

SAFE STREETS FOR ALL

Appendix E: Community Profiles



BELLEVUE, NE

Population: 64,301
(2020)

Area: 21.7 sq. mi.

of KSI crashes: 109
(2018-2022)

of VRU crashes: 16
(2018-2022)

Top Focus Areas:
Overrepresentation of KSI crashes compared to all crashes within Bellevue

- Motorcyclists (14.1x)
- Arterials (13.1x)
- Impairment & Inattention (3.0x)
- Signalized Intersections (13.7x)
- Pedestrians & Bicyclists (9.4x)

RECOMMENDATIONS

Upon Plan Adoption/Ongoing

- LC-01: Adopt a Vision Zero Resolution
- LC-07: Safety Specific Funding
- SR-19: Systemic Signal Improvement Standards
- SV-01: Support Transit Use Expansion

Short-Term

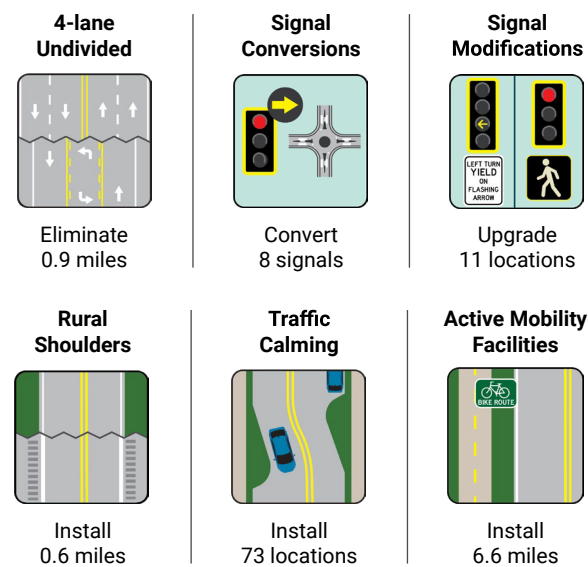
- LC-03: Public-Private Partnership
- LC-10: Local CIP Project Identification and Prioritization
- SR-01: Safety Lighting Action Plan
- SR-02: Quick-Build Funding Program
- SR-03: Quick-Build Regional Toolkit
- SR-07: Intersection Control Evaluation Policy
- SR-08: Access Management / Traffic Impact Study Policy
- SR-16: State DOT Design Relaxation
- SR-17: Standard Details for Safety Countermeasures
- SS-01: Dynamic Speed Display / Feedback Signs
- SV-02: Vehicle Fleet Safety Training
- SV-03: Update Vehicle Procurement Standards

Long-Term

- PCC-02: Emergency Pull-Off Areas
- PCC-03: Enhanced Wayfinding
- SR-04: Safe Routes to School
- SR-05: Sidewalk and Trail Inventory and Prioritization
- SR-06: Sidewalk & Trail Removal Plan
- SR-09: Complete Streets Policy
- SR-10: Sidewalk Maintenance Policy
- SR-18: Work Zone Training and Standardization
- SS-04: Traffic Calming Policy
- SS-05: Speed Management Plan
- SV-04: Intelligent Speed Assistance (ISA) in Fleet Vehicles
- SV-05: Automatic Crash Management (ACN)

SAFETY METRICS

Infrastructure Targets (by 2040)*:

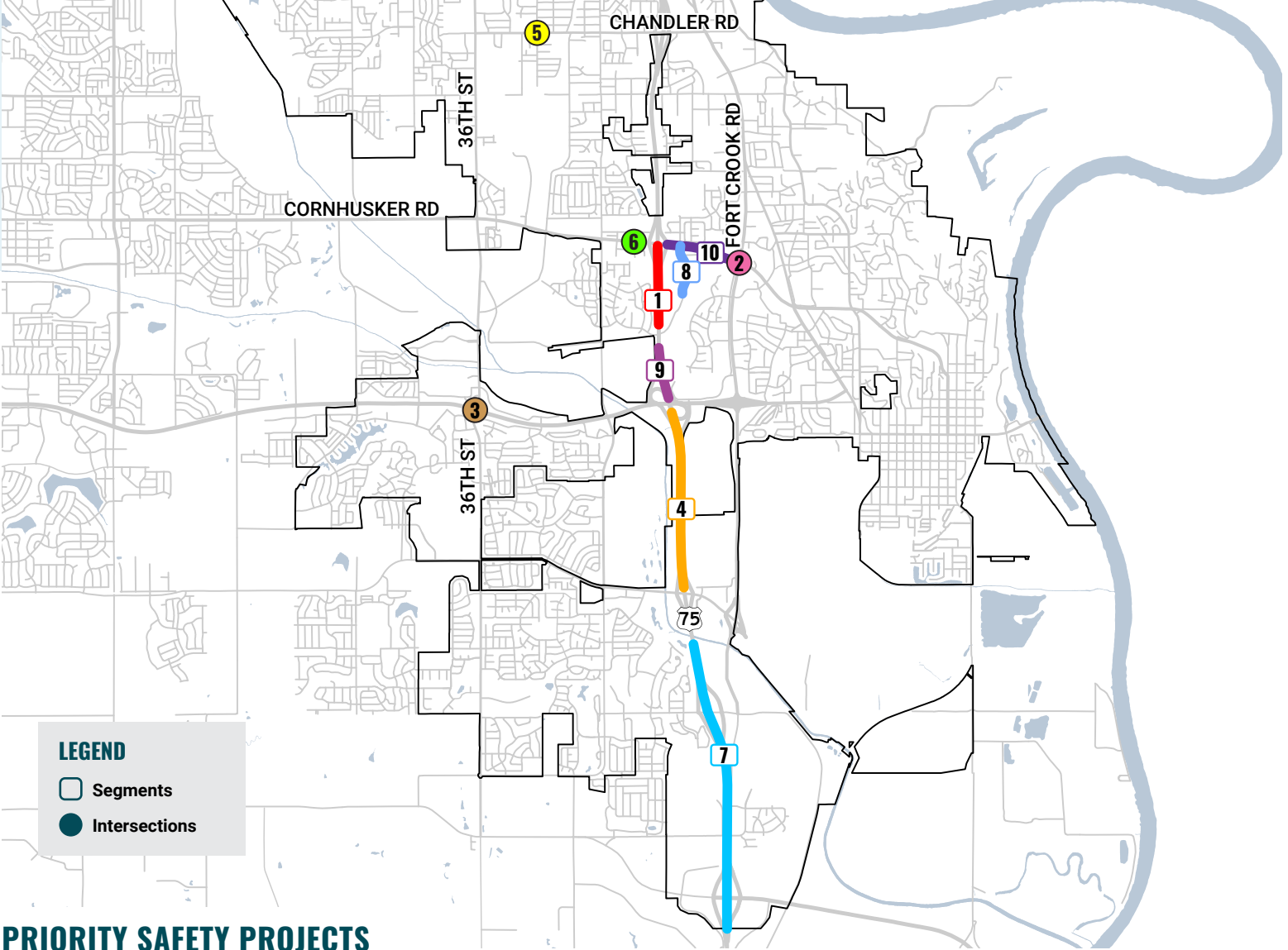


*Targets set as of 2025.

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☒ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	Kennedy Freeway / US-75	Cable Median Barrier	\$630,000	-	3.0	45.6	16.1
2	Cornhusker Rd & Fort Crook Rd S & Harvell Dr	Multi-Lane Roundabout	\$3,750,000	5.4	26.8	12.4	20.5
3	36th St & NE-370	Systemic Traffic Signal Modifications	\$230,000	-	3.0	24.3	25.6
4	Kennedy Freeway / US-75	Cable Median Barrier	\$1,360,000	1.5	4.6	14.7	15.0
5	Chandler Rd & 30th St	Mini-Roundabout	\$750,000	-	8.0	17.8	11.1
6	21st St & Cornhusker Rd	Multi-Lane Roundabout	\$3,750,000	5.4	2.7	8.4	14.9
7	Kennedy Freeway / US-75	Cable Median Barrier	\$2,230,000	6.1	6.1	8.2	24.7
8	15th St	Lane Reconfiguration	\$410,000	-	1.2	72.2	15.1
9	Kennedy Freeway / US-75	Cable Median Barrier	\$380,000	-	1.5	29.2	10.2
10	Cornhusker Rd	RSA and Improvements	\$1,220,000	-	2.0	17.4	7.1

*See Chapter 5 of the CSAP for prioritization methodology. The list above is not comprehensive and communities may prioritize other safety projects.

BENNINGTON, NE

Population: 2,023
(2020)

Area: 0.7 sq. mi

of KSI crashes: 2
(2018-2022)

of VRU crashes: 0
(2018-2022)

Top Focus Areas:
Overrepresentation of KSI crashes compared to all crashes within Bennington

- Arterials (17.3x)
- Speed (7.7x)
- Impairment & Inattention (7.7x)
- Roadway Lighting (3.3x)

RECOMMENDATIONS

Upon Plan Adoption/Ongoing

- LC-01: Adopt a Vision Zero Resolution
- LC-07: Safety Specific Funding
- SR-19: Systemic Signal Improvement Standards

Short-Term

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Long-Term

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SAFETY METRICS

Infrastructure Targets (by 2040)*:

Traffic Calming

Install 3 locations

Active Mobility Facilities

Install 1 mile

*Targets set as of 2025.

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School

PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	156th St & NE-36	RCUT or MUT	\$3,000,000	-	2.8	1.0	5.6
2	156th St	VRU Facilities and Traffic Calming	\$180,000	-	-	5.7	2.1

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CARTER LAKE, IA

Population: 3,798
(2020)

Area: 2.0 sq. mi.

