

WELCOME!

We are pleased you are here to learn more about and provide feedback on the City of Beatrice Safety Action Plan.

BIENVENIDO! **¿Hablas español?**

Hay traductores disponibles para hablar con usted si es necesario.

How to Get the Most Out of This Meeting:



Review each display and talk with project team members to learn more and share your ideas.



Spend as much or as little time with us as you like.



Complete a comment form and drop it in the box.

WHAT IS A SAFETY ACTION PLAN?

The City of Beatrice, Nebraska has initiated the process of developing a Safe Streets for All (SS4A) Safety Action Plan. The final plan will aim to eliminate fatal crashes and dramatically reduce severe injury crashes for all users of Beatrice’s highway, street, sidewalk, and trail transportation network.

The Safety Action Plan will provide an overview of:

- Historical crash data for the city of Beatrice
- Development of applicable countermeasures
- Equitable transportation access and use solutions
- Focused pedestrian/bicycle improvements

WHAT IS A SAFE STREETS FOR ALL (SS4A) - SAFETY ACTION PLAN?

The U.S. Department of Transportation (USDOT) established the Safe Street and Roads for All discretionary program in 2022 with \$5 billion appropriated over five years (2022-2026). The City of Beatrice successfully obtained SS4A grant dollars in fall 2023 and officially kicked off the project in January 2024.

The SS4A program follows the Safe System Approach to achieve the goal of zero roadway deaths and reduce severe injury crashes in a community.



PRINCIPLES OF A SAFE SYSTEM APPROACH

A Safe System Approach incorporates the following principles:

- 1 Death and Serious Injuries are Unacceptable
- 2 Humans Make Mistakes
- 3 Humans Are Vulnerable
- 4 Responsibility is Shared
- 5 Safety is Proactive
- 6 Redundancy is Crucial

OBJECTIVES OF A SAFE SYSTEM APPROACH

The Safe System Approach principles also complement five critical objectives that will be achieved through the adoption of Beatrice’s SS4A Safety Action Plan:

- Safer Vehicles
- Safer Speeds
- Safer People
- Post-Crash Care
- Safer Roads

PROJECT PRIORITIZATION

The next step of the planning process was to prioritize safety improvement projects based on the following criteria:

1

Fatal & Injury Crashes

Proposed project impact on previous fatal vehicle crashes and severe injury vehicle crashes.

2

Total Ped/Bike Crashes

Number of crashes involving pedestrians and bicyclists with motor vehicles that include fatal and severe injuries.

3

Equity Considerations

Location of the proposed project in relation to identified historically disadvantaged Census Tracts.

