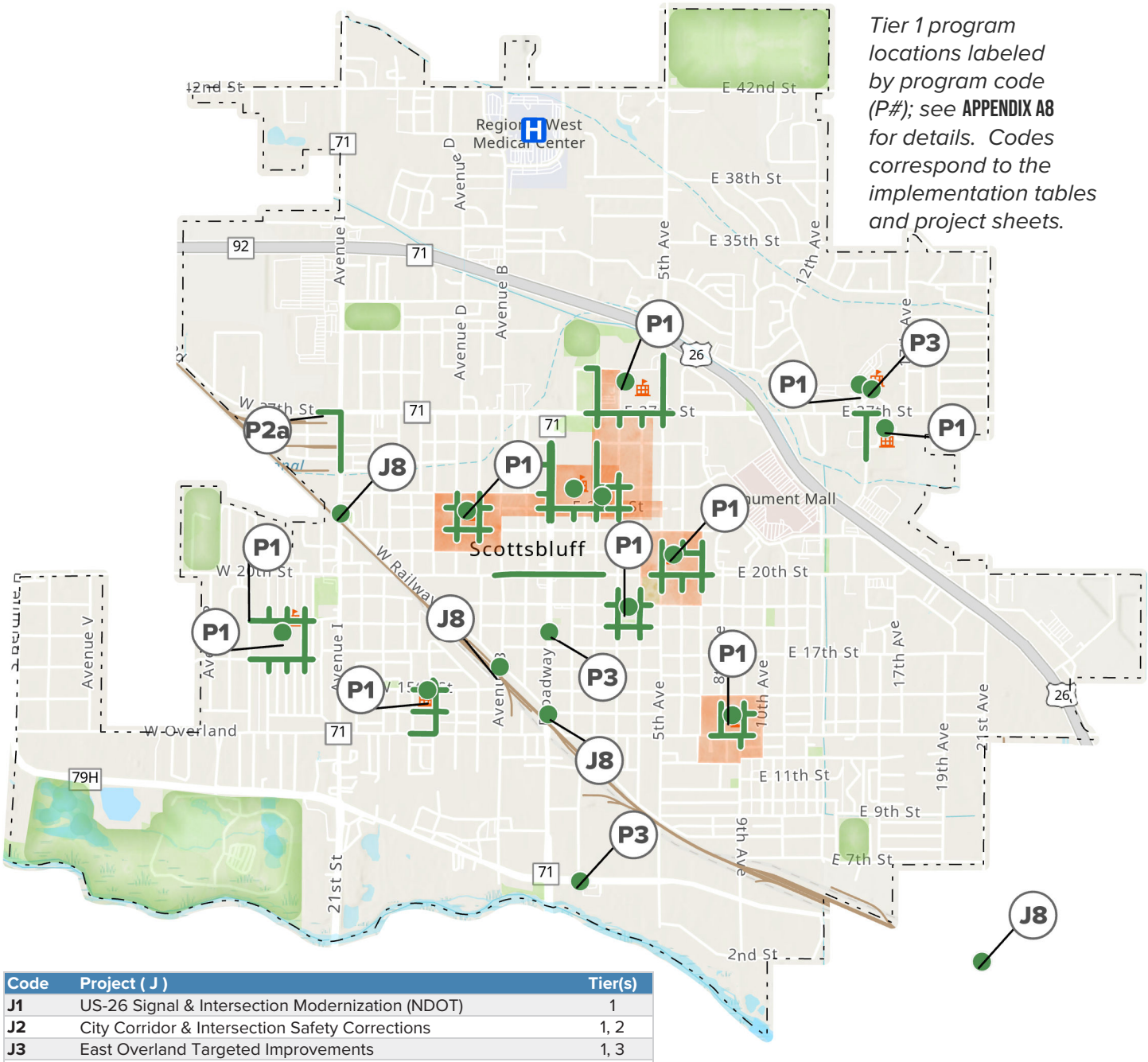
## *Figure 4-1. Tier 1 PROJECT Actions — Immediate Safety Improvements*




*Tier 1 project locations. Points and lines are labeled by project code (J#) and correspond to detailed project descriptions in* **APPENDIX A8.**

**Tier 1** projects are directly informed by the High Injury Network (HIN) and crash analysis. These actions prioritize locations where fatal and serious injury crashes are most concentrated, as well as areas with high exposure for vulnerable users, including school zones and key pedestrian corridors. These projects target the underlying conditions identified in the crash analysis—such as speed, conflict points, and visibility—rather than isolated crash locations. In addition to addressing the highest-risk locations, Tier 1 projects were selected based on their ability to be implemented in the near term and to deliver measurable safety benefits quickly.

## *Figure 4-2. Tier 1 PROGRAM Actions — Immediate Safety Improvements*




*Tier 1 program locations labeled by program code (P#); see* **APPENDIX A8** *for details. Codes correspond to the implementation tables and project sheets.*

| Code | Project ( J ) | Tier(s) |
|---|---|---|
| J1 | US-26 Signal & Intersection Modernization (NDOT) | 1 |
| J2 | City Corridor & Intersection Safety Corrections | 1, 2 |
| J3 | East Overland Targeted Improvements | 1, 3 |
| J4 | North Broadway & Bluffs Middle Safety Improvements | 1, 2, 3 |
| J5 | Active Transportation Network Completion | 1, 2, 3 |
| J6 | School Circulation & Access Safety | 1, 2, 3 |
| J6a | SHS Access & Parking Optimization | 1, 2, 3 |
| J7 | Transit Stop Upgrade Program | 1, 2, 3 |
| J8 | Rail Crossing Accessibility Upgrades | 1, 2, 3 |
| J9 | Pathway Master Plan | 1 |
| J10 | Sidewalk & ADA Gap Elimination | 1 |
| J11 | Southeast Neighborhood Safety Improvements | 1, 2 |
| **Code** | **Program ( P )** | **Tier(s)** |
| P1 | School Zone Standardization Program | 1 |
| P2 | Targeted HIN Lighting Program | 1 |
| P3 | Quick-Build Demonstration Program | 1 |
| P4 | Safety Performance Monitoring & Implementation Program | 1 |
| P5 | Transportation Safety Education & Outreach Program | 1 |
| **Code** | **Policy ( O )** | **Tier(s)** |
| O1 | Transportation Safety Ordinance Update Package | 1 |

***Tier 1** focuses on the locations where crashes are most severe, most frequent, and most preventable—reflecting both data analysis and public and stakeholder input.*

# TIER 2 — STRATEGIC EXPANSION: CORRIDOR AND SYSTEM IMPROVEMENTS

**Tier 2** includes projects that address significant safety risks but require additional coordination, design development, or funding before implementation. These projects (*see Table 4-5*) expand upon Tier 1 efforts by focusing on corridor-level improvements and system-wide upgrades.

## TIER 2 EMPHASIS

- Corridor modernization and signal system upgrades
- Expanded school circulation and access improvements
- Transit stop and rail crossing enhancements
- Lighting and visibility program expansion
- Additional network connections and facility upgrades

These projects often involve state-controlled facilities, higher construction costs, or more complex design considerations, requiring additional preparation prior to implementation.

## IMPLEMENTATION APPROACH

**Tier 2** projects typically require:

- Feasibility analysis and preliminary engineering
- Inter-agency coordination (NDOT, rail, transit providers)
- Refined cost estimates and project scoping
- Strategic bundling for competitive funding applications

## EXPECTED OUTCOMES

**Tier 2** investments deliver broader corridor-level safety improvements, addressing the conditions that contribute to recurring severe crashes and strengthening the overall transportation network.

*Table 4-5. Tier 2 Actions Summary — Corridor & System Expansion*

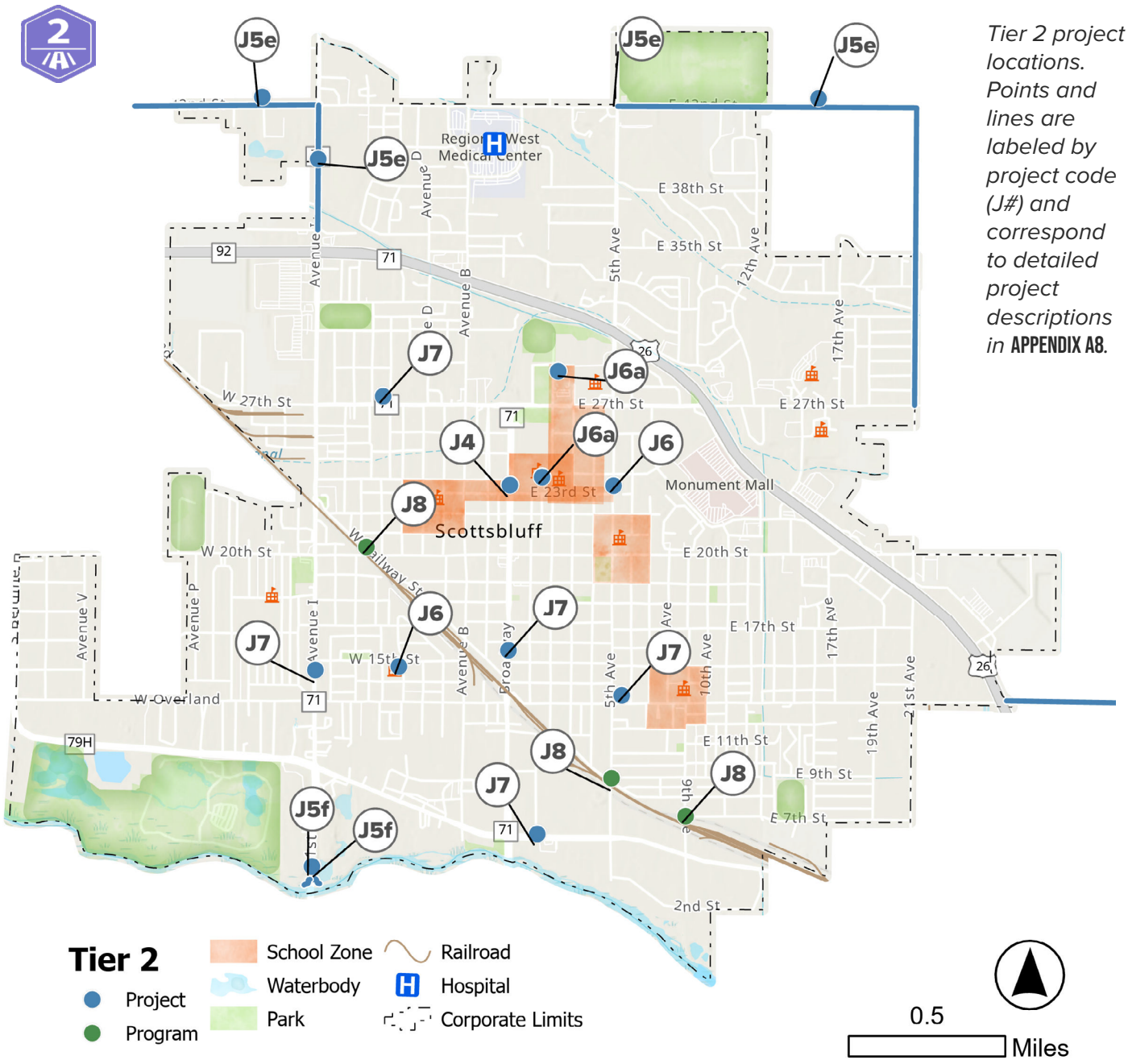
| Category | Representative Actions | Project Codes | What This Includes |
|---|---|---|---|
| Corridor Enhancements | Raised crossings, median improvements | J2, J4 | Geometric upgrades |
| Expanded Bike Network | Perimeter bikeways, connectors | J5e, J5f | Shoulders, shared-use paths |
| School Circulation | Parking, drop-off, access changes | J6, J6a | Internal circulation improvements |
| Transit Improvements | Stop upgrades and relocations | J7 | ADA pads, relocations |
| Rail Planning | Feasibility and coordination | J8, J8a, 8b | Analysis and alternatives |
| Lighting Expansion | Additional corridor lighting | J6, J11 | Targeted enhancements |

*Advances corridor-level improvements that require coordination, design, and strategic funding. Detailed project descriptions, locations, and cost estimates are provided in* APPENDIX A8.





## *Figure 4-3. Tier 2 PROJECT Actions — Corridor & System Expansion*




*Tier 2 project locations. Points and lines are labeled by project code (J#) and correspond to detailed project descriptions in* **APPENDIX A8.**

| Code | Project ( J ) | Tier(s) |
|---|---|---|
| **J2** | City Corridor & Intersection Safety Corrections | 1, 2 |
| **J4** | North Broadway & Bluffs Middle Safety Improvements | 1, 2, 3 |
| **J5** | Active Transportation Network Completion | 1, 2, 3 |
| **J6** | School Circulation & Access Safety | 1, 2, 3 |
| **J6a** | SHS Access & Parking Optimization | 1, 2, 3 |
| **J7** | Transit Stop Upgrade Program | 1, 2, 3 |
| **J8** | Rail Crossing Accessibility Upgrades | 1, 2, 3 |
| **J8a** | In-Town Grade Separation Feasibility Study | 2 |
| **J8b** | Ped/Bike Rail Separation Feasibility (SE Pathway) | 2, 3 |
| **J11** | Southeast Neighborhood Safety Improvements | 1, 2 |

***Tier 2** advances coordinated corridor improvements that address the underlying causes of severe crashes.*

# TIER 3
## — LONG-TERM VISION: SYSTEM COMPLETION AND TRANSFORMATION

**Tier 3** includes long-term projects that address systemic safety challenges and require sustained planning, coordination, and funding. These projects (***see Table 4-6***) focus on completing the transportation network and addressing structural barriers to safe travel.