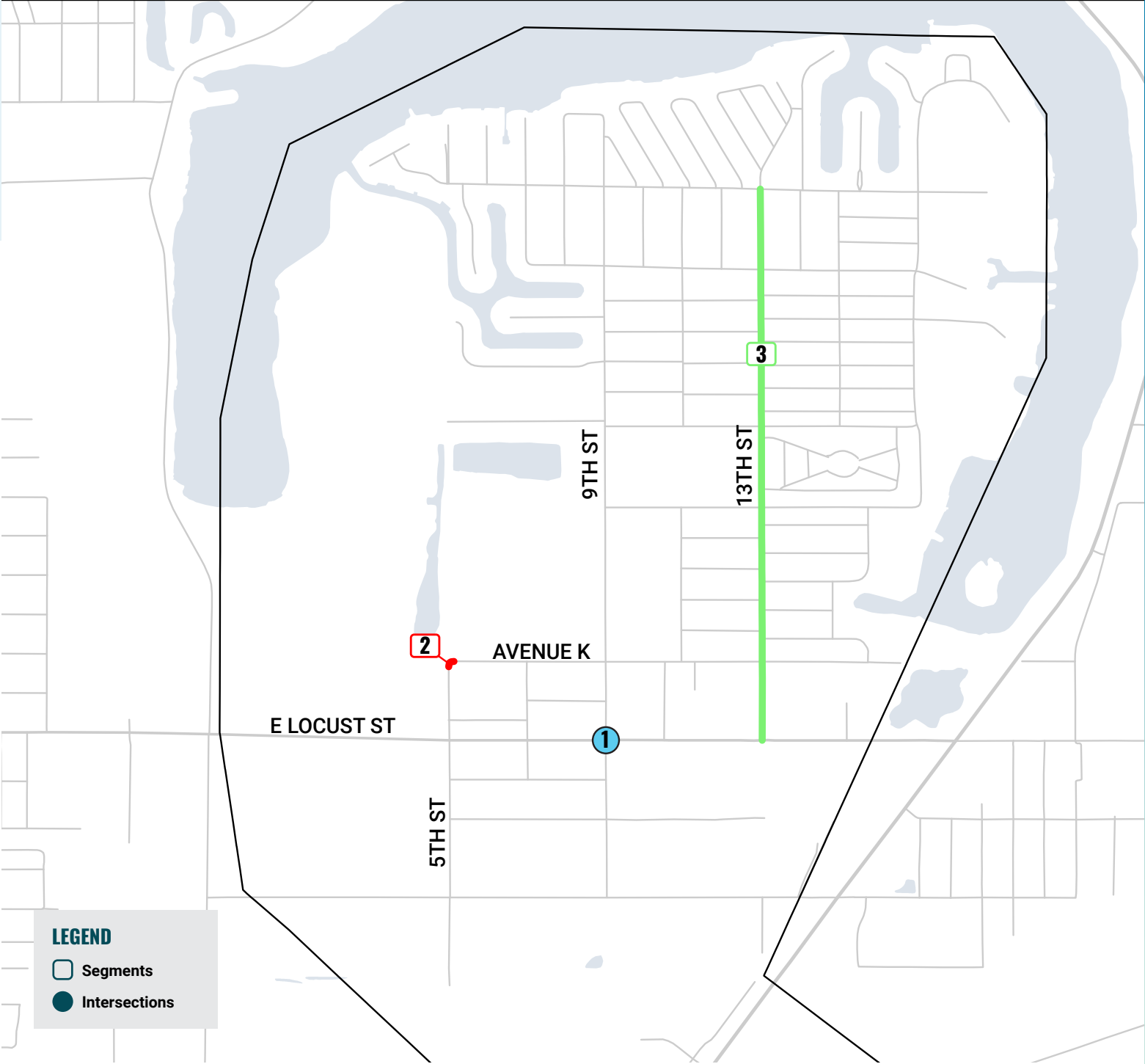
of KSI crashes: 3
(2018-2022)

of VRU crashes: 1
(2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within Carter Lake

- Signalized Intersections (34.7x)
- Motorcyclists (5.8x)
- Occupant Protection (2.5x)
- Pedestrians & Bicyclists (11.6x)
- Speed (4.3x)



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (IDOT)	Benefit-to-Cost Ratio (USDOT)
1	9th St & Locust St	Curb Hardening / Crossing Modifications	\$100,000	-	1.3	46.9	20.9
2	5th St / Avenue K	Curve Delineation Modifications	\$10,000	-	1.1	175.0	52.5
3	13th St	VRU Facilities and Traffic Calming	\$660,000	-	2.6	7.1	3.1

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RECOMMENDATIONS

Upon Plan Adoption/Ongoing

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- SR-19: Systemic Signal Improvement Standards
- SV-01: Support Transit Use Expansion

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Long-Term

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SAFETY METRICS

Infrastructure Targets (by 2040)*:

- Curve Delineation**
Modify 1 location
- Traffic Calming**
Install 5 locations
- Active Mobility Facilities**
Install 1 mile

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School

*Targets set as of 2025.

COUNCIL BLUFFS, IA

Population: 62,625
(2020)

Area: 45.7 sq. mi.

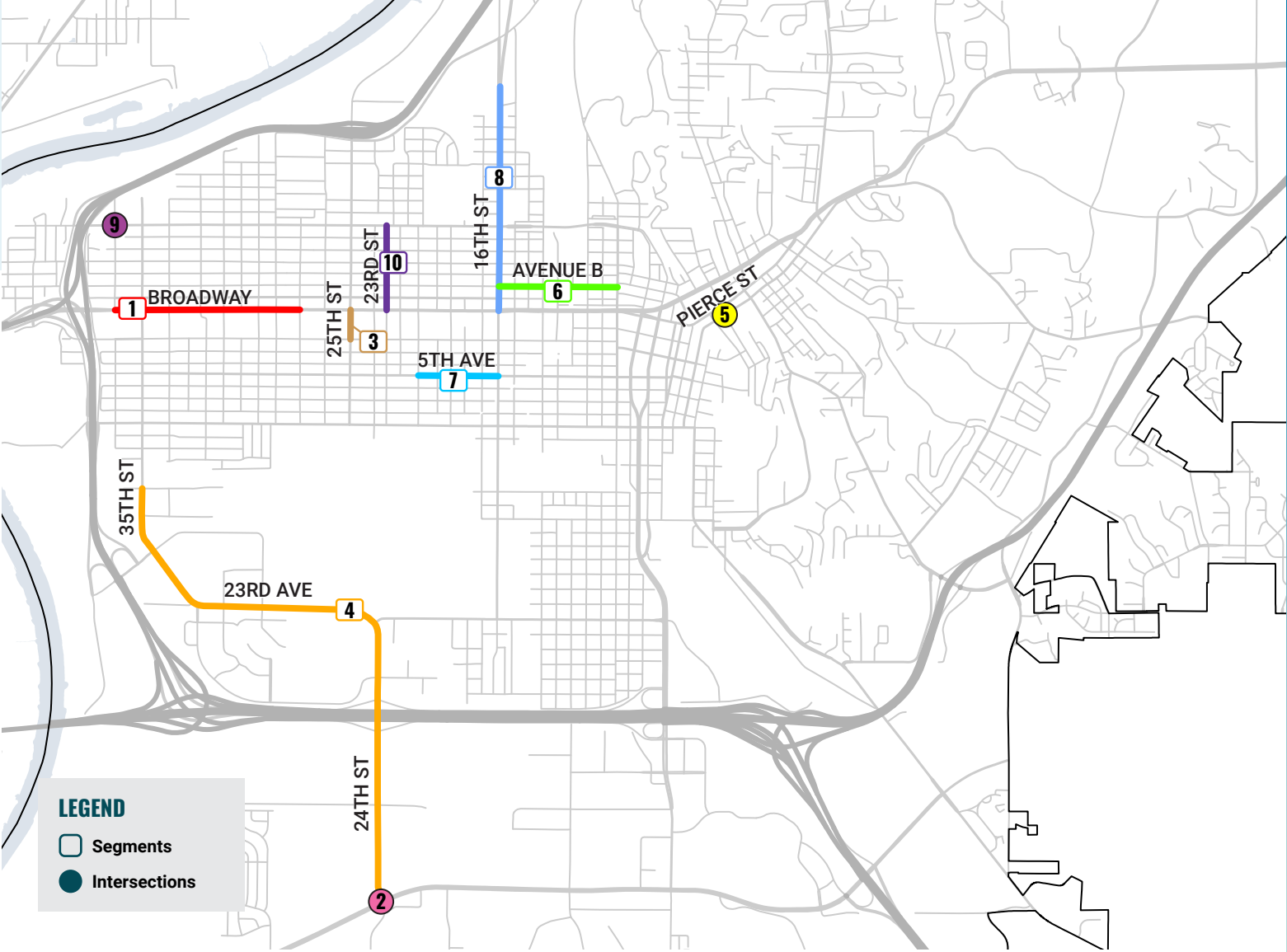
of KSI crashes: 127
(2018-2022)

of VRU crashes: 21
(2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within Council Bluffs

- Arterials (27.2x)
- Pedestrians & Bicyclists (7.5x)
- Speed (2.9x)
- Motorcyclists (11.6x)
- Signalized Intersections (6.0x)



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (IDOT)	Benefit-to-Cost Ratio (USDOT)
1	W Broadway	Raised Medians and Access Management	\$2,100,000	-	4.7	19.0	10.7
2	Veterans Memorial Hwy & 24th St	Multi-Lane Roundabout	\$3,750,000	5.4	5.4	11.3	13.8
3	25th St	Traffic Calming	\$50,000	-	1.3	139.8	75.8
4	24th St / 23rd Ave / 35th St	Lane Reconfiguration	\$3,010,000	-	12.8	12.2	5.6
5	West Pierce St & Park Ave	Curb Hardening / Crossing Modifications	\$100,000	-	2.6	50.2	30.5
6	Avenue B	Traffic Calming	\$190,000	-	1.3	31.1	18.0
7	5th Ave	Traffic Calming	\$130,000	-	1.3	42.0	18.9
8	16th St	Lane Reconfiguration	\$1,130,000	-	2.3	12.7	6.4
9	Avenue G & 36th St	Curb Hardening / Crossing Modifications	\$100,000	-	1.3	47.1	19.0
10	23rd St	Traffic Calming	\$140,000	-	1.3	35.5	14.7

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RECOMMENDATIONS

Upon Plan Adoption/Ongoing

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- SR-19: Systemic Signal Improvement Standards
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Short-Term

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Long-Term

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SAFETY METRICS

Infrastructure Targets (by 2040)*:

- 4-lane Undivided
Eliminate 0.6 miles
- Signal Conversions
Convert 7 signals
- Signal Modifications
Upgrade 9 locations
- Rural Shoulders
Install 2.9 miles
- Curve Delineation
Modify 1 location
- Traffic Calming
Install 5 locations
- Active Mobility Facilities
Install 1 mile

*Targets set as of 2025.

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Impact Study Guidance
- ☐ Safe Routes to School
- ☐ Traffic Calming Policy
- ☐ Active Mobility Plan

CRESCENT, IA

Population: 628
(2020)

Area: 1.0 sq. mi.

of KSI crashes: 2
(2018-2022)

of VRU crashes: 0
(2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within Crescent

- Impairment & Inattention (20.0x)
- Young & Male Drivers (0.9x)