4

Multimodal

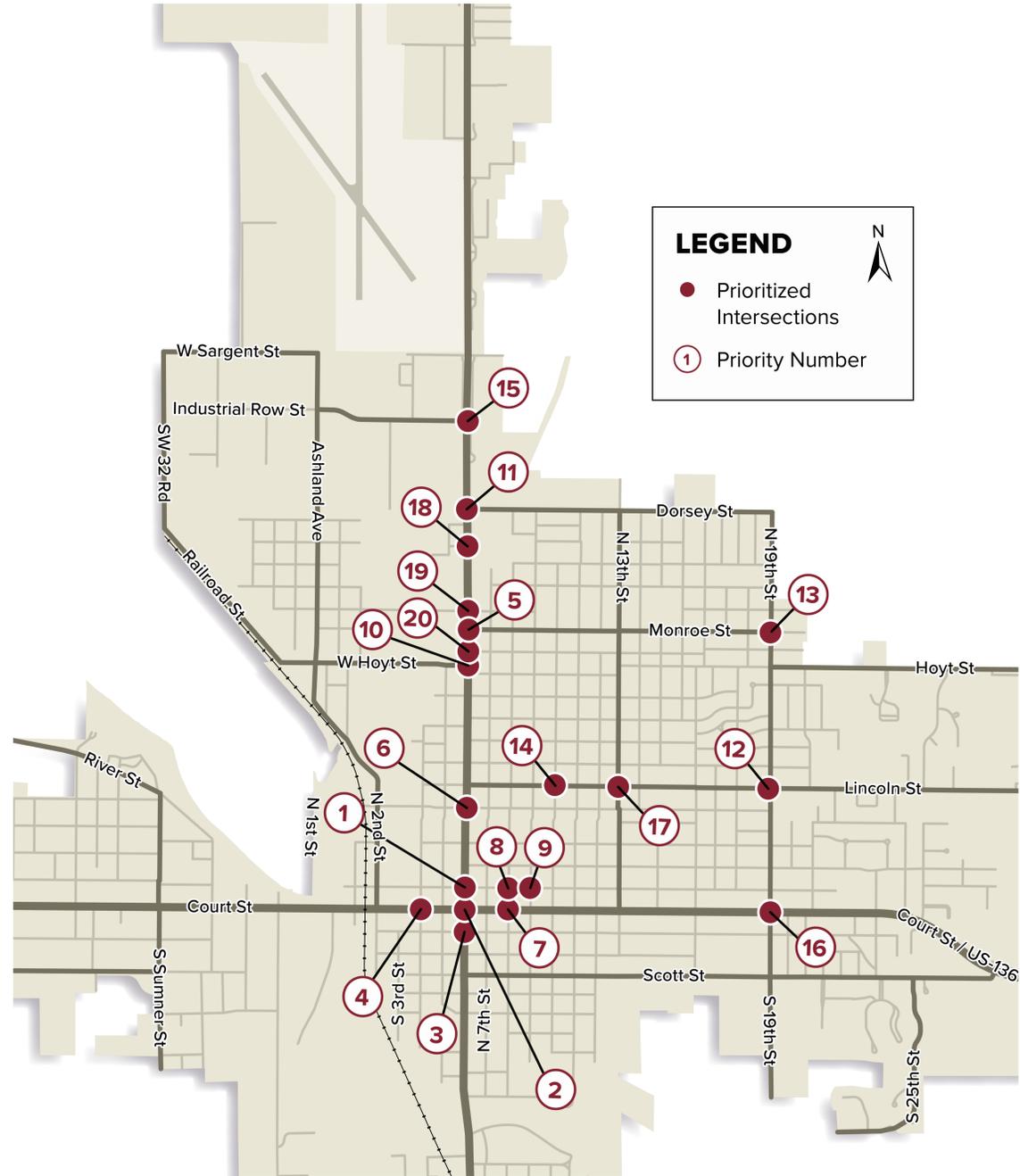
Proximity of the proposed project location to existing trail networks.



When evaluating the safety issues identified in Beatrice, the City considered the above criteria for each location. This led to an initial scoring and ranking of several safety issues across the City.

From this initial screening, a list of prioritized projects were identified for street segments and intersections. Please explore those projects in the following displays boards.

PRIORITIZED INTERSECTIONS



Location	Overall Priority Scoring	Strategy/Solution
① 6th Street (US-77) & Ella Street	High	Improve signal head displays/location, add reflective back plates, update signal timings/clearance intervals.
② 6th Street (US-77) & Court Street	High	Improve signal head displays/location, add reflective back plates, update signal timings/clearance intervals.
③ 6th Street (US-77) & Market Street	High	Improve signal head displays/location, add reflective back plates, update signal timings/clearance intervals.
④ Court Street (US-136) & 4th Street	High	Improve signal head displays / location, add reflective back plates, update signal timings/clearance intervals.
⑤ 6th Street (US-77) & Monroe Street	High	Implement new traffic signal (FYA), consider complete street conversions (3-lane w/ LT lanes), access management strategies.
⑥ 6th Street (US-77) & Grant Street	High	Consider complete street conversion (3-lane w/ LT lanes).
⑦ Court Street (US-136) & 8th Street	High	Traffic signal warrants evaluation - remove traffic signal, implement bulbouts.
⑧ Ella Street & 8th Street	Moderate	Implement bulbouts, convert to two-way traffic operations, evaluate warrants for all-way stop control.
⑨ Ella Street & 9th Street	Moderate	Implement bulbouts, clear parking near intersection per standards, convert to two-way traffic operations.
⑩ 6th Street (US-77) & Hoyt Street	Moderate	Consider complete street conversions (3-lane w/ LT lanes).
⑪ 6th Street (US-77) & Dorsey Street	Moderate	Implement new traffic signal (FYA), construct pedestrian crossing improvements (sidewalk, ramps, crosswalks).
⑫ 19th Street & Lincoln Street	Moderate	Construct roundabout (per Lincoln St. corridor study).
⑬ 19th Street & Monroe Street	Moderate	Enhance pedestrian crossing, implement RRFB and updated signing/crossing, speed management strategies.
⑭ Lincoln Street & 10th Street	Lower	Implement recommended cross-section per Lincoln Street corridor study, reduce speed limit to 30mph.
⑮ 6th Street (US-77) & Industrial Row	Lower	Implement new traffic signal (FYA), SB Prepare to stop when flashing beacons, construct all pedestrian provisions (sidewalks, ramps).
⑯ Court Street (US-136) & 19th Street	Lower	Implement new traffic signal (mastarm), construct all pedestrian provisions (sidewalks, ramps), implement bulbouts.
⑰ 13th Street & Lincoln Street	Lower	Fix E/W skew by moving no parking zones and line up thru traffic, improve pedestrian crossing provisions.
⑱ 6th Street (US-77) & Tonka Drive	Lower	Consider complete street conversion (3-lane), implement access management of driveways, construct all pedestrian provisions (sidewalks, ramps).
⑲ 6th Street (US-77) & Irving Street	Lower	Consider complete street conversion (3-lane), move trail crossing to intersection (std), construct all pedestrian provisions (sidewalks, ramps).
⑳ 6th Street (US-77) & Jackson Street	Lower	Consider complete street conversion (3-lane), implement access management of driveways, construct all pedestrian provisions (sidewalks, ramps).