### TIER 3 EMPHASIS

Full active transportation network buildout

- Major corridor reconstruction or long-range improvements
- Rail separation or major crossing improvements
- Long-term connectivity and system integration

These projects are typically more complex and may require right-of-way acquisition, regional coordination, or significant capital investment.

### IMPLEMENTATION APPROACH

**Tier 3** projects are advanced through:

- Long-range planning and feasibility studies
- Right-of-way preservation and coordination
- Regional partnerships and funding strategies
- Phased implementation over time

### EXPECTED OUTCOMES

**Tier 3** represents Scottsbluff's long-term commitment to a safe, connected, and resilient transportation system, ensuring that future growth supports safety for all users.

> ***Tier 3*** *completes the system with long-term investments that address complex barriers and support safer travel by design.*

***Table 4-6. Tier 3 Actions Summary — Long-Term System Improvements***

| Category | Representative Actions | Project Codes | What This Includes |
|---|---|---|---|
| Major Crossing Enhancements | RRFBs, advanced lighting | J3, J4, J6 | High-cost crossing treatments |
| Parallel Pathways | US-26 corridor shared-use path | J5d | Separated facility |
| School Infrastructure | Parking expansion, pullouts | J6a | Capacity improvements |
| Transit Enhancements | Lighting and stop upgrades | J7 | Pedestrian-scale improvements |
| Rail Separation | Structural feasibility and design | J8b | Long-term grade separation |

***Long-term investments that complete the network and address complex safety challenges. Detailed project descriptions, locations, and cost estimates are provided in*** APPENDIX A8.

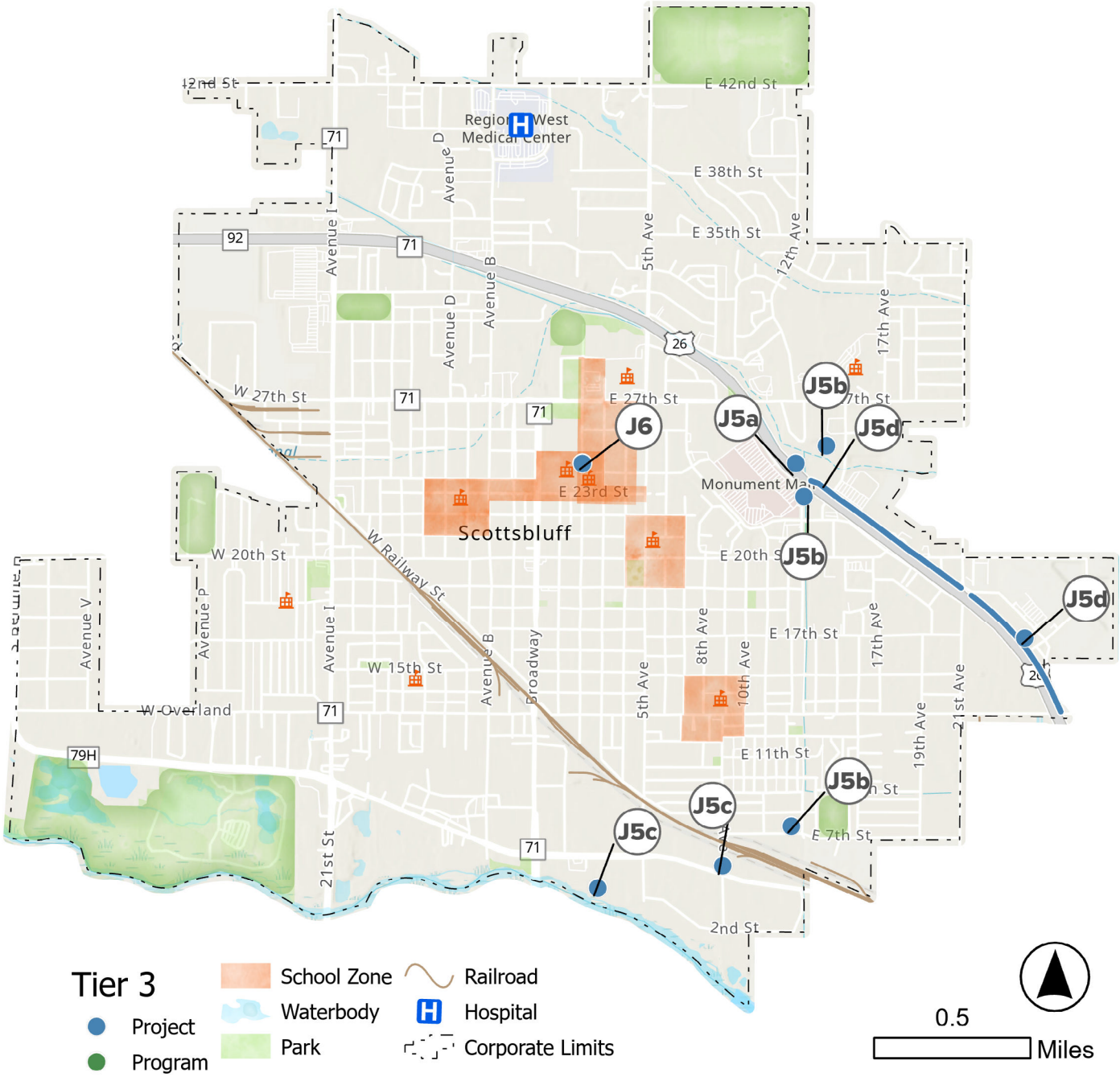




## *Figure 4-4. Tier 3 PROJECT Actions — Long-Term Safety Improvements*

*Tier 3 project locations labeled by project code (J#). Programs and policies support implementation across all tiers and are not location-specific; see* **APPENDIX A8** *for details.*

| Code | Project ( J ) | Tier(s) |
|---|---|---|
| **J4** | North Broadway & Bluffs Middle Safety Improvements | 1, 2, 3 |
| **J6** | School Circulation & Access Safety | 1, 2, 3 |
| **J6a** | SHS Access & Parking Optimization | 2, 3 |
| **J7** | Transit Stop Upgrade Program | 2, 3 |
| **J8b** | Ped/Bike Rail Separation Feasibility (SE Pathway) | 3 |
| **Code** | **Program ( P )** | **Tier(s)** |
| **P2** | Targeted HIN Lighting Program | 1, 2, 3 |
| **P3** | Quick-Build Demonstration Program | 1, 2, 3 |
| **P4** | Safety Performance Monitoring & Implementation Program | 1, 2, 3 |
| **P5** | Transportation Safety Education & Outreach Program | 1, 2, 3 |



## HOW THE TIERS WORK TOGETHER

The three implementation tiers are designed to function as a coordinated delivery system:

- **Tier 1** delivers immediate safety improvements and early results
- **Tier 2** expands and strengthens corridor-level performance
- **Tier 3** completes the system and addresses long-term challenges

Together, these tiers align with the Safety Focus Areas and provide a scalable, realistic path toward achieving Scottsbluff's Vision Zero goal.

## FROM PLANNING TO IMPLEMENTATION

The tiered structure ensures that the Safety Action Plan is not a static document, but an active framework for decision-making. By aligning priorities, funding, and implementation readiness, Scottsbluff is positioned to advance safety improvements in a deliberate and measurable way.

**CHAPTER 5** builds on this framework by defining the roles, responsibilities, funding strategies, and performance measures needed to move these actions from concept to construction.

> *This coordinated strategy enables Scottsbluff to deliver safety investments as a system—targeting the locations, conditions, and behaviors that contribute most to severe crashes.*



## 4.14 GOVERNANCE, MONITORING, AND PLAN UPDATES

This Safety Action Plan is not a one-time checklist — it is a living roadmap.

The prioritization framework identifies where safety improvements are most needed; the implementation Tiers 1 through 3 define when and how those improvements are advanced. As projects are refined, funded, and coordinated, they may advance between tiers based on readiness and opportunity.

To ensure accountability and sustained progress, the City will:

- **Monitor** crash trends and High Injury Network conditions annually
- **Track** implementation progress using measurable safety outcomes
- **Report** publicly on completed actions and performance indicators
- **Update** the plan every five years or sooner if crash trends shift
- **Continue** community engagement to inform future updates

**Project** phasing reflects planning-level cost considerations, implementation complexity, and coordination requirements. **Programs** and **Policies** are implemented continuously across all tiers and support the effectiveness of infrastructure investments.

Through coordinated implementation and performance monitoring, Scottsbluff advances its **Vision Zero** commitment to eliminating fatal and serious injury crashes





# 5 IMPLEMENTING AND SUSTAINING SAFER STREETS IN SCOTTSBLUFF

## 5.1 FROM STRATEGY TO SAVED LIVES

A plan does not save lives. Implementation does.

Chapter 3 documented a clear pattern: fatal and serious injury crashes in Scottsbluff are not random. They are concentrated along US-26, Avenue I (Highway 71), Broadway, East Overland, and in areas where children, pedestrians, and drivers interact near schools and rail crossings. These locations represent the highest combination of crash severity and exposure — and they will receive priority focus as implementation begins.

Chapter 4 translated those findings into targeted strategies, countermeasures, and bundled investments aligned with the Safe System Approach. Chapter 5 now defines how those strategies move from concept to construction — and from policy to measurable safety outcomes.

The Scottsbluff SS4A Safety Action Plan is intentionally structured to convert documented risk into built improvements, adopted ordinances, coordinated enforcement, and sustained partnerships. This chapter outlines:

- Who leads and who supports implementation
- What projects advance first and why
- How funding will be secured and bundled
- How performance will be monitored and reported
- How the plan will remain active over time

As a regional hub serving Western Nebraska and eastern Wyoming, Scottsbluff's transportation system carries both







neighborhood trips and significant regional traffic. Implementation must therefore balance local safety improvements with corridor-level investments that require coordination with NDOT, rail operators, transit providers, and regional partners.

Strategy defines what to do. Implementation defines how it gets done.

## 5.2 IMPLEMENTATION FRAMEWORK

The actions outlined in this Safety Action Plan are structured to be realistic, phased, and achievable for a community of approximately 14,000 residents. Implementation sequencing reflects documented crash severity, High Injury Network (HIN) prioritization, funding readiness, and inter-agency coordination requirements.

Tier 1 High Injury Network corridors — including US-26, Avenue I (Highway 71), and other high-severity segments identified in Chapter 3 — will receive priority sequencing when funding opportunities align. School-area safety improvements and high-exposure pedestrian locations will also advance early where feasible to reduce immediate risk.

This implementation framework translates strategy into action by defining:

- Clear leadership roles and decision authority
- Phased project delivery aligned with readiness and risk
- Funding alignment and bundling strategy
- Performance monitoring and accountability measures

Implementation capacity

reflects Scottsbluff's size, staffing structure, and reliance on contracted engineering services for capital project development and delivery. As a mid-sized community with limited in-house design capacity, Scottsbluff's approach emphasizes careful scoping, phased advancement, and grant alignment to maximize impact per dollar invested.

Together, Chapters 4 and 5 form a complete safety delivery system:

**Policy direction + Implementation structure = Real safety change.**

## 5.3 WHO DOES WHAT: GOVERNANCE & ROLES

Successful implementation in Scottsbluff requires coordinated leadership across City leadership and departments, state partners, schools, rail operators, transit providers, and community stakeholders. Because several of the highest-risk corridors fall under state jurisdiction or intersect active rail infrastructure, responsibilities are distributed based on legal authority, operational control, and technical expertise.

### CITY COUNCIL

The City Council provides policy direction, adopts ordinances, approves funding allocations, and formally endorses grant applications and inter-agency agreements.

*Figure 5-1. Project Partners and Stakeholder Organizations*

### CITY ADMINISTRATION

City Administration coordinates implementation across departments, advances funding opportunities, oversees reporting, and ensures that safety priorities are integrated into capital improvement planning.

> *Implementation sequencing will be integrated into the City's annual budget cycle and Capital Improvement Planning process.*

### ENGINEERING (CONSULTING SERVICES)

Engineering services, provided by the City's contracted consulting firm, will lead design development, cost refinement, project scoping, grant support documentation, and coordination with NDOT and other agencies for capital improvements.

> *Engineering will also support grant narrative preparation, benefit-cost documentation, and safety performance forecasting when required for competitive funding programs.*

### PUBLIC WORKS

Public Works will support implementation of lighting upgrades, signage improvements, striping, and maintenance-related safety enhancements.

Public Works will also be responsible for maintaining installed safety treatments,

including pavement markings, signage, lighting systems, and pedestrian visibility enhancements to ensure long-term effectiveness.