RECOMMENDATIONS

Upon Plan Adoption/Ongoing

LC-01: Adopt a Vision Zero Resolution

Short-Term

LC-03: Public-Private Partnership

SR-01: Safety Lighting Action Plan

SR-02: Quick-Build Funding Program

SR-03: Quick-Build Regional Toolkit

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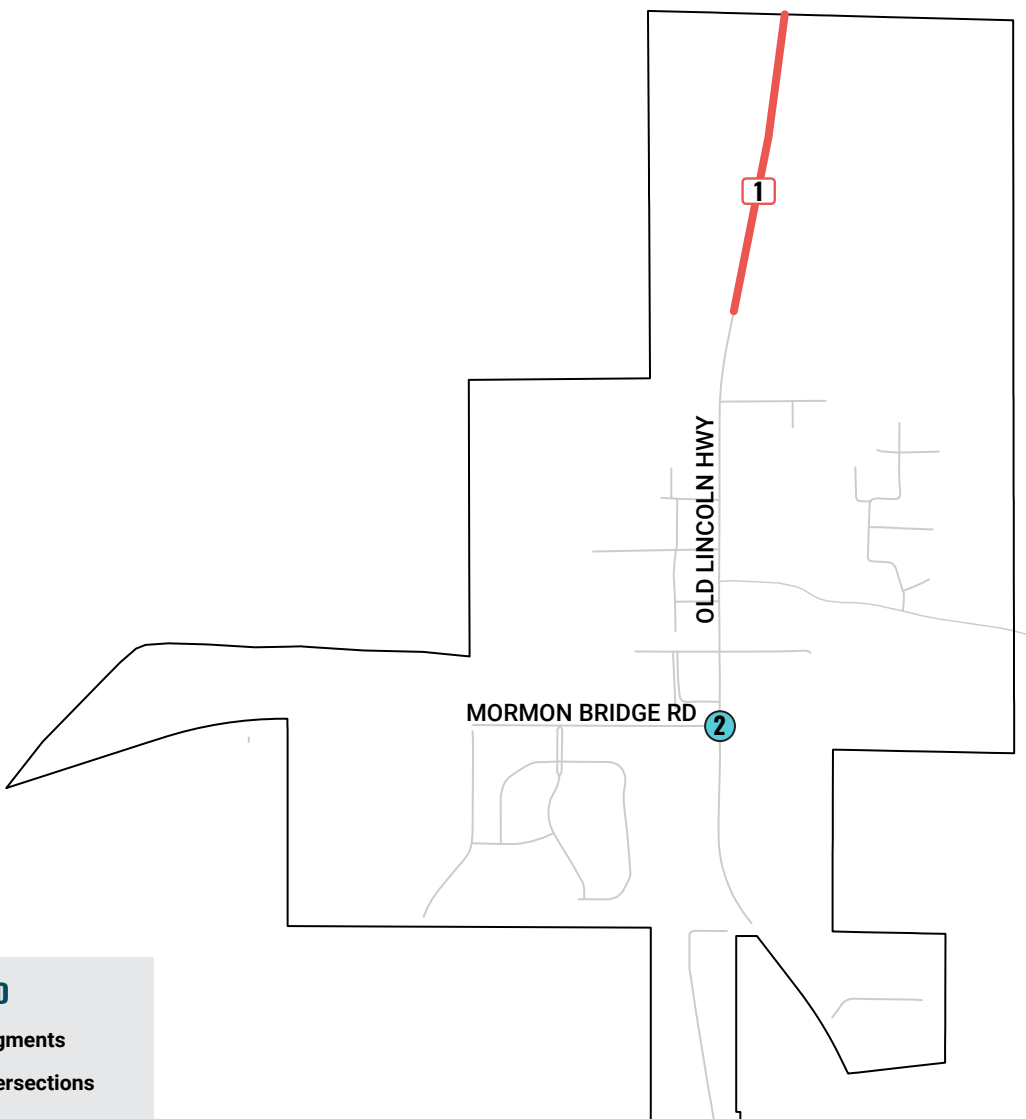
Long-Term

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SV-05: Automatic Crash Management (ACN)



SAFETY METRICS

Infrastructure Targets (by 2040)*:

Rural Shoulders

Install 1.1 miles

Curve Delineation

Modify 1 location

Traffic Calming

Install 1 location

Active Mobility Facilities

Install 1 miles

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan

*Targets set as of 2025.

PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (IDOT)	Benefit-to-Cost Ratio (USDOT)
1	Old Lincoln Hwy	Lane Departure Mitigation	\$50,000	0.6	0.6	24.1	54.3
2	Old Lincoln Hwy & Mormon Bridge Rd	Systemic Stop-Control Modifications	\$100,000	-	-	2.2	1.0

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GREटना, NE

Population: 5,133
(2020)

Area: 7.0 sq. mi.

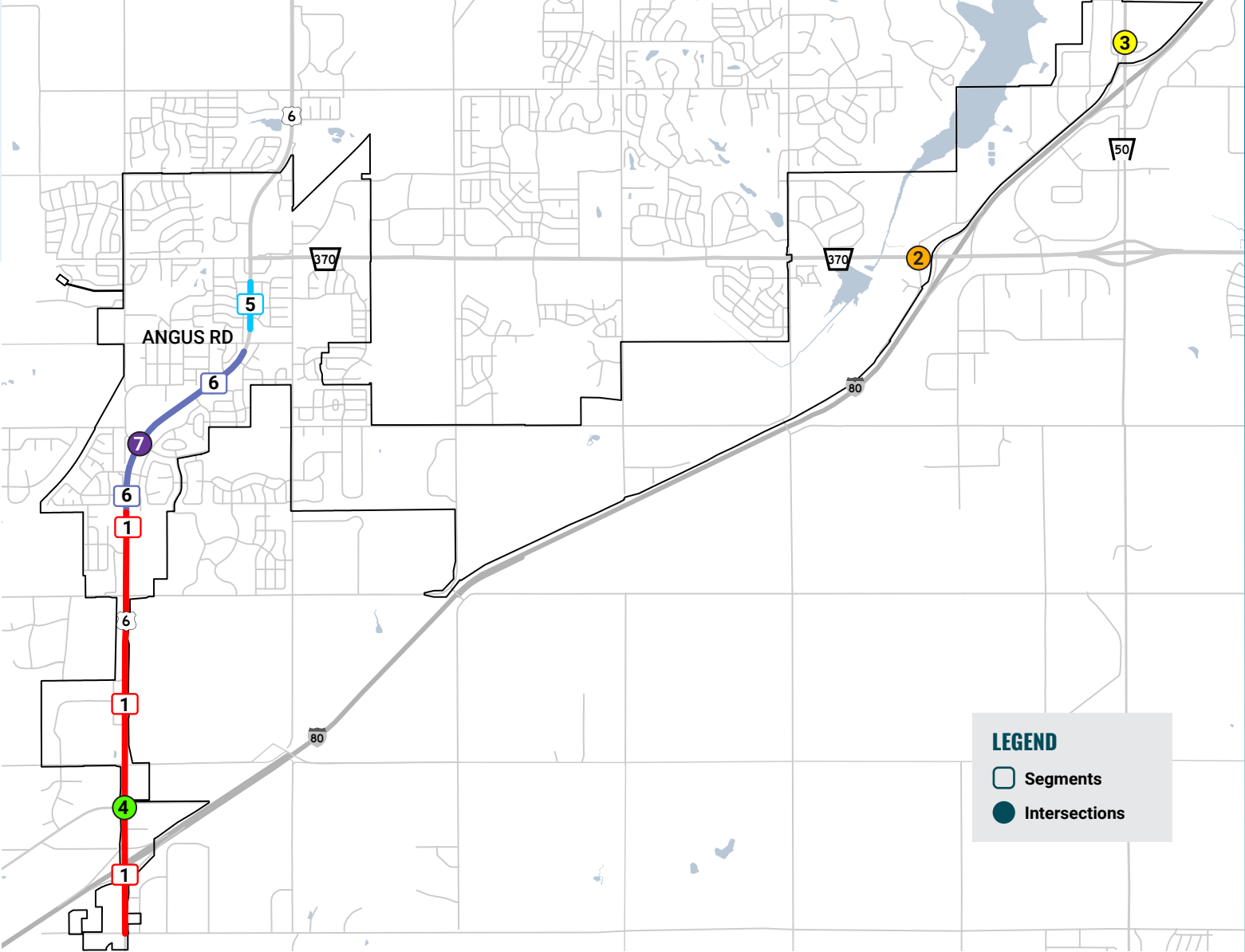
of KSI crashes: 22
(2018-2022)

of VRU crashes: 2
(2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within Gretna

- Signalized Intersections (14.4x)
- Pedestrians and Bicyclists (8.7x)
- Maintenance & Work Zones (2.5x)
- Motorcyclists (10.7x)
- Rural Roads & Highways (3.2x)



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	216th St / US-6	Lane Departure Mitigation	\$330,000	-	2.4	69.4	7.7
2	Sapp Bros Dr & NE-370	RCUT or MUT	\$3,000,000	1.4	2.8	10.5	6.9
3	144th St & Sapp Bros Dr	RSA and Improvements	\$1,500,000	-	4.0	7.6	3.5
4	216th St & US-6	Multi-Lane Roundabout	\$3,750,000	-	2.7	6.3	1.8
5	US-6	Raised Medians and Access Management	\$630,000	-	1.6	13.1	3.4
6	US-6	Raised Medians and Access Management	\$2,840,000	1.6	-	3.3	5.1
7	US-6 & Schram Rd	Multi-Lane Roundabout	\$3,750,000	-	2.7	4.8	1.1

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Long-Term

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SAFETY METRICS

Infrastructure Targets (by 2040)*

Convert 2 signals

Upgrade 3 locations

Modify 1 location

Install 13 locations

Install 1.3 miles

*Targets set as of 2025.

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School

LA VISTA, NE

Population: 16,782
(2020)

Area: 3.3 sq. mi.

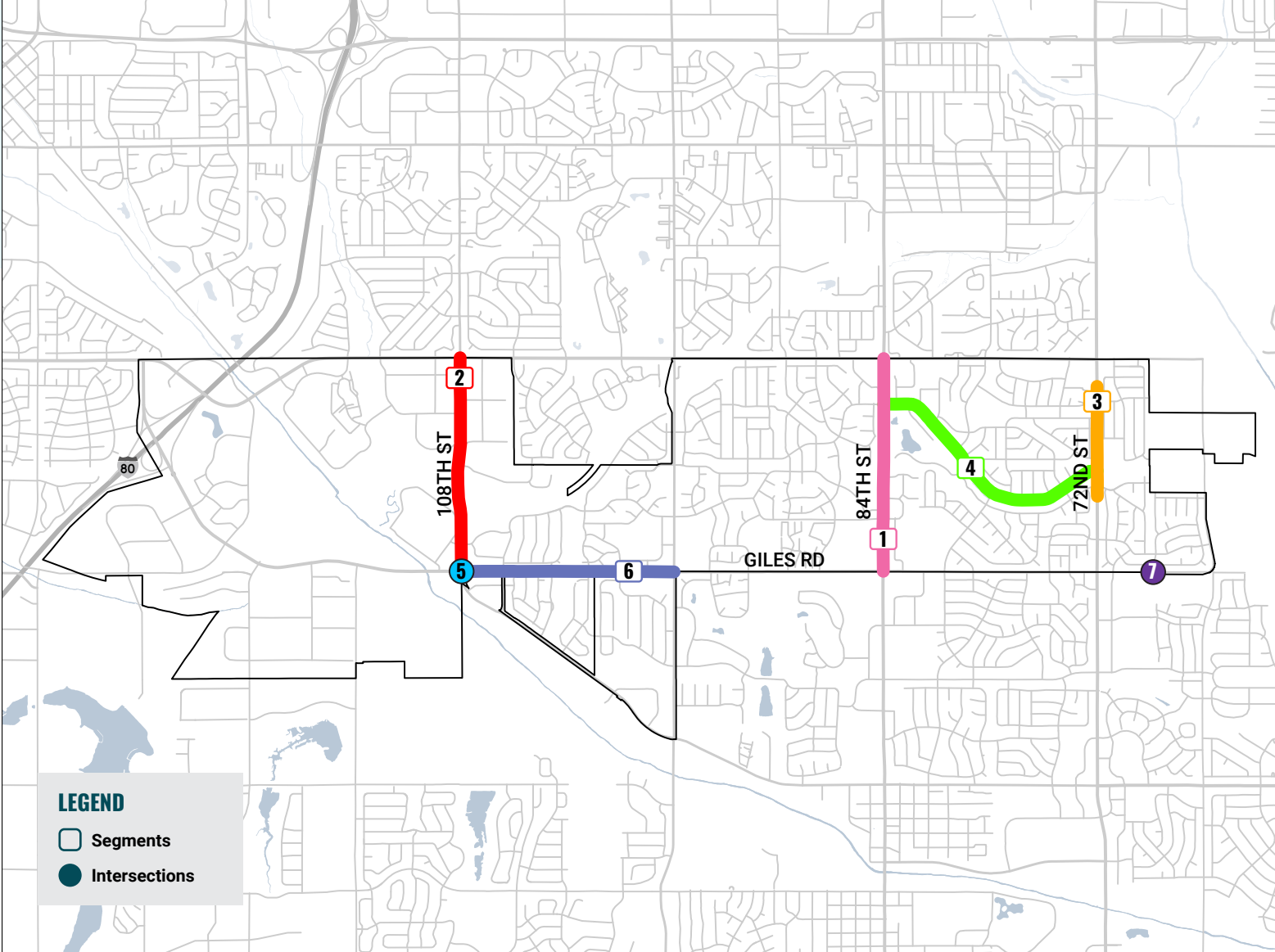
of KSI crashes: 29
(2018-2022)

of VRU crashes: 3
(2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within La Vista