■ High ■ Moderate ■ Lower □ NA

PRIORITIZED STREET SEGMENTS

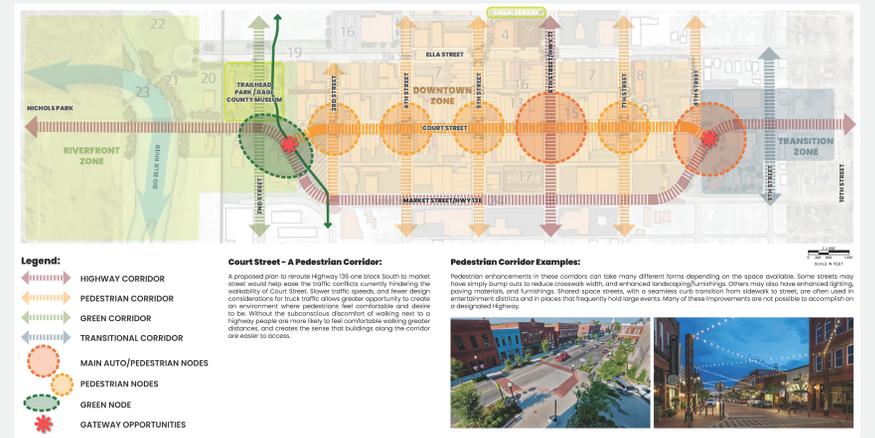


Location	Overall Priority Scoring	Strategy/Solution
1 6th Street (US-77); Mulberry Ave to Tonka Drive	High	<ul style="list-style-type: none"> Consider complete street conversion (3-lane), signal improvements, sidewalk setback
2 Court Street (US-136); 1st Street to 10th Street	High	<ul style="list-style-type: none"> Improvements via RAISE Grant Project. (Court Street Master Plan)
3 Lincoln Street; 6th Street (US-77) to 19th Street	High	<ul style="list-style-type: none"> Implement recommended cross-section per Lincoln Street corridor study. (2-ln, limited parking). Reduce speed limit to 30mph
4 19th Street; Court Street to Hoyt Street	Moderate	<ul style="list-style-type: none"> Enhance pedestrian crossing opportunities (bulbouts) Implement mini-roundabout at Lincoln St., Hoyt St. Speed management strategies
5 Ella Street; 2nd Street to 19th Street	Moderate	<ul style="list-style-type: none"> Convert to two-way traffic operations Modify On-street parking, construct bulbouts Enhance pedestrian crossing opportunity
6 Court Street (US-136); 10th Street to 19th Street	Moderate	<ul style="list-style-type: none"> Revise/narrow lane widths Implement sidewalk improvements Enhance ped x-ing opportunities (bulbouts)
7 Market Street; 2nd Street to 19th Street	Moderate	<ul style="list-style-type: none"> Convert to two-way traffic operations Modify On-street parking, construct bulbouts Enhance pedestrian crossing opportunity
8 6th Street (US-77); Tonka Drive to Industrial Row	Lower	<ul style="list-style-type: none"> Access management, traffic signal timing updates, auxiliary turn lanes
9 Court Street (US-136); Hwy 4 to 1st Street	Lower	<ul style="list-style-type: none"> Revise/narrow lane widths Implement sidewalk improvements Enhance ped x-ing opportunities (bulbouts)
10 Walmart & Beatrice Comm. Hospital; Connect to City Wide Network	Lower	<ul style="list-style-type: none"> Implement trail connections Enhance crossings w/ updated signs, x-ings