### POLICE DEPARTMENT

The Police Department will support targeted enforcement aligned with documented crash patterns, school zone standardization efforts, and public safety education initiatives.

### SCOTTSBLUFF PUBLIC SCHOOLS (SBPS)

SBPS will coordinate on school zone treatments, circulation improvements, Safe Routes strategies, and youth-focused safety programming.

### NEBRASKA DEPARTMENT OF TRANSPORTATION (NDOT)

NDOT maintains jurisdiction over US-26 and Nebraska Highway 71 (Avenue I). Projects affecting these facilities will require NDOT coordination and approval. The Safety Action Plan is structured to support joint implementation and HSIP alignment where applicable.

### BNSF RAILWAY

BNSF coordination will be required for rail crossing accessibility improvements, lighting enhancements, and feasibility studies related to grade separation.

### TRI-CITY ROADRUNNER (TRANSIT PROVIDER)

Tri-City Roadrunner will coordinate on transit stop upgrades, ADA compliance, and safety improvements at high-use stops located along HIN corridors.

### PANHANDLE PUBLIC HEALTH DISTRICT (PPHD)

PPHD can support walk audits, Safe Routes–style programming, community engagement, and grant application assistance. As a regional partner working across Scottsbluff, Terrytown, and Gering, PPHD can also help align safety messaging and funding strategies across jurisdictional boundaries.

### WESTERN NEBRASKA COMMUNITY COLLEGE (WNCC)

WNCC may support driver education, youth safety outreach, and community engagement efforts aligned with enforcement and education programs included in this plan.



## 5.4 WHAT HAPPENS FIRST: PHASED DELIVERY PLAN

Short-term projects focus on environments with immediate vulnerability and high risk exposure, including school zones, neighborhood corridors, and documented pedestrian conflict locations.

Implementation sequencing is based on risk severity, funding readiness, and inter-agency coordination requirements. Implementation is structured in three timeframes aligned with project tiers and readiness levels.

### SHORT-TERM (0–2 YEARS)

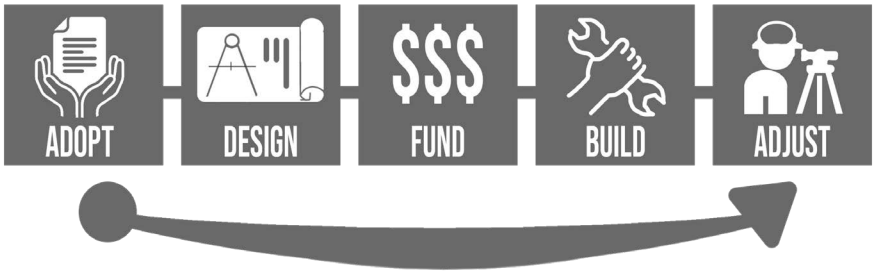
Focus: Quick-build improvements, school zone standardization, policy adoption, and high-readiness projects.

Priority actions include:

- School Zone Standardization Program (P1)
- Quick-Build Demonstration Projects (P3)
- High-Visibility Crosswalk & ADA Upgrades (J10 – initial phases)
- East Overland Improvements (J3)
- North Broadway & Bluffs Middle Safety Improvements (J4)
- Southeast Neighborhood Safety Improvements (J11)
- Pathway Master Plan (J9)

***Figure 5-2. Phased Implementation Strategy***

*Advancing projects from concept to construction, aligned with project readiness, coordination, and funding*




- Transportation Safety Ordinance updates (O1)
- Safety Performance Monitoring framework launch

These projects are scalable, cost-effective, and suitable for rapid deployment.

### MID-TERM (3–5 YEARS)

Focus: Corridor-level improvements and bundled grant implementation.

Priority actions include:

- US-26 Signal & Intersection Modernization (J1)
- Targeted Corridor Safety Corrections (J2)
- Lighting & Visibility Program expansion (P2)
- School Circulation & Access Improvements (J6)
- Rail Crossing Accessibility Upgrades (J8)
- Transit Stop Upgrade Program (J7)

These projects may require NDOT coordination, engineering development, and external funding support.

Mid-term investments prioritize Tier 1 and Tier 2 High Injury Network corridors requiring signal modernization, lighting expansion, and access management.

### LONG-TERM (5+ YEARS)

Focus: System-scale investments and feasibility-driven projects.

Priority actions include:

- Active Transportation Network Completion (J5)
- In-Town Grade Separation Feasibility (J8a)
- Pedestrian/Bicycle Rail Separation Feasibility (J8b)

These projects require sustained funding strategy, right-of-way review, and potential inter-agency cost sharing.

Long-term projects reflect structural risk factors identified in the crash analysis, including rail interface conflicts and network connectivity gaps.

## 5.5 ACTION PLAN ACTIONS & IMPLEMENTATION GUIDE

### FROM PLAN TO PRACTICE

Successful implementation of the Scottsbluff SS4A Safety Action Plan requires more than project delivery. It requires ongoing coordination, defined responsibilities, and repeatable actions that integrate safety into everyday City operations.

While **CHAPTERS 3** and **4** identify where and what to improve, this section defines how those improvements will be advanced, funded, delivered, and sustained over time.

These **actions** are intentionally structured to:

- Be realistic for a community of Scottsbluff's size
- Align with existing City roles and processes
- Support grant competitiveness and funding readiness
- Provide clear, step-by-step direction for implementation

### 5.5.1 ACTION CATEGORIES

Action Plan Actions are organized into three categories:

**1. Implementation Actions**

Implementation actions advance physical improvements (projects, quick-builds, corridor upgrades)

**2. Programmatic Actions**

Programmatic actions support education, enforcement, and community partnerships

**3. Institutional Actions**

Institutional actions embed safety into City policy, budgeting, and decision-making

#### IMMEDIATE IMPLEMENTATION MILESTONES (FIRST 12 MONTHS)

Within the first year following plan adoption, the City will:

- Initiate School Zone Standardization (P1)
- Launch Safety Performance Monitoring framework
- Identify and scope at least one Quick-Build Demonstration Project
- Begin preliminary engineering coordination with NDOT for Tier 1 corridor projects
- Refine cost estimates for top-priority capital projects
- Identify local match strategy for grant submittals

# 5.5.2 IMPLEMENTATION ACTION MATRIX

## A. IMPLEMENTATION ACTIONS

### PROJECTS → BUILT IMPROVEMENTS

### ACTION 1 Advance Tier 1 Priority Projects into Design and Construction

**Lead**: City Administration / Engineering

**Support**: NDOT, Consultant, Public Works

**Timeframe:** Short–Mid (0–5 years)

**Tracking**: # of projects advanced to design, funded, constructed

**Steps** (What this actually means):

1. Confirm final scope of Tier 1 projects (J1–J11 priority elements)
2. Identify which can move forward immediately (ready vs not ready)
3. Initiate preliminary engineering (10–30%)
4. Coordinate early with NDOT (for US-26, Hwy 71)
5. Develop cost estimates suitable for grant applications
6. Package projects into grant-ready bundles
7. Submit for SS4A / HSIP / TAP funding
8. Upon award → finalize design → bid → construct

### ACTION 2 Deliver Quick-Build Demonstration Projects

**Lead**: Public Works

**Support**: Engineering, Police, Schools

**Timeframe**: Short (annual)

**Tracking**: # of quick-builds installed, before/after evaluation

**Steps**:

1. Identify 1–2 locations annually (school zones, intersections)
2. Select low-cost treatments:
   - Striping
   - Posts / delineators
3. Temporary curb extensions
4. Install using in-house crews where possible Monitor:
   - Speeds
   - Conflicts
   - Public feedback
5. Adjust or convert to permanent improvements

## ACTION 3 Integrate Safety into Capital Improvement Planning (CIP)

**Lead**: City Administration

**Support**: Engineering, Finance

**Timeframe**: Annual

**Tracking**: % of CIP projects incorporating safety elements

**Steps**:

1. Review upcoming CIP projects annually
2. Cross-reference with:
   - HIN
   - School areas
   - Public concerns
3. Add safety elements:
   - Crosswalks
   - Lighting
   - Turn lanes
   - ADA upgrades
4. Prioritize projects that address Tier 1 risks
5. Document safety justification for funding





# B. PROGRAMMATIC ACTIONS

## BEHAVIOR → PARTNERSHIPS

### ACTION 4 Implement School Safety and Safe Routes Programming

**Lead**: Scottsbluff Public Schools

**Support**: PPHD, Police, City

**Timeframe**: Ongoing

**Tracking**: # of schools participating, improvements implemented

**Steps**:

1. Conduct walk audits at priority schools
2. Identify:
   - Crossing gaps
   - Drop-off conflicts
   - Visibility issues
3. Coordinate improvements (quick-build + capital)
4. Implement education:
   - Students
   - Parents
5. Align enforcement during peak times



## ACTION 5 Coordinate Targeted Enforcement and Education

**Lead**: Police Department

**Support**: PPHD, City Admin

**Timeframe**: Ongoing

**Tracking**: Enforcement activity + behavior trends

**Steps**:

1. Identify high-risk behaviors:
   - Speeding
   - Red-light running
   - Impairment
2. Focus on:
   - HIN corridors
   - School zones
3. Use:
   - STEP grants
   - Coordinated campaigns
4. Pair enforcement with:
   - Education messaging
   - Community outreach

## ACTION 6 Conduct Ongoing Community Engagement

**Lead**: City Administration

**Support**: PPHD, Schools, WNCC

**Timeframe**: Annual

**Tracking**: # of engagements, participation levels

**Steps**:

1. Maintain project website updates
2. Conduct periodic surveys
3. Host:
   - Open houses
   - School outreach
4. Use:
   - Map-based feedback tools
5. Incorporate feedback into project prioritization

# C. INSTITUTIONAL ACTIONS

## POLICY, DATA & COORDINATION

### ACTION 7 Maintain and Update the High Injury Network (HIN)

**Lead**: Engineering / GIS

**Support**: NDOT

**Timeframe**: Annual

**Tracking**: Updated HIN map

**Steps**:

1. Update crash data annually
2. Recalculate:
   - Severity
   - Crash rates
3. Adjust Tier 1 / Tier 2 priorities
4. Share with:
   - City leadership
   - Task Force
5. Use to guide funding + projects

### ACTION 8 Establish Ongoing SS4A Coordination (Task Force)

**Lead**: City Administration

**Support**: All partners (PPHD, NDOT, Schools, etc.)

**Timeframe**: 2–4 meetings/year

**Tracking**: Meeting frequency + action follow-up

**Steps**:

1. Maintain Task Force structure
2. Set standing agenda:
   - Crash trends
   - Project updates
   - Funding opportunities
3. Assign action items
4. Track progress between meetings



## ACTION 9 Track Performance and Report Progress

**Lead**: City Administration

**Support**: Engineering, Police

**Timeframe**: Annual
(or quarterly if grant-funded)

**Tracking**: Published report

**Steps**:

1. Compile:
   - Crash trends
   - Project status
2. Update:
   - HIN
   - Implementation metrics
3. Publish summary:
   - Website
   - Council updates
4. Use findings to adjust priorities

## ACTION 10 Prepare and Submit Grant Applications

**Lead**: Engineering / Administration

**Support**: Consultant, PPHD

**Timeframe**: Annual cycles

**Tracking**: # of applications submitted / awarded

**Steps**:

1. Monitor funding cycles:
   - SS4A
   - HSIP
   - TAP
2. Select ready projects
3. Bundle projects strategically
4. Develop:
   - Cost estimates
   - Benefit justification
5. Submit applications
6. Track outcomes and refine approach

## HOW PROGRESS WILL BE TRACKED

Progress will be measured using:

- Project delivery milestones
- Annual crash trend analysis
- High Injury Network updates
- Program participation metrics
- Grant funding secured

Results will be reviewed annually and used to adjust priorities, funding strategies, and implementation sequencing.

## WHY THIS MATTERS

These actions ensure that the Safety Action Plan is not a static document, but an active, evolving program that continuously translates data into decisions and decisions into safer streets.

By pairing capital investments with ongoing coordination, performance tracking, and community partnerships, Scottsbluff is positioned to deliver measurable, sustained reductions in fatal and serious injury crashes.

## 5.6 HOW WE PAY FOR IT: FUNDING & GRANT READINESS

The Safety Action Plan is structured to support diverse funding pathways and competitive grant positioning.

> *The total planning-level capital investment identified in this plan is approximately $18–$30 million, structured across phased tiers.*

Planning-level cost ranges reflect 2026 dollars and will be refined through preliminary engineering and grant development.

### FEDERAL FUNDING OPPORTUNITIES

- **SS4A Implementation Grants** – Tier 1 corridor modernization, school safety bundles, lighting programs
- **Highway Safety Improvement Program (HSIP)** – NDOT-aligned corridor and intersection treatments
- **Transportation Alternatives Program (TAP)** – Sidewalk, pathway, and ADA gap closure projects
- **Safe Routes to School funding** – School-area improvements and youth mobility protection
- **Highway Safety Office (HSO)** – Education and enforcement programming
- **Rail Safety Funds** (where applicable) – Rail crossing improvements and feasibility studies

### GRANT CYCLE AWARENESS

Federal grant programs such as SS4A, HSIP, and TAP operate on competitive annual or biennial cycles. Scottsbluff will monitor USDOT and NDOT funding announcements and align preliminary engineering schedules to ensure projects are ready for submission when opportunities arise.