- Arterials (21.5x)
- Motorcyclists (11.1x)
- Speed (3.2x)
- Signalized Intersections (14.3x)
- Pedestrians & Bicyclists (9.6x)



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	84th St	RSA and Improvements	\$2,000,000	-	6.0	16.9	6.4
2	108th St	Lane Reconfiguration	\$1,010,000	-	1.2	14.4	4.1
3	72nd St	Raised Medians and Access Management	\$1,160,000	-	-	21.5	5.8
4	Park View Blvd	Traffic Calming	\$400,000	-	1.3	13.1	4.7
5	108th St & Giles Rd	RSA and Improvements	\$1,500,000	-	2.0	3.6	2.8
6	Giles Rd	RSA and Improvements	\$2,010,000	-	2.0	3.4	2.1
7	69th St & Giles Rd	Single-Lane Roundabout	\$2,250,000	-	2.7	0.9	1.6

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Short-Term

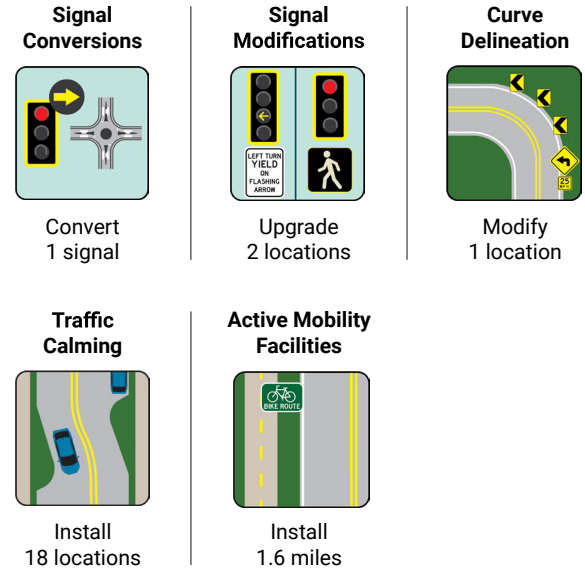
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SAFETY METRICS

Infrastructure Targets (by 2040)*



*Targets set as of 2025.

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☒ Active Mobility Plan
- ☐ Safe Routes to School

OMAHA, NE

Population: 491,168
(2020)

Area: 146.3 sq. mi.

of KSI crashes: 1,542
(2018-2022)

of VRU crashes: 194
(2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within Omaha

- Arterials (14.1x)
- Motorcyclists (6.8x)
- Impairment & Inattention (3.9x)
- Signalized Intersections (11.1x)
- Pedestrians & Bicyclists (5.3x)

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SAFETY METRICS

Infrastructure Targets (by 2040)*

4-lane Undivided Eliminate 31.1 miles	Signal Conversions Convert 91 signals	Signal Modifications Upgrade 127 locations	Rural Shoulders Install 5.4 miles	Curve Delineation Modify 9 locations	Traffic Calming Install 522 locations	Active Mobility Facilities Install 46 miles
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*Targets set as of 2025.

Planning:

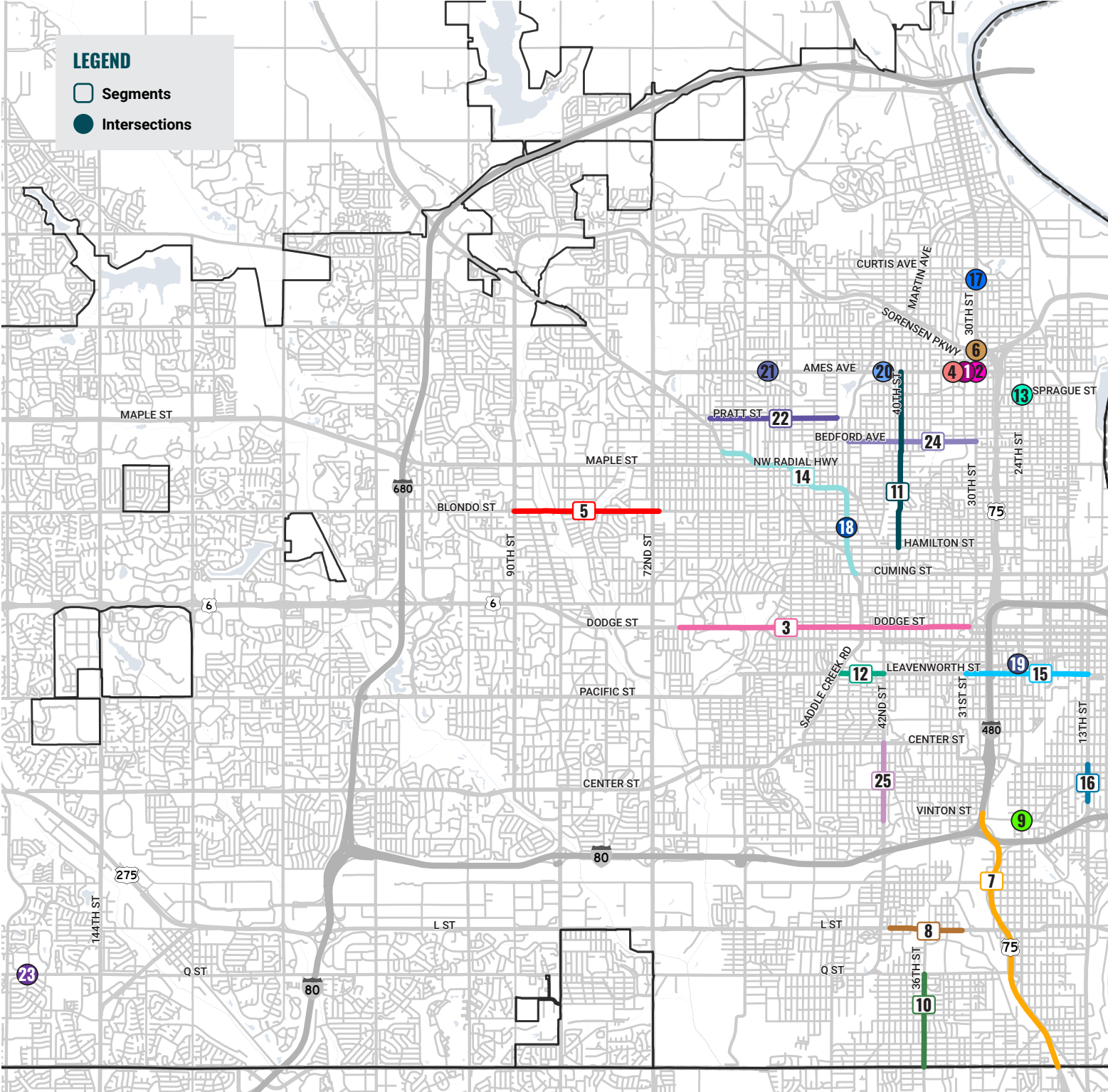
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- ☒ Complete Streets Design Standards
- ☐ Traffic Impact Study Guidance
- ☐ Safe Routes to School
- ☒ Traffic Calming Policy
- ☒ Active Mobility Plan



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	31st Ave & Ames Ave	Mini-Roundabout	\$750,000	2.7	5.4	41.7	44.1
2	30th St & Ames Ave	Single-Lane Roundabout	\$2,250,000	2.7	21.4	38.0	23.7
3	Dodge St	Raised Medians and Access Management	\$7,040,000	1.6	23.4	35.6	11.3
4	33rd St & Ames Ave	Curb Hardening / Crossing Modifications	\$100,000	-	3.8	82.6	68.5
5	Blondo St	Lane Reconfiguration	\$1,570,000	-	10.4	34.7	12.7
6	30th St & Sorensen Pkwy	Systemic Traffic Signal Modifications	\$230,000	-	10.2	28.9	39.5
7	Kennedy Freeway / US-75	RSA and Improvements	\$6,020,000	9.0	20.0	21.8	17.6
8	L St	Raised Medians and Access Management	\$1,760,000	1.6	4.7	34.4	15.6
9	24th St & Vinton St	Curb Hardening / Crossing Modifications	\$100,000	-	6.4	119.5	68.3
10	36th St	VRU Facilities and Traffic Calming	\$750,000	-	3.8	51.3	15.4
11	40th St	Traffic Calming	\$620,000	-	3.8	59.0	16.3
12	Leavenworth St	Raised Medians and Access Management	\$1,070,000	1.6	4.7	29.6	20.1
13	24th St & Sprague St	Curb Hardening / Crossing Modifications	\$100,000	-	3.8	86.3	60.5
14	NW Radial Hwy	Lane Reconfiguration	\$2,380,000	1.2	9.3	35.1	10.5
15	Leavenworth St	VRU Facilities and Traffic Calming	\$990,000	-	3.8	49.6	12.2
16	13th St	Raised Medians and Access Management	\$890,000	-	6.2	37.8	11.6
17	30th St & Kansas Ave / Miller Park Dr	Curb Hardening / Crossing Modifications	\$100,000	1.3	3.8	62.4	139.6
18	NW Radial Hwy & Decatur St	Curb Hardening / Crossing Modifications	\$100,000	-	3.8	80.1	55.2
19	24th St & St Marys Ave & 24th Ave	Curb Hardening / Crossing Modifications	\$100,000	-	2.6	201.9	58.1
20	42nd St & Ames Ave	Mini-Roundabout	\$750,000	-	2.7	45.1	16.8
21	56th St & Ames Ave (East)	Access / Median Modifications	\$230,000	0.9	4.4	32.9	52.3
22	Pratt St	Traffic Calming	\$450,000	-	3.8	42.6	16.6
23	153rd St & Q St	Curb Hardening / Crossing Modifications	\$100,000	1.3	5.1	48.5	144.3
24	Bedford Ave	Traffic Calming	\$450,000	-	3.8	48.1	14.3
25	42nd St	Lane Reconfiguration	\$840,000	-	4.6	31.4	11.3



PAPILLION, NE

Population: 24,338
(2020)