■ High
 ■ Moderate
 ■ Lower
 ■ NA

COURT STREET MASTER PLAN

RAISE Grant Project



The proposed design concept and implementation plan pulled from the Court Street Corridor Master Plan (2023)

The City of Beatrice recently was named a recipient of a \$21.4 million grant from the Rebuilding American Infrastructure with Sustainability and Equity program, or RAISE, which will be used to reroute U.S. Highway 136 one block south, around the downtown core, to make that area more pedestrian- and festival-friendly.

The intention behind the proposed design is to move semi-truck traffic off of Highway 136/Court Street. This will allow for new placemaking opportunities like adding string holiday lights across Downtown, installing public art, incorporating benches and landscaping, and more easily shutting off the street for festivals and community events.

PROVEN SAFETY COUNTERMEASURES



Crosswalk Visibility Enhancements

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings.



Leading Pedestrian Intervals

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.



Medians and Pedestrian Refuge

A **median** is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

A **pedestrian refuge** island (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.



Rectangular Rapid Flashing Beacons (RRFBs)

To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign.



Road Diets (Roadway Reconfiguration)

A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).



Roundabouts

Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points.



Dedicated Left- and Right-Turn Lanes at Intersections

Auxiliary turn lanes—either for left turns or right turns—provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections. Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn.



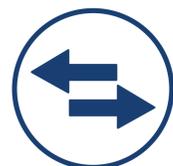
Appropriate Speed Limits for All Road Users

States and local jurisdictions should set appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves. Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.



Trail Connectivity & Walkways

With more than 6,200 pedestrian fatalities and 75,000 pedestrian injuries occurring in roadway crashes annually,¹ it is important for transportation agencies to improve conditions and safety for pedestrians and to integrate walkways more fully into the transportation system. Research shows people living in low-income communities are less likely to encounter walkways and other pedestrian-friendly features.



One-Way Street Conversion

With several one-way designated streets in the community, these roadways create an environment that encourages drivers to travel at a high rate since there is not concern for oncoming traffic. These street segments can lead to poor traffic flow and safety risks for drivers and pedestrians when not justified where constructed.

The above Countermeasures are provided by the U.S. Federal Highway Administration. The featured Countermeasures were chosen based on their application to the city of Beatrice's street safety conditions and proposed safety projects as part of the Beatrice SS4A Safety Action Plan.

ADDITIONAL SAFETY CONSIDERATIONS

Beyond built projects, the Beatrice SS4A Safety Action Plan also recommends potential partnerships, programs, and policies as strategies to help further improve safety conditions in the community.

Partnerships

- Beatrice Public Schools
- Southeast Community College
- Leadership Beatrice
- Nebraska Department of Transportation
- Blue Rivers Agency on Aging
- Beatrice Chamber of Commerce/Gage County Tourism
- Main Street Beatrice
- Homestead National Historic Park
- Southeast Nebraska Collaborative
- Big Blue Biking Club
- Beatrice Public Library
- Homestead Running Club

Programs

- Sidewalk Improvement Program
- Traffic Signal Optimization
- City Wide Trails Enhancements
- Safe Routes to Schools Initiatives
- Bicycle and Pedestrian Safety Campaigns
- Distracted Driving and Impaired Driving Prevention Programs
- Enforcement and Engagement Programs.

Policies

- Access Management Policy Implementation
- Land Use and Development Policy for Safe Pedestrian Mobility.
- Neighborhood Traffic Calming Policy
- Complete Streets Policy Implementation