Early engineering development improves competitiveness by demonstrating readiness, cost clarity, and inter-agency coordination.

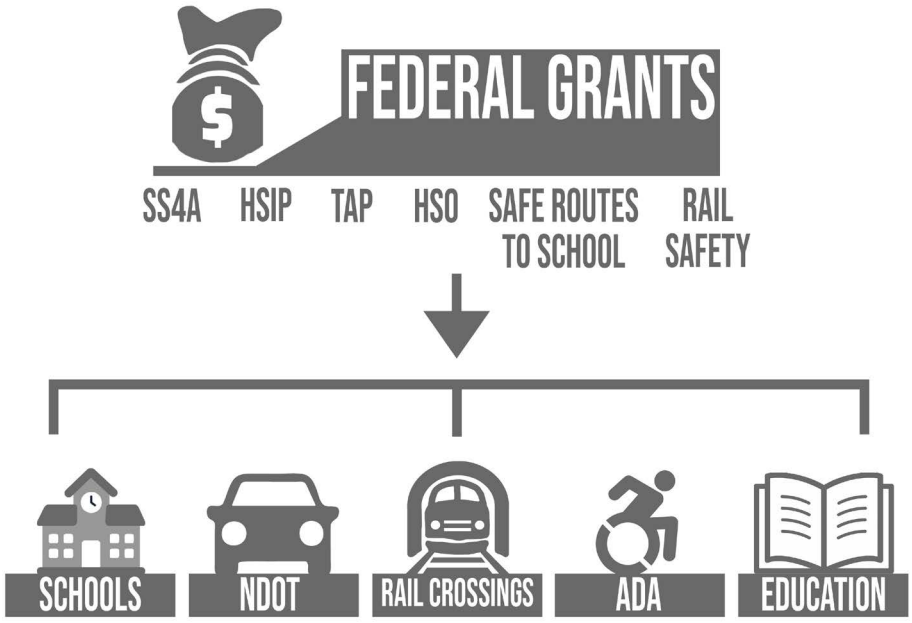



***Figure 5-3. Funding Strategy & Sources*** *Scottsbluff will leverage local, state, and federal funding sources to advance projects across all implementation tiers.*

### LOCAL & STATE FUNDING

Local match may include:

- General Fund allocations for policy and quick-build projects
- In-kind design services
- Phased Capital Improvement Programming (CIP)
- Potential public-private regional partnerships where appropriate

### BUNDLING STRATEGY

Scottsbluff's funding strategy is built on bundling, readiness, and alignment with federal safety priorities. Projects are structured to maximize competitiveness by pairing corridor-level risk reduction with systemic improvements and equity considerations.

> *If fully implemented, these actions are expected to substantially reduce fatal and serious injury crashes along Tier 1 HIN corridors and high-exposure school environments.*

Crash reduction outcomes will depend on full deployment, sustained enforcement alignment, and ongoing maintenance of implemented treatments.

Projects are intentionally grouped into bundles to strengthen grant competitiveness. Corridor-based applications (e.g., US-26 modernization + lighting + intersection visibility improvements) increase safety impact and funding justification.

### ADVANCING SS4A IMPLEMENTATION FUNDING

To pursue SS4A Implementation Grants, the City will:

- Confirm Tier 1 project scope and cost refinement through preliminary engineering
- Coordinate early with NDOT for state-controlled corridor elements
- Bundle related projects to strengthen safety impact justification
- Document crash reduction expectations using HIN and crash data
- Finalize proposed grant budget
- Identify local match sources where required

Upon award, the City will comply with all USDOT reporting requirements, including quarterly progress reporting, performance metric tracking, and adherence to federal procurement and documentation standards.

Engineering documentation and planning-level cost estimates provided in **APPENDIX A8** support grant application readiness.

### IMPLEMENTATION RISKS AND CONSTRAINTS

Implementation timelines may be influenced by:

- Federal and state funding availability
- Inflation and construction cost fluctuations
- Right-of-way acquisition needs
- Utility coordination requirements
- Rail scheduling constraints
- Contractor availability

The phased structure of this plan allows Scottsbluff to adjust sequencing while maintaining focus on documented high-risk corridors.

*Table 5-1. Implementation Priorities*

| Focus Area | Investment Focus | Risk Addressed | Priority Focus |
|---|---|---|---|
| 1 | School & Neighborhood Corridors | Pedestrian exposure | Critical Community Focus |
| 2 | US-26 & Ave I Corridors | Highest KSI concentration | High Impact Priority |
| 3 | Network Improvements | Systemic, Citywide Focus | Foundational System Strategy |

## 5.7 HOW WE MEASURE SUCCESS PERFORMANCE & ACCOUNTABILITY

Baseline crash data (2014–2023) provides the reference point for performance tracking. Performance monitoring is not a compliance exercise — it is a decision-making tool. Results will directly inform future funding prioritization, engineering design refinements, and policy updates.

The City will monitor implementation progress and safety outcomes through:

- Annual crash trend analysis
- High Injury Network (HIN) updates
- Tracking of completed capital projects and program milestones
- Monitoring pedestrian and school-area crash trends
- Public reporting of implementation status

Performance indicators may include:

- Reduction in fatal and serious injury crashes
- Reduction in pedestrian-involved crashes along HIN corridors
- School zone compliance improvements
- Number of upgraded crossings and lighting installations

Monitoring results will inform phased adjustments and funding prioritization.

For federally funded projects, the City will comply with USDOT performance reporting requirements, including documentation of safety outcomes, expenditure tracking, and milestone reporting consistent with SS4A guidance.

The City will evaluate whether implemented projects remain consistent with Safe System principles and adjust future phases accordingly.

The City will consider publishing an annual safety summary report summarizing project progress, crash trends, and High Injury Network updates to maintain transparency and public accountability.

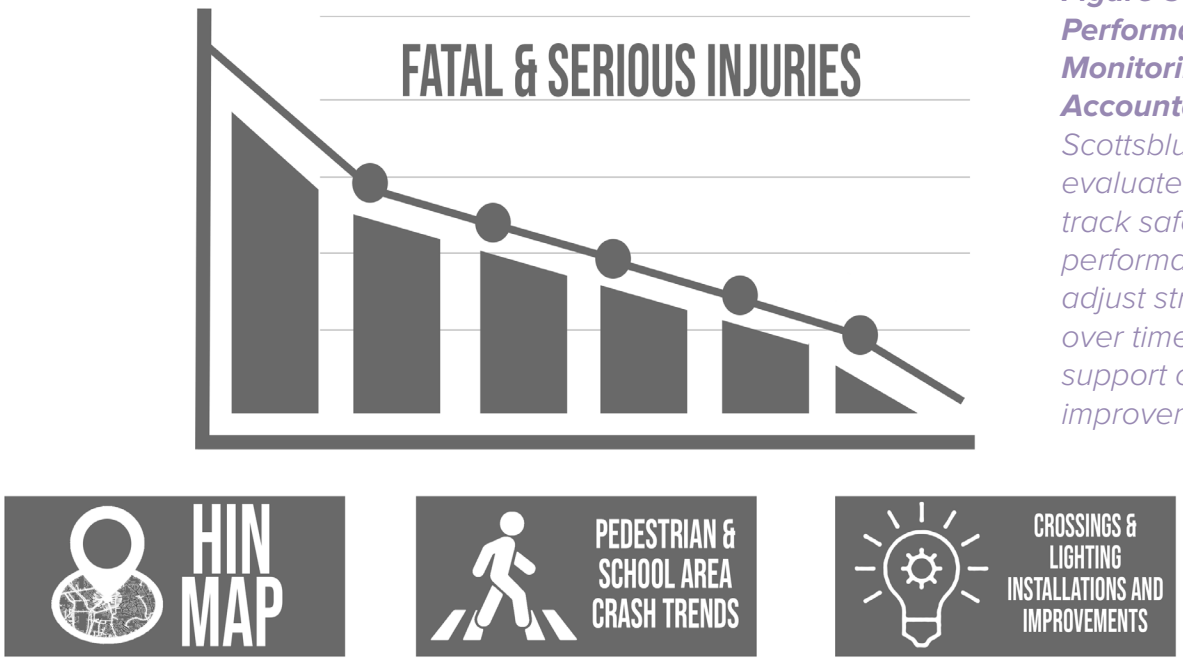



***Figure 5-4. Performance Monitoring and Accountability***
*Scottsbluff will evaluate progress, track safety performance, and adjust strategies over time to support continuous improvement.*

## 5.8 WORKING ACROSS BOUNDARIES: INTER-AGENCY COORDINATION

Implementation on state-controlled corridors and rail interfaces requires sustained coordination.

Because US-26 and Highway 71 function as both regional freight corridors and local main streets, corridor improvements must balance mobility and safety objectives through coordinated design review.

Rail-related improvements will require coordination with federal rail safety standards and BNSF scheduling constraints.

The City will:

- Engage NDOT early in corridor design discussions
- Coordinate with BNSF on crossing enhancements and feasibility studies
- Partner with SBPS on school-area improvements
- Coordinate with Tri-City Roadrunner on transit stop upgrades
- Maintain alignment between safety investments and Comprehensive Plan updates

This Safety Action Plan will be reviewed annually and formally updated at least every five years, or sooner if crash trends, funding conditions, or development patterns change significantly.

High Injury Network mapping will be refreshed annually to identify shifting crash concentrations or emerging corridors of concern.

## 5.9 SUSTAINING MOMENTUM: FROM PLAN TO ACTION

With corridors identified, countermeasures selected, and priorities established, Scottsbluff is prepared to begin advancing safety improvements immediately. Early efforts will focus on high-readiness, high-impact projects, while mid- and long-term investments will move forward through coordinated engineering development, funding alignment, and inter-agency partnership.

By combining corridor modernization, school safety protection, systemic citywide improvements, and policy reinforcement, Scottsbluff is positioned to achieve measurable reductions in fatal and serious injury crashes.

> *Implementation will require sustained leadership beyond election cycles, cross-agency collaboration, and continued community engagement.*

Implementation will occur in coordination with future Comprehensive Plan updates, zoning decisions, and development review processes to ensure new growth supports safety objectives.

Progress will depend on steady funding alignment, coordinated design development, and consistent application of Safe System principles.

Early visible improvements, particularly in school zones and high-exposure corridors, will help build community trust and support for longer-term investments.

### ONGOING COMMUNITY INVOLVEMENT

Residents will continue to play a role in implementation by:

- Participating in corridor design input sessions
- Reporting safety concerns through City platforms
- Engaging in school safety and Safe Routes initiatives
- Supporting behavior change through community education efforts

Safety improvement is a shared responsibility between infrastructure design and user behavior.

## 5.10 FEDERAL COMPLIANCE & SS4A ALIGNMENT

This Safety Action Plan satisfies SS4A planning requirements by:

- Identifying a High Injury Network (HIN)
- Applying a Safe System–based methodology
- Integrating disadvantaged community considerations
- Incorporating meaningful public engagement
- Establishing a prioritized implementation strategy
- Providing planning-level cost estimates
- Defining performance monitoring procedures
- Outlining a five-year update cycle

The City of Scottsbluff is prepared to advance these actions into implementation phases consistent with FHWA guidance and SS4A program objectives.

This plan positions Scottsbluff to compete effectively for implementation funding while maintaining compliance with FHWA guidance and federal safety performance standards.

> *Scottsbluff's size and governance structure allow for nimble implementation once funding is secured.*

## WHAT THIS PLAN MEANS FOR RESIDENTS

- Phased improvements, not overnight change
- Safer and more visible crossings
- Clearer and more consistent school zones
- Improved lighting along key corridors
- Better walking, biking, and accessibility connections
- A long-term roadmap for reducing fatal and serious injury crashes

## WHAT THIS PLAN DOES NOT DO

- Does not immediately raise taxes
- Does not eliminate all traffic congestion
- Does not commit to projects without funding
- Does not require every project to be built at once
- Does not shift responsibility away from safe driving behavior



# SCOTTSBLUFF SS4A SAFETY ACTION PLAN

## 5.11 COUNCIL ADOPTION SUMMARY PURPOSE

The Scottsbluff Safe Streets and Roads for All (SS4A) Safety Action Plan establishes a data-driven, phased strategy to reduce fatal and serious injury crashes within the community. The plan aligns with the Federal Safe System Approach and supports the City's Vision Zero goal of eliminating traffic-related deaths and severe injuries.

### WHY THIS PLAN IS NEEDED

Crash analysis (2014–2023) identified that fatal and serious injury crashes in Scottsbluff are concentrated along:

- US-26
- Avenue I (Highway 71)
- Broadway
- East Overland
- School zones and rail crossings

These corridors and intersections represent the highest combination of crash severity and user exposure. The Safety Action Plan prioritizes improvements where risk is greatest.