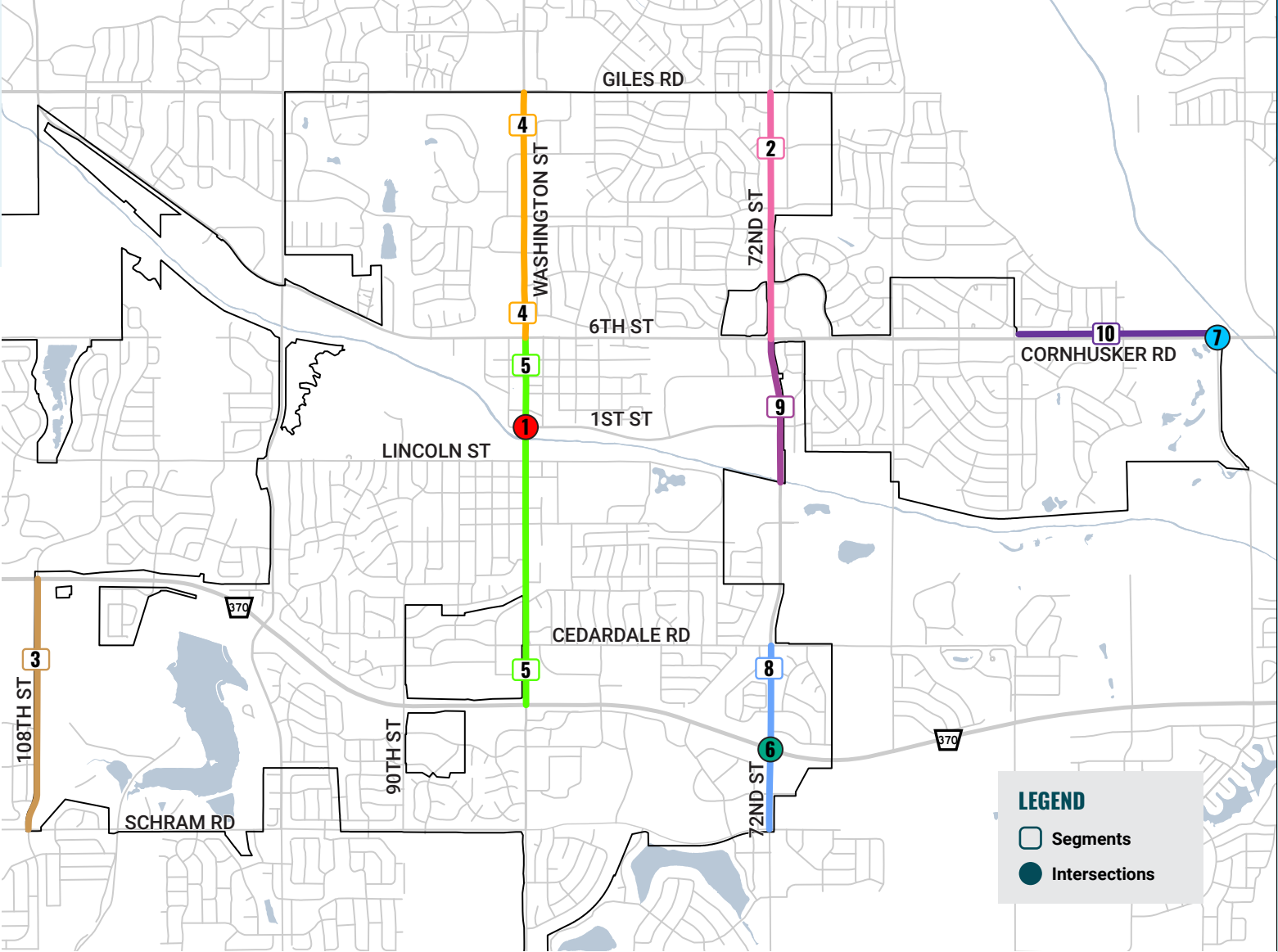
Area: 12.3 sq. mi.

of KSI crashes: 46
(2018-2022)

of VRU crashes: 2
(2018-2022)

Top Focus Areas:
Overrepresentation of KSI crashes compared to all crashes within Papillion

- Motorcyclists (15.5x)
- Arterials (12.3x)
- Speed (3.0x)
- Signalized Intersections (13.6x)
- Impairment & Inattention (3.0x)



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	Washington St & E 1st St	Curb Hardening / Crossing Modifications	\$100,000	-	3.8	36.1	40.8
2	72nd St	RSA and Improvements	\$2,010,000	-	5.0	10.8	5.8
3	108th St	Traffic Calming	\$330,000	-	1.3	29.6	10.2
4	Washington St	RSA and Improvements	\$2,000,000	-	4.0	9.1	3.4
5	Washington St	Lane Reconfiguration	\$1,500,000	-	1.2	14.6	3.6
6	72nd St & NE-370	Systemic Traffic Signal Modifications	\$230,000	-	-	19.4	9.6
7	48th St & Cornhusker Rd (South Leg)	Multi-Lane Roundabout	\$3,750,000	-	8.0	3.8	2.1
8	72nd St	RSA and Improvements	\$1,500,000	-	2.0	6.9	2.8
9	72nd St	RSA and Improvements	\$1,180,000	-	2.0	8.3	2.9
10	Cornhusker Rd	VRU Facilities and Traffic Calming	\$1,010,000	-	1.3	9.4	3.4

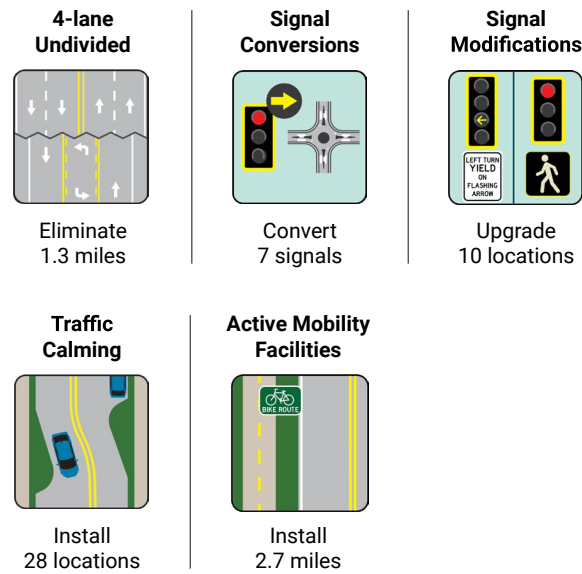
*See Chapter 5 of the CSAP for prioritization methodology. The list above is not comprehensive and communities may prioritize other safety projects.

RECOMMENDATIONS

- Upon Plan Adoption/Ongoing**
- LC-01: Adopt a Vision Zero Resolution
 - LC-07: Safety Specific Funding
 - SR-19: Systemic Signal Improvement Standards
 - SV-01: Support Transit Use Expansion
- Short-Term**
- LC-03: Public-Private Partnership
 - LC-10: Local CIP Project Identification and Prioritization
 - SR-01: Safety Lighting Action Plan
 - SR-02: Quick-Build Funding Program
 - SR-03: Quick-Build Regional Toolkit
 - SR-07: Intersection Control Evaluation Policy
 - SR-08: Access Management / Traffic Impact Study Policy
 - SR-16: State DOT Design Relaxation
 - SR-17: Standard Details for Safety Countermeasures
 - SS-01: Dynamic Speed Display / Feedback Signs
 - SV-02: Vehicle Fleet Safety Training
 - SV-03: Update Vehicle Procurement Standards
- Long-Term**
- PCC-02: Emergency Pull-Off Areas
 - PCC-03: Enhanced Wayfinding
 - SR-04: Safe Routes to School
 - SR-05: Sidewalk and Trail Inventory and Prioritization
 - SR-06: Sidewalk & Trail Removal Plan
 - SR-09: Complete Streets Policy
 - SR-10: Sidewalk Maintenance Policy
 - SR-18: Work Zone Training and Standardization
 - SS-04: Traffic Calming Policy
 - SS-05: Speed Management Plan
 - SV-04: Intelligent Speed Assistance (ISA) in Fleet Vehicles
 - SV-05: Automatic Crash Management (ACN)

SAFETY METRICS

Infrastructure Targets (by 2040)*



*Targets set as of 2025.

Planning:
Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School

RALSTON, NE

Population: 6,476
(2020)

Area: 1.6 sq. mi.

of KSI crashes: 11
(2018-2022)

of VRU crashes: 1
(2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within Ralston

- Signalized Intersections (42.2x)
- Motorcyclists (13.2x)
- Impairment & Inattention (2.3x)
- Arterials (13.2x)
- Occupant Protection (2.4x)



RECOMMENDATIONS

Upon Plan Adoption/Ongoing

- LC-01: Adopt a Vision Zero Resolution
- LC-07: Safety Specific Funding
- SR-19: Systemic Signal Improvement Standards
- SV-01: Support Transit Use Expansion

Short-Term

- LC-03: Public-Private Partnership
- LC-10: Local CIP Project Identification and Prioritization
- SR-01: Safety Lighting Action Plan
- SR-02: Quick-Build Funding Program
- SR-03: Quick-Build Regional Toolkit
- SR-07: Intersection Control Evaluation Policy
- SR-08: Access Management / Traffic Impact Study Policy
- SR-16: State DOT Design Relaxation
- SR-17: Standard Details for Safety Countermeasures
- SS-01: Dynamic Speed Display / Feedback Signs

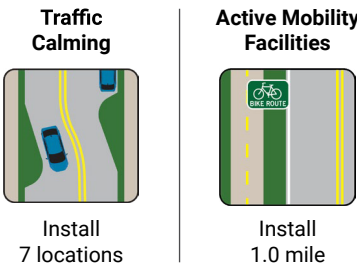
- SV-02: Vehicle Fleet Safety Training
- SV-03: Update Vehicle Procurement Standards

Long-Term

- PCC-02: Emergency Pull-Off Areas
- PCC-03: Enhanced Wayfinding
- SR-04: Safe Routes to School
- SR-05: Sidewalk and Trail Inventory and Prioritization
- SR-06: Sidewalk & Trail Removal Plan
- SR-09: Complete Streets Policy
- SR-10: Sidewalk Maintenance Policy
- SR-18: Work Zone Training and Standardization
- SS-04: Traffic Calming Policy
- SS-05: Speed Management Plan
- SV-04: Intelligent Speed Assistance (ISA) in Fleet Vehicles
- SV-05: Automatic Crash Management (ACM)

SAFETY METRICS

Infrastructure Targets (by 2040)*



*Targets set as of 2025.

Planning:

Completed or updated in the last 10 years

- ☒ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School

PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	84th St	RSA and Improvements	\$1,050,000	-	2.0	10.6	4.1
2	77th Ave & L Frontage Rd S	Curb Hardening / Crossing Modifications	\$100,000	-	1.3	13.9	14.0
3	84th St & Park Dr	RSA and Improvements	\$1,500,000	-	2.0	6.3	2.5
4	Park Dr	Traffic Calming	\$190,000	-	1.3	8.8	7.3
5	Park Dr	Lane Reconfiguration	\$510,000	-	-	15.9	0.8

*See Chapter 5 of the CSAP for prioritization methodology. The list above is not comprehensive and communities may prioritize other safety projects.

SPRINGFIELD, NE

Population: 1,510
(2020)

Area: 1.6 sq. mi.

of KSI crashes: 4
(2018-2022)

of VRU crashes: 0
(2018-2022)

Top Focus Areas:
Overrepresentation of KSI crashes compared to all crashes within Springfield

- Arterials (9.0x)
- Occupant Protection (1.8x)
- Impairment & Inattention (3.6x)
- Roadway Lighting (1.7x)

RECOMMENDATIONS

- Upon Plan Adoption/Ongoing**
- LC-01: Adopt a Vision Zero Resolution
 - LC-07: Safety Specific Funding
 - SR-19: Systemic Signal Improvement Standards
- Short-Term**
- LC-03: Public-Private Partnership
 - LC-10: Local CIP Project Identification and Prioritization
 - SR-01: Safety Lighting Action Plan
 - SR-02: Quick-Build Funding Program
 - SR-03: Quick-Build Regional Toolkit
 - SR-07: Intersection Control Evaluation Policy
 - SR-08: Access Management / Traffic Impact Study Policy
 - SR-16: State DOT Design Relaxation
 - SR-17: Standard Details for Safety Countermeasures
 - SS-01: Dynamic Speed Display / Feedback Signs
 - SV-02: Vehicle Fleet Safety Training
 - SV-03: Update Vehicle Procurement Standards
- Long-Term**
- PCC-02: Emergency Pull-Off Areas
 - PCC-03: Enhanced Wayfinding
 - SR-04: Safe Routes to School
 - SR-05: Sidewalk and Trail Inventory and Prioritization
 - SR-06: Sidewalk & Trail Removal Plan
 - SR-09: Complete Streets Policy
 - SR-10: Sidewalk Maintenance Policy
 - SR-18: Work Zone Training and Standardization
 - SS-04: Traffic Calming Policy
 - SS-05: Speed Management Plan
 - SV-04: Intelligent Speed Assistance (ISA) in Fleet Vehicles
 - SV-05: Automatic Crash Management (ACN)

SAFETY METRICS

Infrastructure Targets (by 2040)*

Signal Conversions

Convert 1 signal

Rural Shoulders

Install 0.5 miles

Traffic Calming

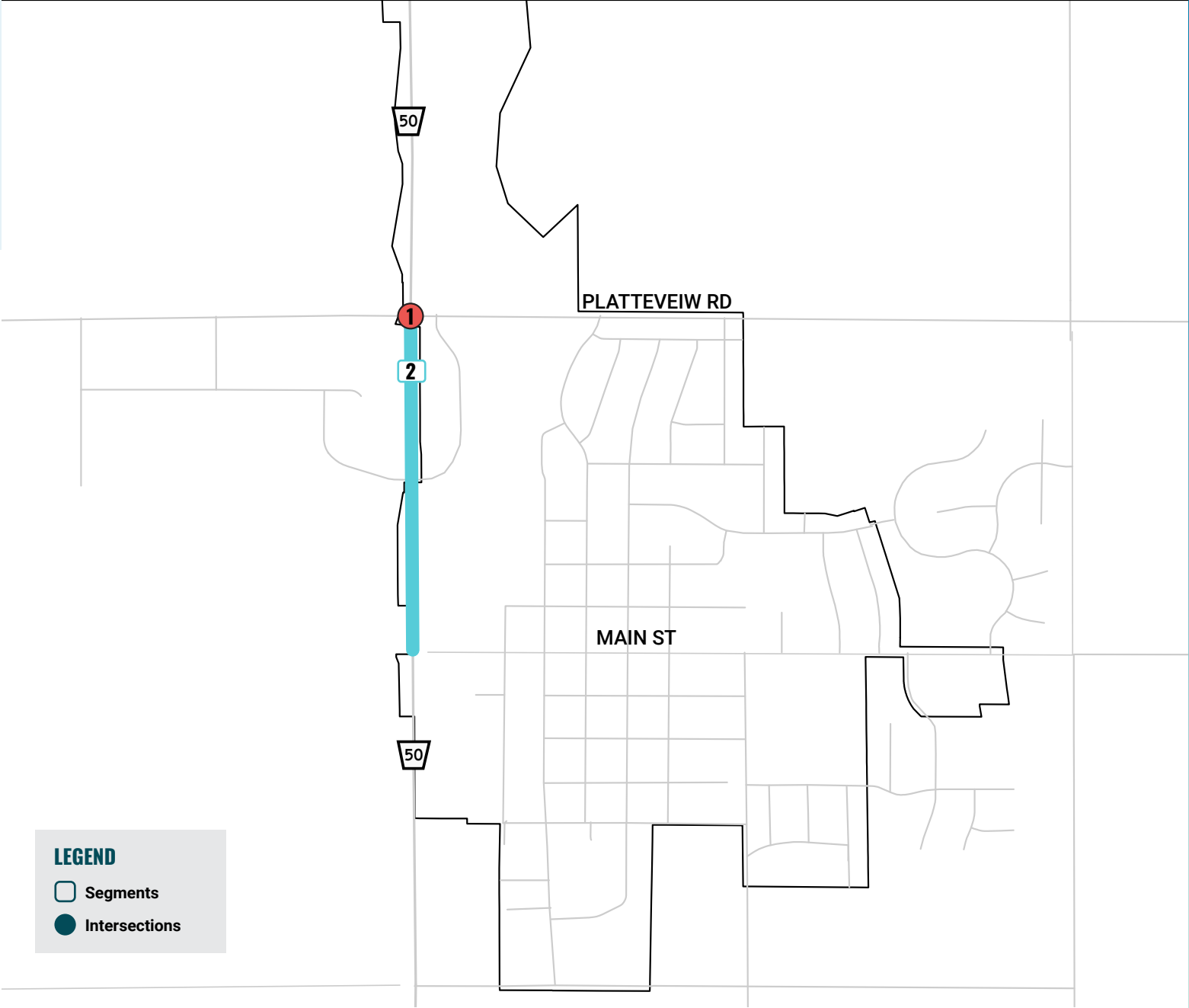
Install 4 locations

Active Mobility Facilities

Install 1 mile

*Targets set as of 2025.

- Planning:
Completed or updated in the last 10 years
- ☐ Complete Streets Design Standards
 - ☐ Traffic Calming Policy
 - ☐ Traffic Impact Study Guidance
 - ☐ Active Mobility Plan
 - ☐ Safe Routes to School



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	144th St & Platteview Rd	Multi-Lane Roundabout	\$3,750,000	-	2.7	4.6	1.6
2	144th St	Lane Reconfiguration	\$500,000	-	-	7.6	2.5

*See Chapter 5 of the CSAP for prioritization methodology. The list above is not comprehensive and communities may prioritize other safety projects.

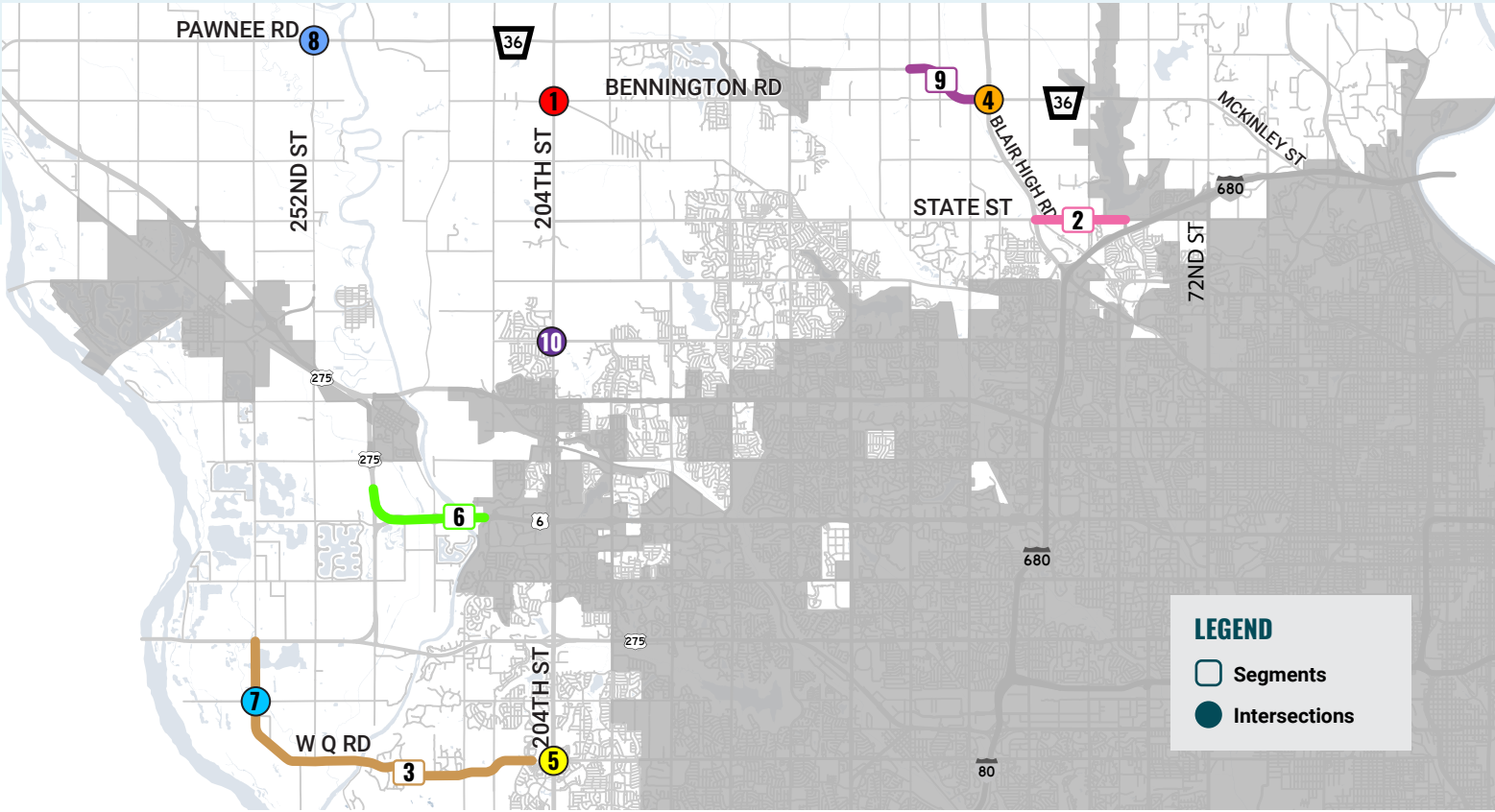
UNINCORPORATED DOUGLAS COUNTY

Population: 71,805 (2020) **Area:** 182.6 sq. mi. **# of KSI crashes:** 136 (2018-2022) **# of VRU crashes:** 8 (2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within Unincorporated Douglas County

- Arterials (8.3x)
- Pedestrians & Bicyclists (5.7x)
- Impairment & Inattention (2.8x)
- Motorcyclists (7.7x)
- Signalized Intersections (4.5x)



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	204th St & Bennington Rd	Systemic Stop-Control Modifications	\$100,000	1.6	3.2	132.8	59.0
2	State St	Shoulder Modifications	\$530,000	-	5.0	45.2	14.0
3	264th St / W Q Rd	Shoulder Modifications	\$2,250,000	6.0	5.0	11.6	22.9
4	Blair High Rd & Bennington Rd	Multi-Lane Roundabout	\$3,750,000	5.4	5.4	8.3	13.4
5	204th St & Q St	Multi-Lane Roundabout	\$3,750,000	2.7	8.0	6.0	9.1
6	W Dodge Rd	Cable Median Barrier	\$2,100,000	-	3.0	22.1	3.8
7	264th St & F St	Systemic Stop-Control Modifications	\$100,000	-	3.2	46.7	9.6
8	252nd St & Pawnee Rd	Systemic Stop-Control Modifications	\$100,000	-	3.2	30.2	10.1
9	NE-36 / Bennington Rd	Lane Departure Mitigation	\$200,000	1.2	0.6	49.4	28.2
10	204th St & Fort St	Single-Lane Roundabout	\$2,250,000	5.4	2.7	1.2	20.0

*See Chapter 5 of the CSAP for prioritization methodology. The list above is not comprehensive and communities may prioritize other safety projects.