### WHAT THE PLAN DOES

The plan:

- Identifies a High Injury Network (HIN)
- Applies Safe System principles
- Establishes prioritized capital projects: **J-Series**
- Defines programmatic actions: **P-Series**
- Updates policy tools: **O-Series**
- Provides planning-level cost estimates ($18–$30 million total)
- Structures improvements into short-, mid-, and long-term phases
- Establishes a performance monitoring framework

### IMPLEMENTATION APPROACH

Implementation will:

- Advance school-zone safety improvements early
- Prioritize Tier 1 High Injury Network corridors
- Bundle projects to maximize grant competitiveness
- Coordinate with NDOT on state-controlled highways
- Coordinate with BNSF on rail crossing improvements
- Align with annual Capital Improvement Planning

**Short-term actions** focus on quick-build improvements and school safety standardization.

**Mid-term actions** advance corridor modernization and lighting expansion.

**Long-term actions** address system-scale improvements and rail interface feasibility.

### FUNDING STRATEGY

The plan positions Scottsbluff to compete for:

- SS4A Implementation Grants
- Highway Safety Improvement Program (HSIP) funds
- Transportation Alternatives Program (TAP) funds
- Highway Safety Office (HSO) funding
- Rail safety programs

Local match may include General Fund allocations, CIP funding, and in-kind services.

### PERFORMANCE & ACCOUNTABILITY

The City will:

- Conduct annual crash trend analysis
- Update the High Injury Network annually
- Track project implementation progress
- Monitor pedestrian and school-zone safety outcomes
- Publicly report safety performance

Baseline Scottsbluff crash data (2014–2023) will serve as the reference point for measuring progress.

### COUNCIL ACTION

Adoption of the Scottsbluff SS4A Safety Action Plan:

- Authorizes staff to pursue implementation funding
- Integrates safety priorities into capital planning
- Positions the City for federal and state grant competitiveness

This plan does not commit the City to immediate construction expenditures but establishes a structured framework for phased, fundable safety improvements.

### STATEMENT OF COMMITMENT

By adopting this Safety Action Plan, the City of Scottsbluff affirms its commitment to reducing fatal and serious injury crashes through coordinated engineering, enforcement, education, and partnership.

Strategy defines what to do. Adoption authorizes how it begins.





***Figure 5-5.*** *Scottsbluff Safety Action Plan adopted by City Council, May 18, 2026*

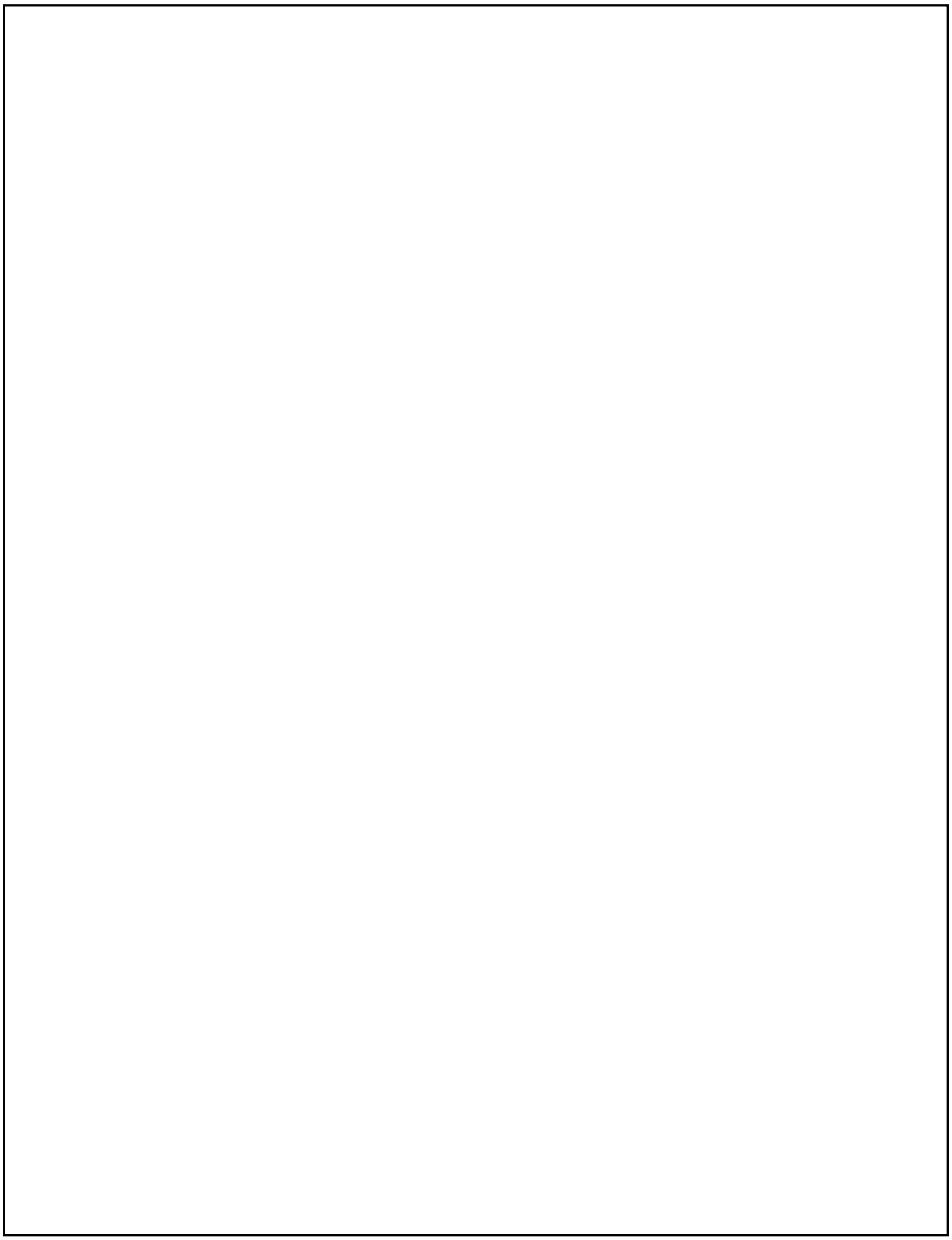


*Figure 5-6. Vision Zero Resolution adopted May 4, 2026.*

**RESOLUTION NO. 26-05-02**

**A RESOLUTION ADOPTING A VISION ZERO POLICY AND AFFIRMING THE CITY'S COMMITMENT TO REDUCING FATAL AND SERIOUS INJURY CRASHES**

**WHEREAS,** the life and health of all persons living and traveling within the City of Scottsbluff are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

**WHEREAS,** Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

**WHEREAS,** Vision Zero is a data-driven collaborative approach aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while supporting safe, accessible, and equitable mobility for all users of the transportation system; and

**WHEREAS,** thirteen people lost their lives to traffic crashes within the corporate limits of the City of Scottsbluff between 2014-2025, and traffic crashes remain a leading cause of death nationwide; and

**WHEREAS,** improving safety for all users — including people walking, bicycling, driving, and using transit supports public health, economic vitality, and overall quality of life; and

**WHEREAS,** Vision Zero resolutions have been adopted by many jurisdictions across the United States to guide coordinated safety efforts and investments;

**NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Scottsbluff, State of Nebraska, that:**

The City of Scottsbluff hereby adopts a Vision Zero goal that no loss of life or serious injury is acceptable on its transportation system.

The City establishes a target to reduce traffic fatalities and serious injuries by 50 percent by 2031 and to eliminate traffic fatalities and serious injuries by 2036 on its transportation system.

The City commits to implementing a **Safe System approach**, emphasizing safer speeds, safer streets, safer people, safer vehicles, and post-crash care.

The City will utilize data-driven decision-making, interdepartmental coordination, and community engagement to prioritize and implement safety improvements.

The City supports the implementation of the Scottsbluff Safety Action Plan and will pursue funding, partnerships, and policies necessary to achieve these goals.

The City Clerk shall certify the adoption of this Resolution, which shall take effect immediately upon passage.

**PASSED AND APPROVED ON** May 4, 2026

ATTEST:

Kimberley Wright, City Clerk

City of Scottsbluff, Nebraska CORPORATE SEAL Incorporated June 10, 1916

Betsy Vidlak, Mayor


SAFER STREETS.
STRONGER CONNECTIONS.
A BETTER FUTURE FOR ALL.


SS4A
A VISION FOR SAFER STREETS
Scottsbluff Safe Streets for All

# City of Scottsbluff, Nebraska

**Monday, May 18, 2026**
**Regular Meeting**

**Item 13.b**

**Council to discuss and consider action on the Agreement with M.C. Schaff & Associates, Inc. for Preliminary Engineering Services for Sanitary Sewer District No. 169, and authorize the Mayor to sign the Agreement.**

**Staff Contact:** Kevin E Spencer

AGREEMENT BETWEEN M.C. SCHAFF & ASSOCIATES, INC.

AND THE CITY OF SCOTTSBLUFF FOR PROFESSIONAL SERVICES FOR PRELIMINARY ENGINEERING SERVICES FOR, SANITARY SEWER DISTRICT NO. 169 LOCATED IN THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 22 NORTH, RANGE 54 WEST OF THE 6TH P.M.

The City of Scottsbluff ("CITY") having its office at 2525 Circle Drive, Scottsbluff, Nebraska 69361 and M.C. Schaff & Associates, Inc., a Nebraska Corporation with its address at 818 South Beltline Highway East, Scottsbluff, NE 69361 ("ENGINEER"), agree as follows:

The ENGINEER agrees to provide professional services to the CITY under the following terms and conditions:

## I. PROJECT

The ENGINEER agrees to provide professional services to the CITY in connection with the following project ("PROJECT"):

Sanitary Sewer District No. 169 located in the East half of the Southwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th P.M.

## II. SERVICES

A. The ENGINEER agrees to provide Engineering Services for the project as described in **Exhibit A**.

B. SERVICES under this Agreement shall be performed by ENGINEER to the same standard achieved by other engineers performing similar work in similar locations. Determinations of acceptable quality shall be made by the Project Manager for the City of Scottsbluff.

## III. COMPENSATION OF CONSULTANT

A. The ENGINEER'S maximum ceiling fee paid on the basis of time spent at the rates specified in **Exhibit B** shall be **$12,582.00**. Payment shall be made monthly following receipt of the bills submitted by the ENGINEER.

No work will be done by ENGINEER outside the scope of services unless prior Council authorization, in the form of a change order, is received. Work outside the scope of

services will be provided at the Hourly rates specified in **Exhibit C**.

B. The ENGINEER shall keep complete records of time spent and materials used on the PROJECT so that the CITY may verify bills submitted by the ENGINEER. Such records shall be made available to the CITY upon request and submitted in summary form with each bill.

## IV. INSURANCE

A. During the term of this agreement, the ENGINEER agrees to maintain in effect a policy of professional liability insurance protecting the ENGINEER and its employees in an amount of not less than $1,000,000. The ENGINEER shall maintain in effect a policy of worker's compensation insurance.

B. The ENGINEER shall also maintain in effect an insurance policy or policies in an amount of not less than $1,000,000 which protects it and the CITY from damages resulting from the ENGINEER'S conduct.

C. Certificates showing the ENGINEER has the required insurance shall be filed with the CITY before any SERVICES are performed. Certificates shall provide not less than 10 days prior written notice to the CITY of cancellation or material changes of the terms of the policy. The Certificate for the insurance outlined in Article IV.B. shall name the CITY as an additional insured party.

D. The ENGINEER shall indemnify, defend and hold the CITY, its officers, employees and agents harmless from all suits, claims, judgments and expenses (including attorney's fees) resulting or alleged to result from any SERVICES, acts or omissions by the ENGINEER or its employees and agents in performing this agreement.

## V. WARRANTIES BY ENGINEER

A. The ENGINEER warrants that its SERVICES shall conform to the same standards achieved by other engineers performing similar work in similar locations.

B. The ENGINEER warrants that it has all the skills and experience and all professional licenses necessary to perform the SERVICES it is to provide pursuant to this agreement. The ENGINEER may rely upon the accuracy of reports and surveys provided to it by the CITY except when defects should have been apparent to a reasonably competent professional or when it has actual notice of any defects in the reports and survey.

C. The ENGINEER shall perform its SERVICES for the PROJECT compliance with all applicable laws, ordinances and regulations.

## VI. TERMINATION OF AGREEMENT

A. The agreement can be cancelled by either party with written notice 30 days prior to cancellation.

B. This agreement may be terminated by either party in the case of a breach of this agreement by the other party, if the breaching party has not corrected the breach within 15 days after notice to termination is mailed to it at the above address.

C. The CITY may terminate this agreement if it decides not to continue with the PROJECT. The CITY shall provide notice of such termination by first class mail to the ENGINEER at its above address. If the PROJECT is terminated for reasons other than the breach of the agreement by the ENGINEER, the ENGINEER shall be compensated for reasonable time spent and reasonable quantities of materials used prior to notification of termination.

## VII. OBLIGATIONS OF THE CITY

A. The CITY agrees to give the ENGINEER access to the PROJECT area and other CITY owned properties as required to perform the necessary SERVICES under this agreement.

B. The CITY shall notify the ENGINEER of any defects in the SERVICES of which the CITY has actual notice.

## VIII. ASSIGNMENT

The ENGINEER shall not subcontract or assign any portion of the SERVICES without prior written consent of such action by the CITY.

## IX. EXTENT OF AGREEMENT

This agreement represents the entire understanding between the CITY and the ENGINEER and it supersedes all prior representations or agreements whether written or oral. This agreement may be altered only by written amendment signed by the ENGINEER and the CITY.

## X. OWNERSHIP OF DOCUMENTS

Upon completion or termination of this agreement, all documents prepared by the ENGINEER, including plans, tracings, drawings, estimates, specifications, field notes, investigations, studies and reports shall become the property of, and be delivered to, the CITY. The CITY acknowledges that the documents are prepared only for the PROJECT.

Effective Date of this Agreement _____, 2026.

| | |
|---|---|
| M.C. Schaff & Associates, Inc. | City of Scottsbluff, Nebraska |
| Michael Olsen | |
| _____ | _____ |

# EXHIBIT A

## Scope of Services

Perform all engineering services as required for the making of surveys, designs, layouts, analysis, plans, quantity computations, summaries and other items necessary to determine precise alignment, provide preliminary and final plans of the proposed project, and assist the City in taking of bids on the Project.

The project shall include design of Sanitary Sewer District No. 169 located in the East half of the Southwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th P.M. including all sanitary sewer main, manholes, and related work.

Care shall be exercised in drawing all preliminary and construction details. All notes shall be properly spaced and all lettering shall be of an engineering style. Clarity must be maintained to allow reduction to half size plans.

Specifically, a more detailed description of the services to be performed is as follows:

WORK DESCRIPTION

A. Project Alignment and Field Survey

Perform topographic survey to locate existing facilities and identify potential conflicts with other utilities in the area.

B. Prepare Plans & Specifications)

Perform engineering services and prepare construction drawings, specifications, and a construction estimate detailing the work to be performed by the contractor. The design package will incorporate all appropriate City of Scottsbluff Standard Specifications.

Design services provided by our firm will meet all needs of the City and will be done in compliance with the State Board of Engineers and Architects. All work will be done by qualified engineers, designers, and technicians.

C. Prepare Contract Documents and Assist in Bidding Process

Prepare contract documents for review and approval by the City staff and City Council. The contract documents will include the technical specifications, construction plans, and contractual requirements. The documents will include necessary bid documents for use as a proposal to be submitted by potential bidders. Once the contract documents are approved by the City Council, we will assist the City in the advertisement for, receipt of, and review of bids received. We will prepare a tabulation of the bids received and any documentation needed to evaluate and eventually recommend acceptance of the lowest and best bid. Following contract award, we will prepare the contracts, bonds, and other documents needed for the execution of the construction contract for this project.

**EXHIBIT B**

| WORK ITEM AND STAFF | HOURS | RATE | EXTENSION | SUBTOTAL |
|---|---|---|---|---|
| **A. PROJECT ALIGNMENT AND FIELD SURVEY** | | | | **$3,692.00** |
| Professional Engineer | 6 | $229.00 | $1,374.00 | |
| Survey Crew | 10 | $155.00 | $1,550.00 | |
| Engineering Tech | 8 | $96.00 | $768.00 | |
| Clerical | 0 | $87.00 | $0.00 | |
| **B. PREPARE PLANS AND SPECIFICATIONS (SANITARY SEWER)** | | | | **$7,800.00** |
| Professional Engineer | 28 | $229.00 | $6,412.00 | |
| Survey Crew | 4 | $155.00 | $620.00 | |
| Engineering Tech | 8 | $96.00 | $768.00 | |
| Clerical | 0 | $87.00 | $0.00 | |
| **C. PREPARE CONTRACT DOCUMENTS AND ASSIST IN BIDDING PROCESS** | | | | **$1,090.00** |
| Professional Engineer | 4 | $229.00 | $916.00 | |
| Survey Crew | 0 | $155.00 | $0.00 | |
| Engineering Tech | 0 | $96.00 | $0.00 | |
| Clerical | 2 | $87.00 | $174.00 | |
| | | Total | | **$12,582.00** |

## EXHIBIT C

The hourly rate schedule for work to be provided by M.C. Schaff & Associates, Inc. under this agreement shall be as listed below.

| | |
|---|---|
| Professional Engineer | $229.00 |
| Survey Crew | $155.00 |
| Project Inspector | $103.00 |
| Engineering Tech | $96.00 |
| Clerical | $87.00 |

# City of Scottsbluff, Nebraska
**Monday, May 18, 2026**
**Regular Meeting**

**Item 13.c**

**Council to receive the 2025 Annual Report from the Police Department.**

**Staff Contact:** Krisa Brass

# Annual Report 2025

# Scottsbluff Police Department




**Visit Our Website**
www.scottsbluff.org

## Our Vision

To serve our community with **honesty**, **compassion** and **respect**.

## Our Mission

The mission of the Scottsbluff Police Department is to enhance **safety**, **service**, and **trust** with our community.

Keep our community **safe** by preventing citizens from becoming victims of crime or from being injured in traffic collisions. This is our highest priority.

Provide excellent **service** to the numerous requests we receive from the community.

Our principal duty is to **serve**.

Maintain the **trust** of our community. This **trust** provides every department member with the foundation required to carry out our duties. Without **trust** we simply do not have the authority to serve our public.

# CORE VALUES

To help in achieving our mission, the Scottsbluff Police Department has outlined the department's CORE VALUES, or characteristics important to being a successful officer:

**Integrity:** The Scottsbluff Police Department is built upon a foundation of ethical and professional conduct. We are committed to the highest level of moral principles and ethics. All members of the department will adhere to the Law Enforcement Code of Ethics.

**Honesty:** We will be truthful and trustworthy at all times.

**Candor:** The freedom from prejudice or malice; fairness. We are committed to equal application of the law to offenders and members of the public as well as the equal application of rules and regulations to all members of the department.

**Commitment:** The trait of sincere and steadfast fixity on a purpose; the act of binding yourself (intellectually or emotionally) to a course of action. We are dedicated to meeting demands of our profession and performing all duties to the best of our ability.

**Courage:** The ability to confront real or perceived fear in the face of pain, danger, uncertainty or intimidation. We are dedicated to meeting all challenges with the courage needed to accomplish our mission.

**Competence:** Properly or sufficiently qualified, capable, or efficient of performing the task; adequate for the purpose. We are committed to being qualified to handle the tasks which society expects from the police department.

**Compassion:** We understand our role as community caretakers, and temper our application of the law with compassion and empathy.

# Department Goals

- Continue to evaluate and implement policy and procedural changes that enhance the guidance and accountability of the department.
- Recruit and retain the best possible police officers.
- Provide quality training for all employees.
- Promote police conduct that is responsive and sensitive to the needs of the community.
- Require aggressive crime fighting to improve the utilization of patrol and investigative resouces in the identification, arrest, and conviction of individuals committing criminal activity within our jurisdiction.
- Require a professional work ethic and professional work product by officers engaged in routine police duties, and preliminary and follow-up investigations.
- Enhance the role of department personnel in the planning and development process.
- Recognize exceptional work by police employees.
- Stress the responsibility of all employees to be accountable to the department and the community for all of his/her actions.

# Age and Experience

38.8

Average Age of Sworn Personnel

## Average Years of Police Experienece

| All Sworn Personnel | Command Officers | Sergeants | Corporals | Detectives | Patrol |
|---|---|---|---|---|---|
| 12.2 | 23 | 19.4 | 5.5 | 19.4 | 5.5 |

# Organizational Chart

Chief Brass

Admin Asst Walker

Captain Kite

Captain Enlow

## PATROL SGT.'s

Eckerberg Lopez Massie Genoways

## PATROL CPL.'s

Roalkvan Griess Weber Yocum

## PATROL OFFICER's

| | | | |
|---|---|---|---|
| Howton | Littau | Muniz | Curry |
| Modec | Vorse | Thomas | Weatherman |
| Peterson | Mason | Luckinbill | Bissonnette |

## DETECTIVES

Sgt. Soucie
Kiesel
Rohrer
Rada

## SCHOOL RESOURCE OFFICERS

Kuhlman
Wilson
Johnson

Compliance Service Officer
McGowan

| | | |
|---|---|---|
| Record Tech<br>Knox | Record Tech<br>Garza | Record Tech<br>Vernon |

# 2025 Revenues

| | |
|---|---|
| Police Service/Terrytown | $137,540 |
| STEP Grant | $96,941 |
| Car & Property Auctions | $24,609 |
| Vehicle Impound/Tow | $12,152 |
| Alcohol Tests | $6,100 |
| Photo Copies | $2,819 |
| Handgun Permits | $1,503 |
| Security | $1,336 |
| Alarms | $800 |
| ATV/UTV Permits | $725 |
| Fingerprinting | $489 |
| WING Task Force | $350 |
| Witness Fees | $326 |

## Why It's Important?

Scottsbluff Police Department provides several services by administrative staff and officers. These services are provided for fees charged by the department to assist in recovering the cost of providing them. The monies earned in this area are then returned to the City's General Fund.

Also shown is the service contract amount with Terrytown for providing all police functions. Not shown is the amount that the department shares with Scottsbluff School District and Western nebraska Community College for providing crossing guards and school resource officers.

Captain Lance Kite



# Operations Division

## Patrol Vehicle Fleet

- Maintenance
- Order new vehicles
- Equipment and install

- Grants-Highway Safety, etc.
- Internship Program

**Patrol Division consists of 4 Patrol Sergeants, 4 Patrol Corporals and 16 Patrol Officers**




## K9 Program

## Schedules

- Cooridnate work schedule
- Court appearance liaison
- Cooridnate training

- Traffic Resolutions/Ordinances
- Field Training Coordinator
- Uniform/Equipment
- Citizen Complaints
- Use of Force Review
- State Reporting
- Media Liaison

# STEP Grant

**The purpose of the Special Traffic Enforcement Program (STEP) grant is to provide funding assistance to Law Enforcement Agencies for selective overtime enforcement, community engagement/outreach, and education overtime in the emphasis areas of Occupant Protection, Impaired Driving, Distracted Driving, or General Traffic. Funding assistance will provide reimbursement for overtime salaries.**

Each month we submit an activity report for:

- Presentations
- Community Programs
- School Programs
- Media Contacts
- Booth Displays
- Enforcements
- Distributed Materials
- Number of People Reached

# $120,000

# Oct 24-Sep 25





















# K9 Team Cpl. Weber & Duke

## STATISTICS

- 20 Narcotic Deployments with 61.5g Methamphetamine located, along with multiple residue cases with Methamphetamine and Marijuana
- 10 Patrol Deployments
- 1 Evidence Recovery Deployment
- 1 Tracking Deployment
- Officer Weber and Duke have maintained a consistant 16 hours of training per month



# INTERNSHIPS

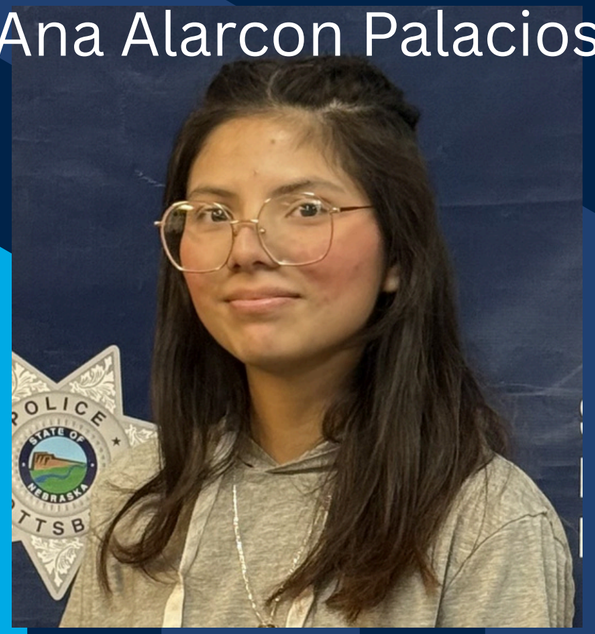
Christian Peters



We had 4 interns in 2025. Interns experience a full immersion into the workings of the Scottsbluff Police Department.

- Records
- Administration
- Investigations
- Patrol

Ana Alarcon Palacios



Yasmine Arias



Katalia Adams



# Support Services

Captain Cody Enlow




## Records

- Supervision of Personnel
- Computer programs
- Productivity statistics
- Monthly crime/activity reports (NIBRS)
- Criminal history requests
- Firearms permits
- Evidence room oversight/audits
- Media releases/liason

## Investigative Bureau

## Crime Prevention Programs

## EOD and SWAT

## Animal Control

## Liason for schools





# SCHOOL RESOURCE OFFICER PROGRAM

The School Resource Officer Program began in 2002 with funding from the United States Department of Justice COPS in Schools grant program. Through the years and with diminishing grant funds, partnerships were expanded with the Scottsbluff Public School District to maintain and enhance the program. In 2014 this partnership grew with the addition of a second School Resource Officer within the district. The program was enhanced again in 2019 with the addition of a third School Resource Officer position within the department. This third officer serves on the campus of the Western Nebraska Community College, Scottsbluff Campus.