RECOMMENDATIONS

Upon Plan Adoption/Ongoing

- LC-01: Adopt a Vision Zero Resolution
- LC-07: Safety Specific Funding
- SR-12: Local Rural Road Surface Shoulders
- SR-13: Regional Trail Crossing Standards
- SR-19: Systemic Signal Improvement Standards

Short-Term

- LC-03: Public-Private Partnership
- LC-10: Local CIP Project Identification and Prioritization
- SR-01: Safety Lighting Action Plan
- SR-02: Quick-Build Funding Program
- SR-03: Quick-Build Regional Toolkit
- SR-07: Intersection Control Evaluation Policy
- SR-08: Access Management / Traffic Impact Study Policy
- SR-16: State DOT Design Relaxation
- SR-17: Standard Details for Safety Countermeasures
- SS-01: Dynamic Speed Display / Feedback Signs
- SV-02: Vehicle Fleet Safety Training
- SV-03: Update Vehicle Procurement Standards

Long-Term

- PCC-02: Emergency Pull-Off Areas
- PCC-03: Enhanced Wayfinding
- SR-04: Safe Routes to School
- SR-05: Sidewalk and Trail Inventory and Prioritization
- SR-06: Sidewalk & Trail Removal Plan
- SR-09: Complete Streets Policy
- SR-10: Sidewalk Maintenance Policy
- SR-18: Work Zone Training and Standardization
- SS-04: Traffic Calming Policy
- SS-05: Speed Management Plan
- SV-04: Intelligent Speed Assistance (ISA) in Fleet Vehicles
- SV-05: Automatic Crash Management (ACN)

SAFETY METRICS

Infrastructure Targets (by 2040)*

Signal Conversions

Convert 4 signals

Signal Modifications

Upgrade 5 locations

Rural Shoulders

Install 30.3 miles

Curve Delineation

Modify 4 locations

Traffic Calming

Install 121 locations

Active Mobility Facilities

Install 15 miles

*Targets set as of 2025.

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School

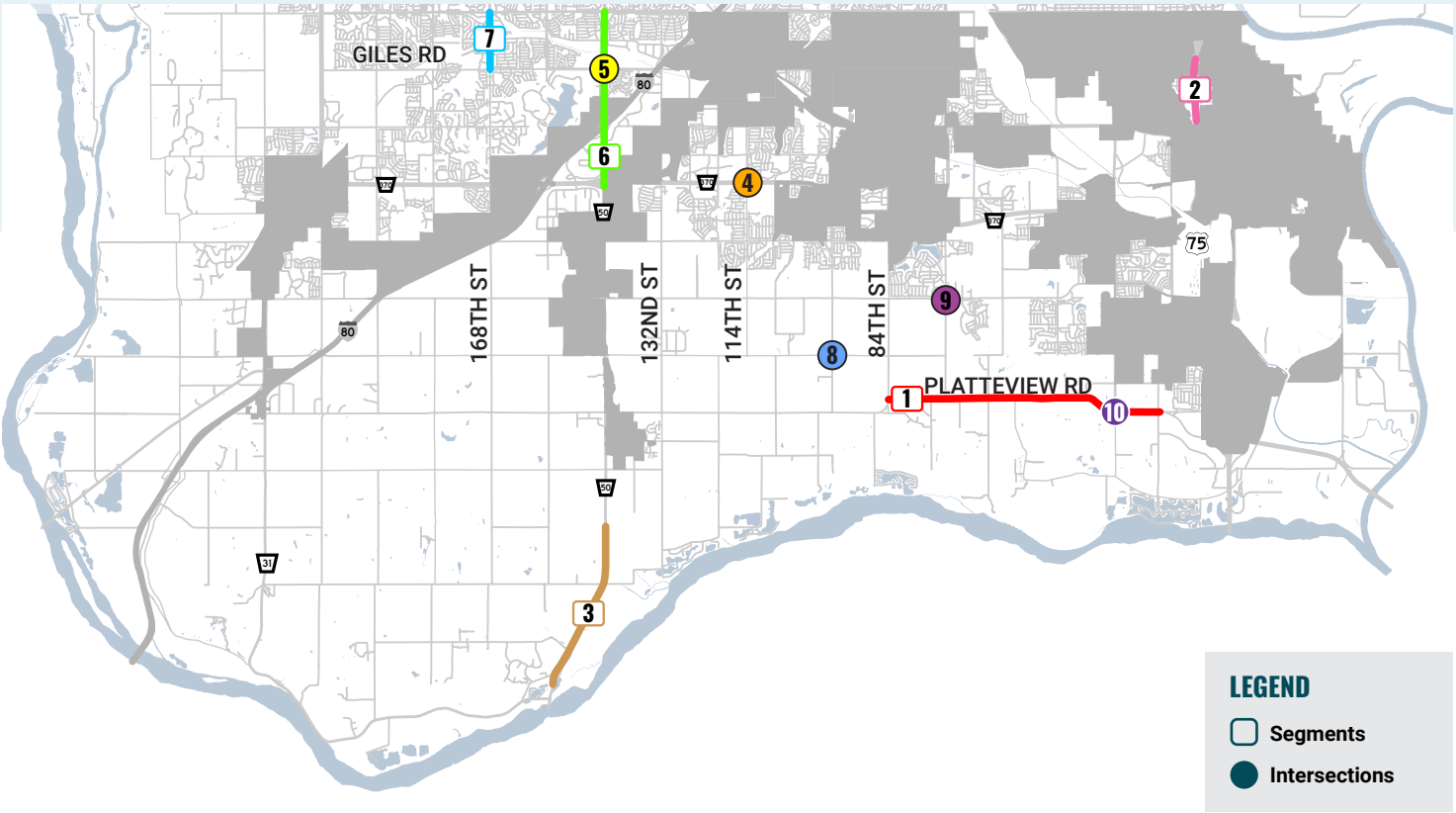
UNINCORPORATED SARPY COUNTY

Population: 76,792 (2020) **Area:** 202.1 sq. mi. **# of KSI crashes:** 161 (2018-2022) **# of VRU crashes:** 5 (2018-2022)

Top Focus Areas:

Overrepresentation of KSI crashes compared to all crashes within Unincorporated Sarpy County

- Motorcyclists (7.1x)
- Signalized Intersections (6.4x)
- Impairment & Inattention (2.8x)
- Arterials (6.5x)
- Pedestrians & Bicyclists (4.3x)



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	Platteview Rd	Shoulder Modifications	\$1,700,000	3.0	7.0	21.4	18.2
2	Kennedy Freeway / US-75	Cable Median Barrier	\$1,120,000	6.1	6.1	14.1	49.0
3	NE-50	Lane Departure Mitigation	\$390,000	0.6	3.6	33.2	11.8
4	114th St & NE-370	Systemic Traffic Signal Modifications	\$230,000	-	7.2	8.0	24.4
5	144th St & Giles Rd	RSA And Improvements	\$1,500,000	-	8.0	11.3	6.3
6	144th St	RSA And Improvements	\$6,130,000	1.0	11.0	7.3	4.1
7	168th St	VRU Facilities and Traffic Calming	\$750,000	-	2.6	23.0	6.3
8	96th St & Fairview Rd	Systemic Stop-Control Modifications	\$100,000	-	3.2	28.3	10.4
9	72nd St & Capehart Rd	Single-Lane Roundabout	\$2,250,000	-	5.4	6.8	5.4
10	132nd St & NE-370	Systemic Traffic Signal Modifications	\$230,000	-	3.0	12.8	12.1

*See Chapter 5 of the CSAP for prioritization methodology. The list above is not comprehensive and communities may prioritize other safety projects.

RECOMMENDATIONS

Upon Plan Adoption/Ongoing

- LC-01: Adopt a Vision Zero Resolution
- LC-07: Safety Specific Funding
- SR-12: Local Rural Road Surface Shoulders
- SR-13: Regional Trail Crossing Standards
- SR-19: Systemic Signal Improvement Standards

Short-Term

- LC-03: Public-Private Partnership
- LC-10: Local CIP Project Identification and Prioritization
- SR-01: Safety Lighting Action Plan
- SR-02: Quick-Build Funding Program
- SR-03: Quick-Build Regional Toolkit
- SR-07: Intersection Control Evaluation Policy
- SR-08: Access Management / Traffic Impact Study Policy
- SR-16: State DOT Design Relaxation
- SR-17: Standard Details for Safety Countermeasures
- SS-01: Dynamic Speed Display / Feedback Signs
- SV-02: Vehicle Fleet Safety Training
- SV-03: Update Vehicle Procurement Standards

Long-Term

- PCC-02: Emergency Pull-Off Areas
- PCC-03: Enhanced Wayfinding
- SR-04: Safe Routes to School
- SR-05: Sidewalk and Trail Inventory and Prioritization
- SR-06: Sidewalk & Trail Removal Plan
- SR-09: Complete Streets Policy
- SR-10: Sidewalk Maintenance Policy
- SR-18: Work Zone Training and Standardization
- SS-04: Traffic Calming Policy
- SS-05: Speed Management Plan
- SV-04: Intelligent Speed Assistance (ISA) in Fleet Vehicles
- SV-05: Automatic Crash Management (ACN)

SAFETY METRICS

Infrastructure Targets (by 2040)*

Signal Conversions
Convert 7 signals

Signal Modifications
Upgrade 9 location

Rural Shoulders
Install 34 miles

Curve Delineation
Modify 4 locations

Traffic Calming
Install 127 locations

Active Mobility Facilities
Install 15.1 miles

*Targets set as of 2025.

Planning:

Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School

VALLEY, NE

Population: 1,510
(2020)

Area: 6.1 sq. mi.

of KSI crashes: 9
(2018-2022)

of VRU crashes: 2
(2018-2022)

Top Focus Areas:
Overrepresentation of KSI crashes compared to all crashes within Valley

- Arterials (11.3x)

Motorcyclists (6.2x)

Occupant Protection (1.8x)
- Pedestrians & Bicyclists (6.2x)

Speed (2.1x)

RECOMMENDATIONS

- Upon Plan Adoption/Ongoing
- LC-01: Adopt a Vision Zero Resolution

LC-07: Safety Specific Funding

SR-19: Systemic Signal Improvement Standards
- Short-Term
- LC-03: Public-Private Partnership

LC-10: Local CIP Project Identification and Prioritization

SR-01: Safety Lighting Action Plan

SR-02: Quick-Build Funding Program

SR-03: Quick-Build Regional Toolkit

SR-07: Intersection Control Evaluation Policy

SR-08: Access Management / Traffic Impact Study Policy

SR-16: State DOT Design Relaxation

SR-17: Standard Details for Safety Countermeasures

SS-01: Dynamic Speed Display / Feedback Signs

SV-02: Vehicle Fleet Safety Training

SV-03: Update Vehicle Procurement Standards
- Long-Term
- PCC-02: Emergency Pull-Off Areas

PCC-03: Enhanced Wayfinding

SR-04: Safe Routes to School

SR-05: Sidewalk and Trail Inventory and Prioritization

SR-06: Sidewalk & Trail Removal Plan

SR-09: Complete Streets Policy

SR-10: Sidewalk Maintenance Policy

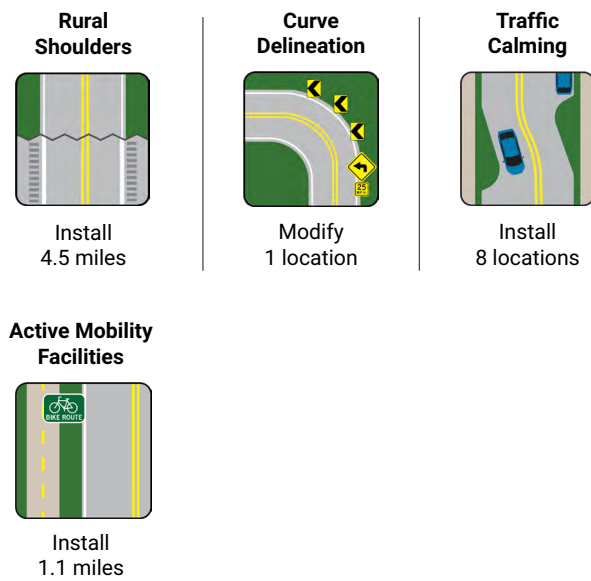
SR-18: Work Zone Training and Standardization

SS-04: Traffic Calming Policy

SS-05: Speed Management Plan

SAFETY METRICS

Infrastructure Targets (by 2040)*



*Targets set as of 2025.