# 2025 Scottsbluff Police Department Animal Control











- **1414** Animal Complaint CFS's
  - **31** Written Reports
  - **44** Animal Bites
  - **23** Citations for Leash Law
    - **4** Warnings
  - **1** Citations for Kennel License
    - **1** Warnings
  - **3** Citations for Animal Cruelty
    - **1** Warnings
  - **3** Citations for No Rabies

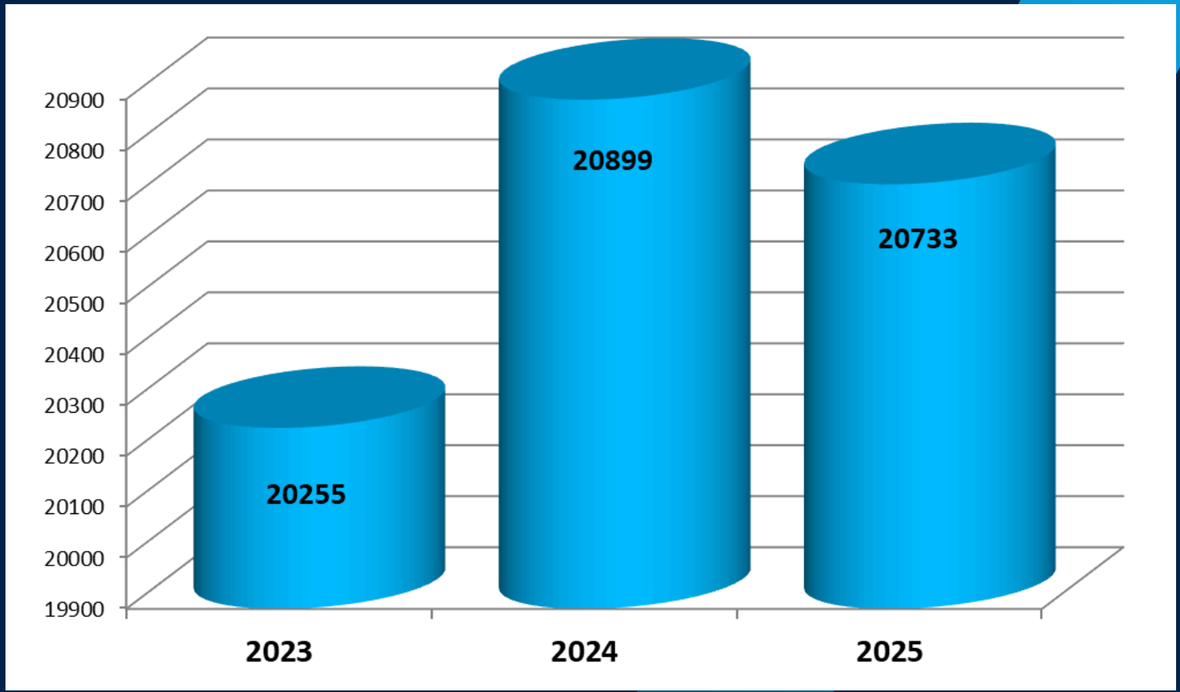




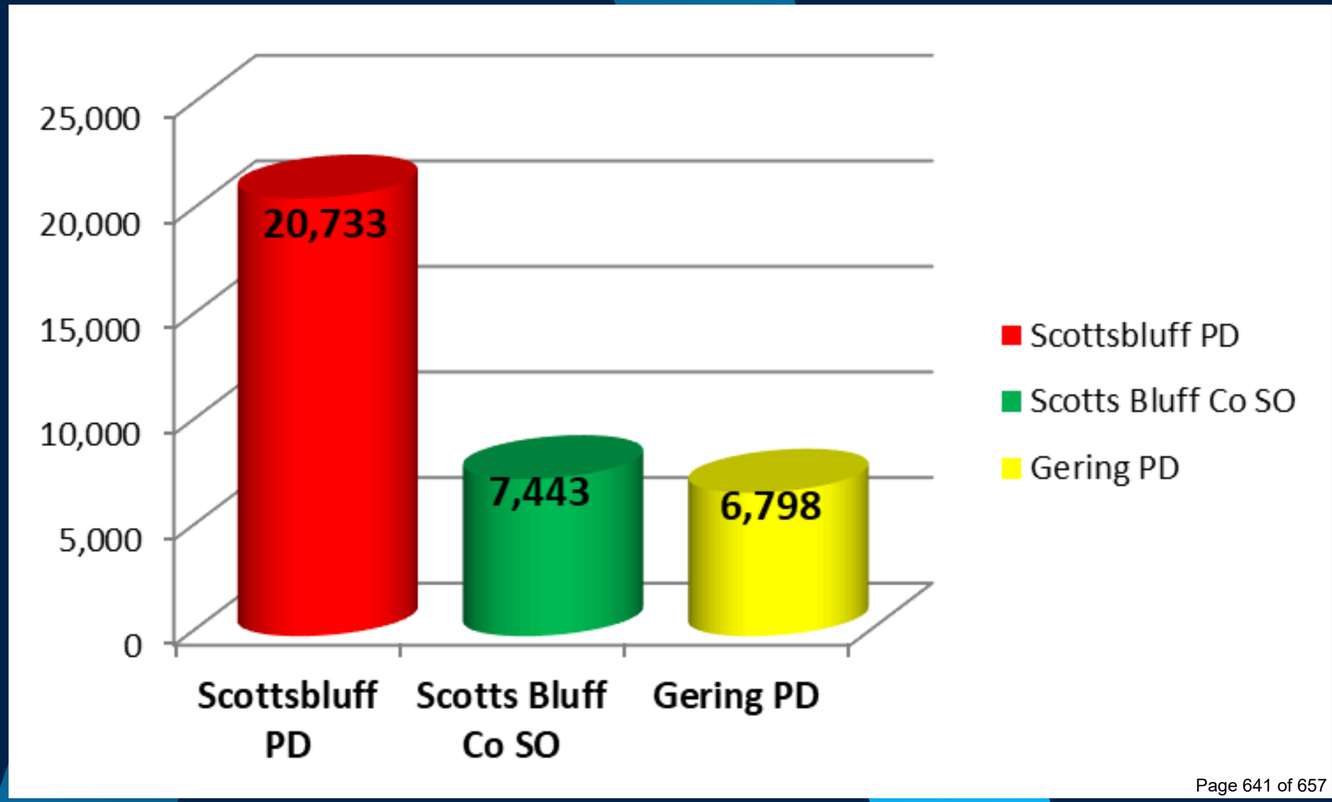


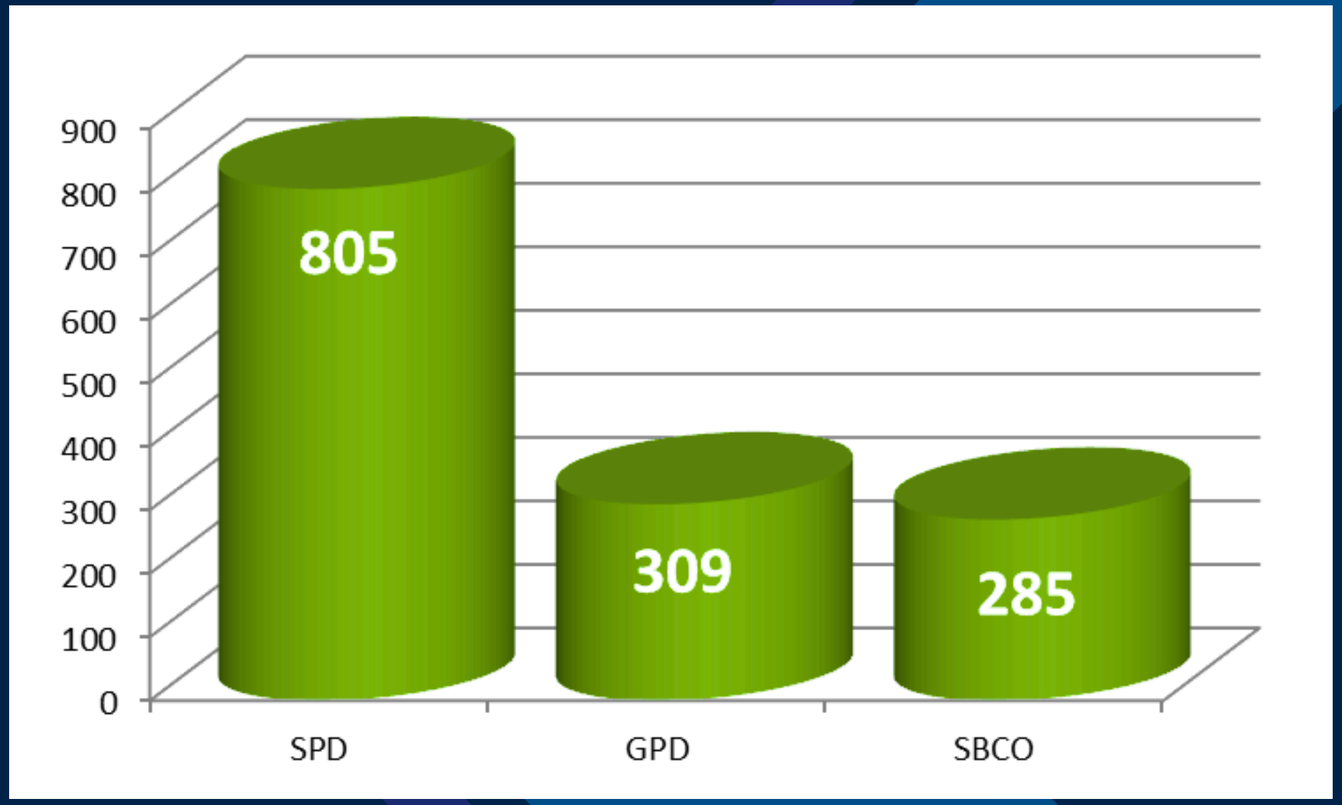
# 2025 Activity Summary

## 3-year Calls for Service Comparison




## 2025 Local Agency Total Call Comparison



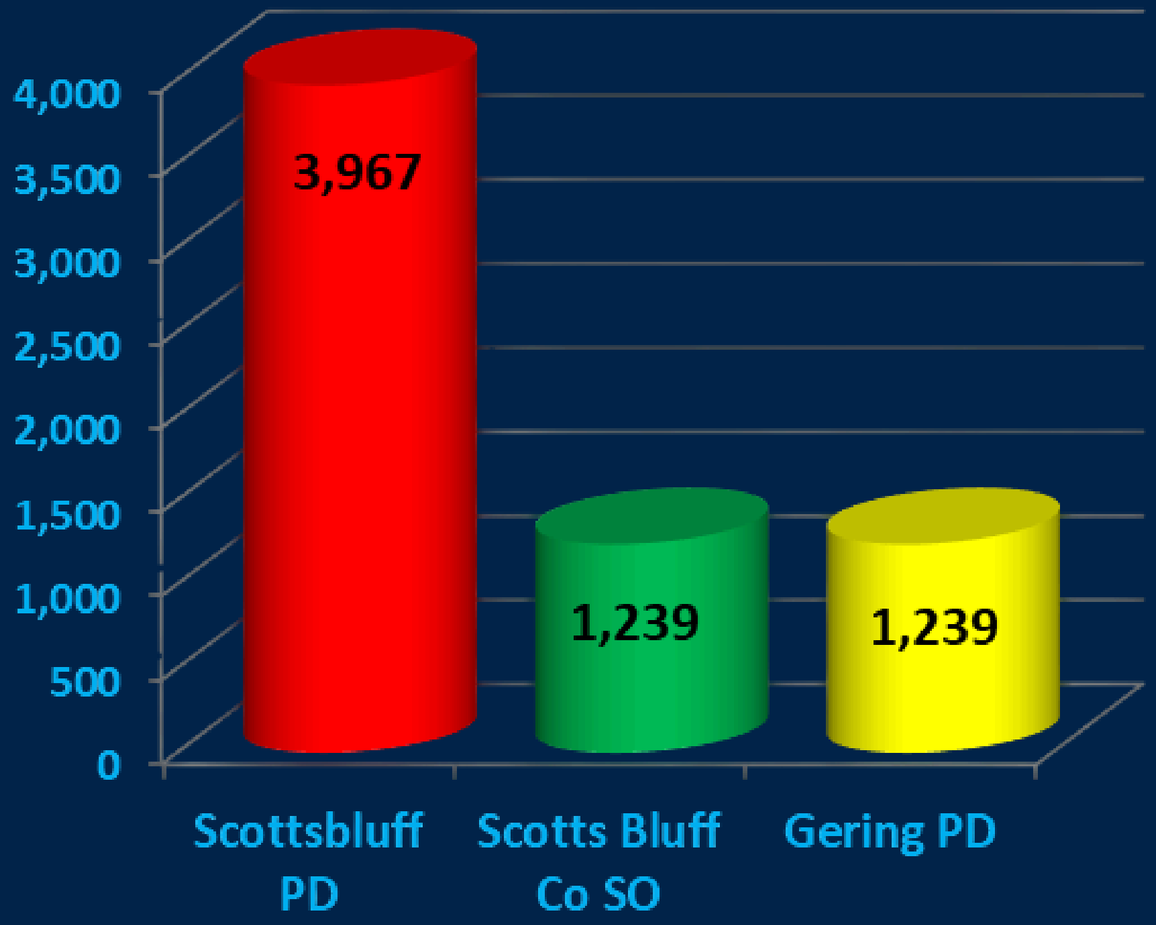



**This graph compares the three larger agencies arrest statistics in Scotts Bluff County**

Of the total arrests for Scottsbluff Police Department in 2025, the below arrests were made for serious crimes.