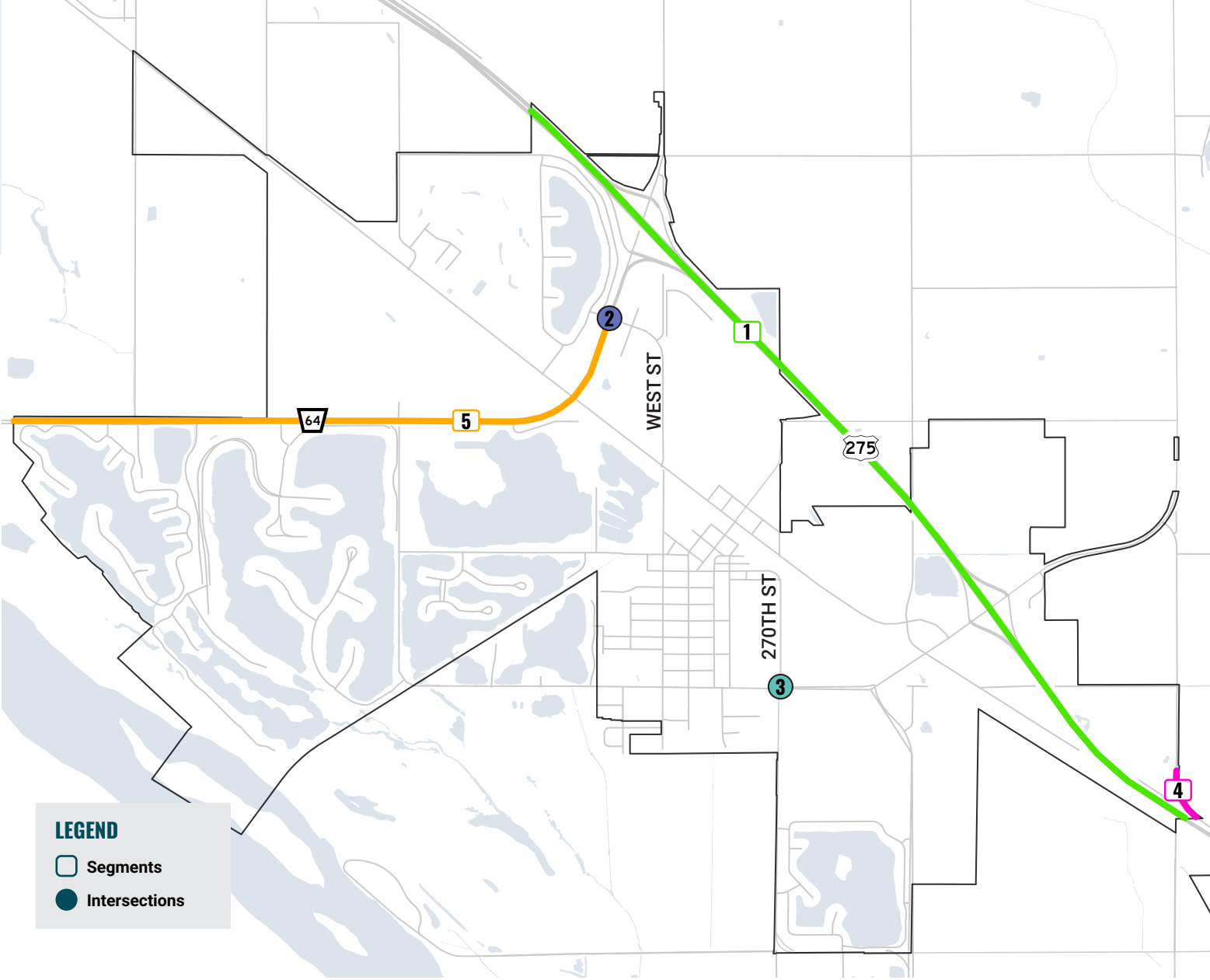
- Planning:
Completed or updated in the last 10 years
- ☐ Complete Streets Design Standards

☐ Traffic Calming Policy

☐ Traffic Impact Study Guidance

☐ Active Mobility Plan

☐ Safe Routes to School



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	US-275	Cable Median Barrier	\$3,470,000	1.5	6.1	9.0	6.1
2	West St & Ida St	Single-Lane Roundabout	\$2,250,000	-	2.7	1.7	1.4
3	Center St & E Meigs St	Single-Lane Roundabout	\$2,250,000	-	2.7	0.9	1.3
4	252nd St	Curve Delineation Modifications	\$80,000	-	1.1	4.1	3.6
5	Ida St	Lane Departure Mitigation	\$320,000	-	0.6	4.4	1.4

WATERLOO, NE

Population: 935
(2020)

Area: 0.8 sq. mi.

of KSI crashes: 4
(2018-2022)

of VRU crashes: 0
(2018-2022)

Top Focus Areas:
Overrepresentation of KSI crashes compared to all crashes within Waterloo

- Motorcyclists (9.5x)
- Impairment & Inattention (3.2x)
- Occupant Protection (2.2x)
- Speed (3.2x)
- Roadway Lighting (2.4x)

RECOMMENDATIONS

Upon Plan Adoption/Ongoing

LC-01: Adopt a Vision Zero Resolution

Short-Term

- LC-03: Public-Private Partnership
- SR-01: Safety Lighting Action Plan
- SR-02: Quick-Build Funding Program
- SR-03: Quick-Build Regional Toolkit
- SS-01: Dynamic Speed Display / Feedback Signs

- SV-02: Vehicle Fleet Safety Training
- SV-03: Update Vehicle Procurement Standards

Long-Term

- PCC-03: Enhanced Wayfinding
- SR-04: Safe Routes to School
- SV-04: Intelligent Speed Assistance (ISA) in Fleet Vehicles
- SV-05: Automatic Crash Management (ACN)

SAFETY METRICS

Infrastructure Targets (by 2040)*

Rural Shoulders

Install 1 mile

Curve Delineation

Modify 1 location

Traffic Calming

Install 3 locations

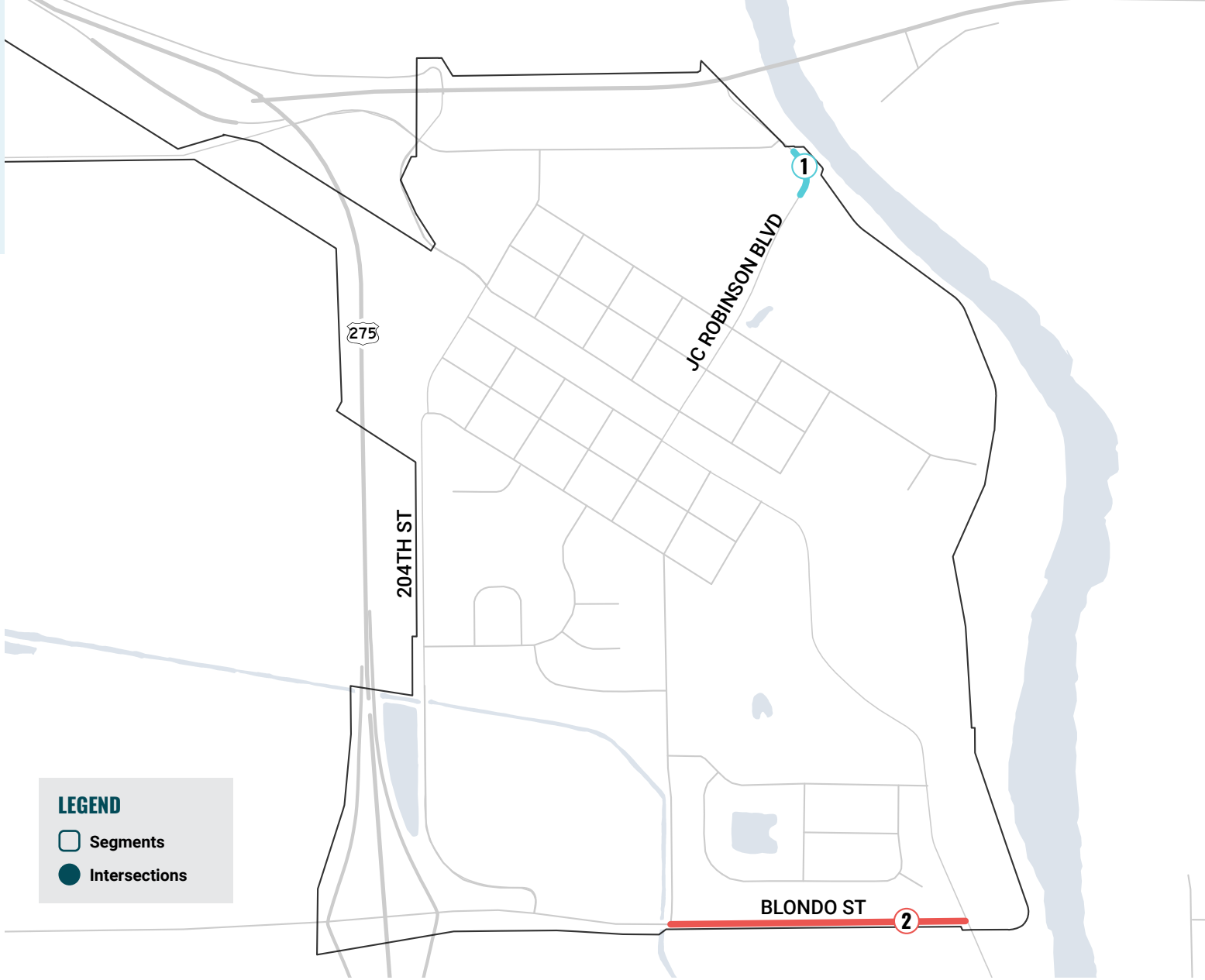
Active Mobility Facilities

Install 1 mile

*Targets set as of 2025.

Planning: Completed or updated in the last 10 years

- ☐ Complete Streets Design Standards
- ☐ Traffic Calming Policy
- ☐ Traffic Impact Study Guidance
- ☐ Active Mobility Plan
- ☐ Safe Routes to School



PRIORITY SAFETY PROJECTS

	Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1	JC Robinson Blvd	Curve Delineation Modifications	\$30,000	-	1.1	18.0	14.0
2	Blondo St	VRU Facilities and Traffic Calming	\$290,000	-	1.3	3.7	4.6

*See Chapter 5 of the CSAP for prioritization methodology. The list above is not comprehensive and communities may prioritize other safety projects.