- **5** Homicide Arrests
- **0** Robbery Arrests
- **1** Arson Arrests
- **80** Aggravated Assault Arrests
- **69** Assault on Officer Arrests (0 with bodily fluids)
- **146** Warrant Arresting Agency Jurisdiction
- **23** Warrant Outside Agency

# 2025 Written Report Agency Comparison




The total number of reports written by Scottsbluff Police Officers in 2025 reflects an average of 132 written reports per officer. Some reports take minimal time while others take several hours and even shifts to complete.



Written reports are completed to document investigative efforts as well as document evidence collected during investigations. Not all calls for service (CFS) require a written report. Of the total calls for services received, this reflects 19% (3967/20733) of those calls required written reports.

# 2025 Scottsbluff Police Department Drug Related Activity

- In 2025 the WING Task Force and Scottsbluff Police Department continued to see significant increase in the number of opiates seized and possessed by offenders within their areas of operation.  This included the seizure of numerous counterfeit prescription pills containing fentanyl.  These drugs are very dangerous to users as they are most often created in clandestine labs without any control or oversight. The department also investigated several deaths caused by fentanyl poisoning in 2025.

# 2025 Drug Seizure Amounts

- **METHAMPHETAMINE:  183.527 grams, 66.7 dosages, 51.270 milliliters, .5 gallons**
- **COCAINE:  2.2 grams**
- **MARIJUANA:  372.204 grams, 47 dosages, 4.7 pounds, 7.625 ounces, 1 milliliter**
- **OPIUM:  136.5 dosages**
- **NARCOTICS:  75 dosages, 11.6 grams**
- **STIMULANTS:  65 dosages**
- **BARBITUATES:  3 dosages, 8 grams**
- **DEPRESSANTS:  85 dosages**
- **OTHER DRUGS:  6,966 dosages**
- **UNKNOWN DRUG TYPES:  1 dosage, .8 grams**

# 2025 Scottsbluff Police Department Drug Related Activity

- **152 subjects were arrested for Possession of Controlled Substances (includes Marijuana)**
- **194 subjects arrested for Possession of Drug Paraphernalia**

- The Scottsbluff Police Department provides an investigator to the WING/HIDTA Drug Task Force. This task force focuses on the investigation of mid to upper level drug distributors throughout the 13 counties of the Nebraska Panhandle. Other agencies throughout the panhandle also provide investigators for this effort.

- Some arrests were released on citations and the subjects were not jailed

# 2025 Scottsbluff Police Department Alcohol Related Activity

- 95 subjects were arrested or cited for Driving Under the Influence (DUI)
  - 14 of these were also charged with Refusal of a Chemical Test or PBT
- 42 subjects were arrested/cited for Minor In Possession (MIP)
- 46 Open Container violations
- Of the 149 Liquor License Checks conducted within the City of Scottsbluff in 2025, there were 2 compliance failures including the sale of alcohol to a minor, and 147 that were in compliance.



# 2025 Motor Vehicle Summary/Traffic Enforcement

Traffic enforcement is important in reducing the number of motor vehicle accidents and increasing public safety. Below is the number of traffic accidents investigated within the city in 2025. The totals of violations listed below are some of the most common violations contributing to motor vehicle accidents. Scottsbluff Police Officers conducted 3,913 traffic stops in 2025, of these, 1,033 citations and 1,864 warning citations were issued.



## ACCIDENTS

Non-Injury Accidents **594**

Injury Accidents **119**

Fatal Accidents **1**

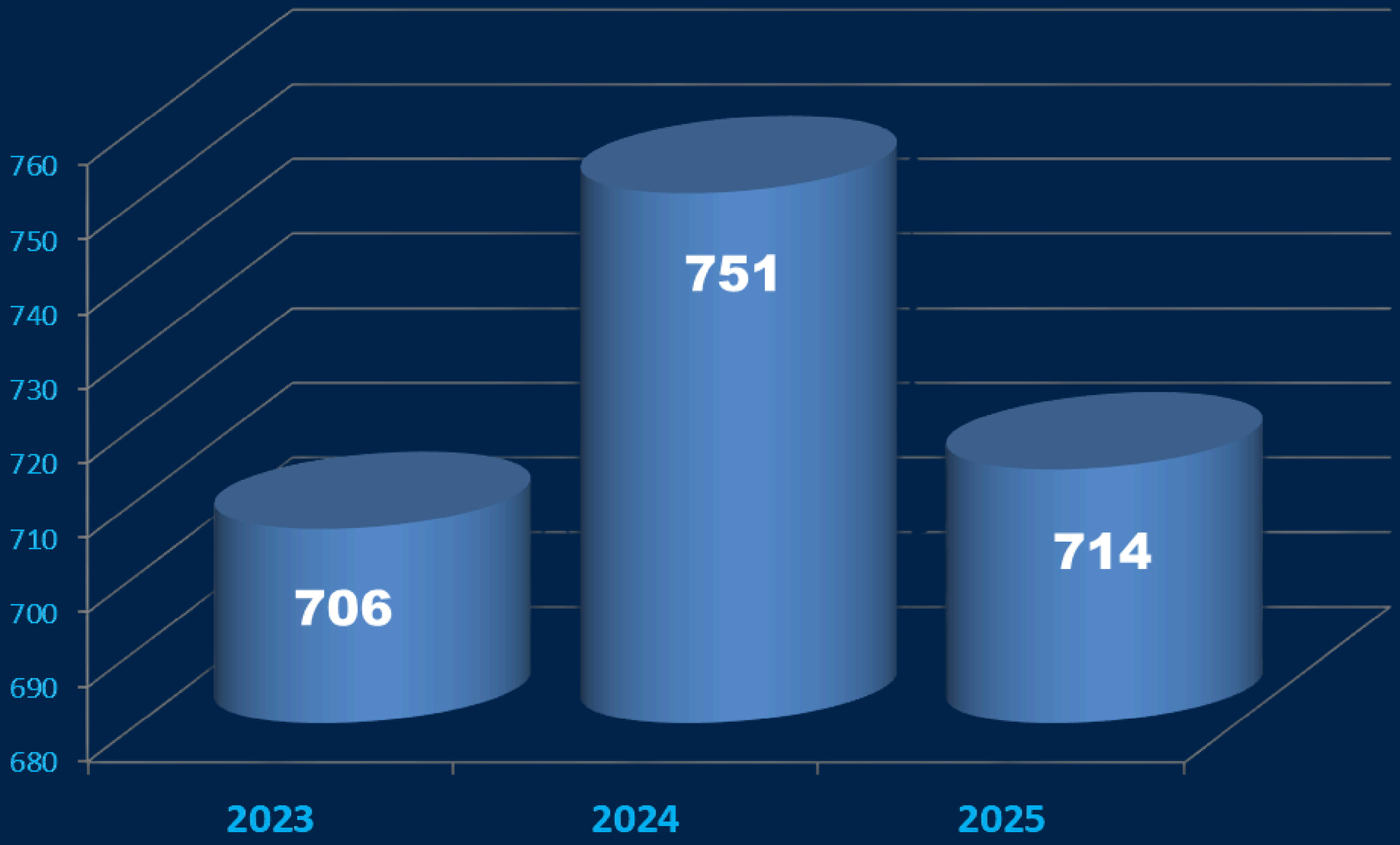




## TRAFFIC ENFORCEMENT

| | CITATIONS | WARNINGS |
|---|---|---|
| Driving Under Suspension | 104 | |
| Stop Sign Violations | 61 | 71 |
| Speeding Violations | 221 | 712 |
| Failure to Yield | 65 | 3 |
| Following too Closely | 14 | 2 |
| Negligent/Reckless Driving | 11 | 2 |

# 2025 Motor Vehicle Accident Summary



# 2025 Crimes Summary

Many crimes that occur fall within designations of Crimes Against Property and Crimes Against Persons. Below is a snapshot of some of these crime types that were investigated by the department in 2025. The department continues to see significant increase in fraud related crimes targeting vulnerable groups within the community. These crimes can result in significant monetary losses and post significant challenges to investigate.



## Property

| | |
|---|---|
| Bad Check | 3 |
| Burglary | 50 |
| Counterfeiting/Forgery | 18 |
| Criminal Mischief | 36 |
| Embezzlement | 1 |
| Fraud | 75 |
| Theft | 494 |
| Theft-Motor Vehicle | 47 |
| Trespassing | 395 |
| Vandalism | 131 |
| **Totals:** | 1,250 |





## Persons

| | |
|---|---|
| Animal Bites | 31 |
| Assaults (includes domestic) | 127 |
| Agg. Assaults (includes domestic) | 33 |
| Child Abuse | 99 |
| Disorderly Conduct | 60 |
| Lewd & Lascivious | 2 |
| Protection Order Violations | 50 |
| Robbery | 2 |
| Sex Offenses | 26 |
| **Total:** | 430 |



# 294 victims

- **271 Female**
- **23 Male**

175 of those calls were from SPD

132 unsolicited phone calls
(phone calls made after a referral from the Police Officers)




Caring, trained advocates * Immediate, ongoing, & long-term support * One on one support * Group support * Holistic healing * Coping skills * Connections to other community agencies * Connections & referrals for professional counseling * Legal advocacy * Assistance with Protection Order Applications * Immigration assistance * Attorney referrals * Court system information & support * Medical Advocacy * Medical system information & support * Accompaniment to hospital, doctor, or clinic * Emergency & short-term financial assistance * Transportation assistance * Food pantry * Emergency cell phones * Emergency safe shelter

# Community Engagement













- Coffee With A Cop
- Cops N' Cones
- National Night Out
- Pink Patch Project
- Shop with a Cop
- Dating Violence Awareness Month
- JROTC teen CERT training-EOD
- WNCC Career Fair
- Week of the Child-car seat safety
- Bicycle Safety w/youth organizations and schools
- SRO's - SPS after school programs
- Storytime with a Police Officer-Leid Public Library
- Empowering Families summer Youth Empowermtne tCamp
- Army National Guard Career Fair/Boss Lift-Chinook
- Central Square Community Portal
- Broadway Trick or Treat
- Halloween with Empowering Families in the Plaza
- Career Cabs - SWAT, EOD, K9 and drones
- Terrytown Cocoa and Cookies
- Terrytown Trunk or Treat
- Pharmaceutical Take Back Event

# 2025 Promotions




Chief
Krisa Brass




Captain
Cody Enlow



Admin. Sergeant
Andrew Soucie



Sergeant
Nathan Genoways




Corporal
Spencer Griess



Corporal
Tyler Weber




Corporal
Stefan Yocum




Detective
Zac Rada

# 2025 Milestone Anniversaries

Thank You for your dedication and service to our department!



Detective
Rob Kiesel
35 years




Officer
Billy Howton
20 years



Sergeant
Andrew Soucie
10 years



Officer
Ron Wilson
10 years




Corporal
Spencer Griess
5 years

# 2024 Chief of Police Award

# OFFICER REINA MUNIZ






Officer Muniz has served our department for 2 years.

- Implemented new signage on the building to assist children looking for help
- Holds herself accountable
- Dedication to our community
- Takes pride in her work
- Shows empathy for others
- Never backs down from a challenge

Awarded to any member of our department for outstanding job accomplishments that has contributed to a more effective and efficient police department. This may involve improved administration, improved operations, substantial cost savings, or other benefits to the department that have materially facilitated the effective performance of the department's mission. This award is presented in the form of a medal, a ribbon bar, and a framed citation.

# 2024 Officer of the Year Award

# OFFICER RYLIE MASON






Officer Mason has served our department for 2 years.

- Tenacious work ethic
- Highly organized
- Actively compete to do better than those on her shift
- Eager to learn and actively seeks feedback daily
- Positive attitude
- Level-headed and shows great compassion towards victims

This officer is selected by the Segeants.  The department member must show exceptional achievement in any police endeavor, either on-duty or off-duty, crime prevention, investigative work, community policing, traffic safety, drug control and prevention, juvenlie programs and training programs.  This award will be presented in form of medal, a ribbon bar, and a framed citation.

# 219th Basic Session




## Officer Levi Thomas

## Officer John Curry




# 221st Basic Session




## Officer Jacob Weatherman

# 2025 Law Enforcement Memorial Ceremony

National Police Week became a designated observance under President John F. Kennedy's administration in 1962, with the designation of May 15 as Peace Officers Memorial Day.







Albert W. Peterson

End of Watch: April 25, 1923

