



# Bennet

## SAFETY ACTION PLAN



**BENNET**

# SAFETY ACTION PLAN

JANUARY 2026

Prepared by **olsson**

# Acknowledgments

## ACTION PLAN TASK FORCE

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**Ryan Cheney, Mayor**

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**Josh Buck, Council Member**

**Deputy Trevor Caldwell, Lancaster County Sheriff**

**Dan Zieg, Council Member**

**Luke Baldwin, Bennet Fire Department Chief**

**Sue Biltoft, City Clerk**

**Glen Steffensmeier, Bennet Elementary Transportation**

**Jared Haag, Bennet Elementary Principal**

**Brian Schuele, City Engineer (Olsson)**

**Captain John Vik, Lancaster County Sheriff**

### **Disclaimer**

*23 United States Code Section 407*

Discovery and admission as evidence of certain reports and surveys notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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**Bennet is committed to eliminating fatalities and serious injuries on our roadways.**

## **Commitment from City Leadership**

City leadership is fully committed to eliminating fatalities and serious injuries on our roadways. The Mayor, City Council, City Staff, and various other stakeholders have all supported the development of this Safety Action Plan (Plan) and recognize the importance of creating a transportation system that is safe and accessible for everyone.

## Vision

**Create safe streets and spaces for all road users in Bennet so that mistakes do not lead to death or serious injury.**

## Goals



### Safer Intersections

*Design crossings that are visible, direct, and predictable.*



### Safer Crossings for People Walking & Biking

*Fill critical sidewalk/trail gaps and upgrade markings and lighting.*



### Safer Speeds

*Calm operating speeds with self-enforcing street designs and consistent school-zone treatments*



### Connected, Comfortable Walking & Biking

*Provide low-stress links to schools, parks, and city destinations.*

## Current Snapshot

**13** CRASHES  
(2020-2024)

**1**  
SERIOUS INJURY  
(2021)

**0**  
FATALITIES

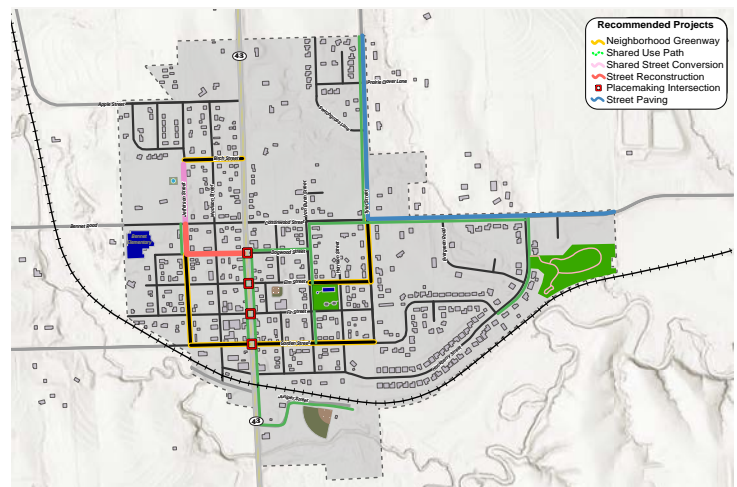


*Yield to people in crosswalks; stopping early improves sight lines, especially for children.*


## Quick-Start Actions

(6–12 months)

- Dogwood Street & Highway 43 Improvements (curb extension and crossing signal)
- School-Zone Safety Package (high-visibility crosswalks, daylighting, speed feedback signs)
- Speed Feedback Sign rotation (quarterly) with before/after checks
- Seasonal safety campaigns (back-to-school, winter visibility)



Refer to Page 29 of the Plan.

A photograph of an industrial facility, likely a water treatment plant, featuring several large cylindrical silos and tall metal structures with cranes against a clear blue sky. In the foreground, there are white industrial buildings and a paved area with several cars parked. The image is overlaid with semi-transparent blue and white rectangular shapes.

**This Plan provides a unified, actionable framework to make the City's streets safer for everyone. It reflects a strong commitment to proactive safety and community collaboration, and positions Bennet as a leader in traffic safety innovation.**

# **INTRODUCTION**

# Introduction & SS4A Framework

Across the United States, fatal traffic crashes continue to rise, resulting in the loss of tens of thousands of lives every year. The trend is prevalent across the entire country, including Nebraska and Lancaster County. This Plan is funded by the U.S. Department of Transportation’s (USDOT) Safe Streets and Roads for All (SS4A) grant program, which was created as a direct result of the federal recognition of this trend. The grant is focused on helping Bennet, and communities across the country, to determine the appropriate safety solutions for the community to reduce the number of Fatal and Serious Injury (KSI) crashes on our roadways.

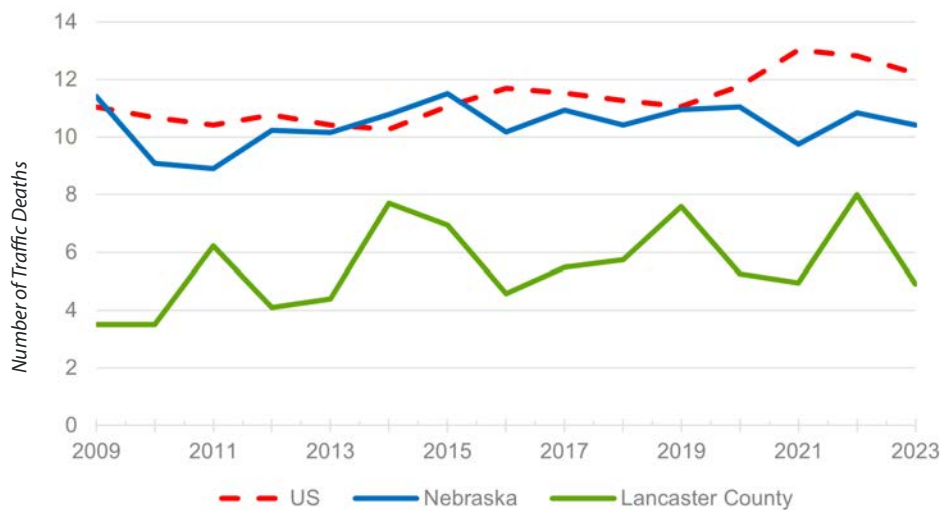
Since 2009, fatal crash rates have risen; in 2023, the U.S., Nebraska, and Lancaster County recorded 12.21, 10.41, and 4.90 deaths per 100,000 people, respectively.<sup>1</sup>

A disproportionate amount of the roadway fatalities involve bicyclists, pedestrians, and other “Vulnerable Road Users” that are not inside a vehicle. These crashes resulted in nearly 8,500 lives lost across the U.S. in 2023.

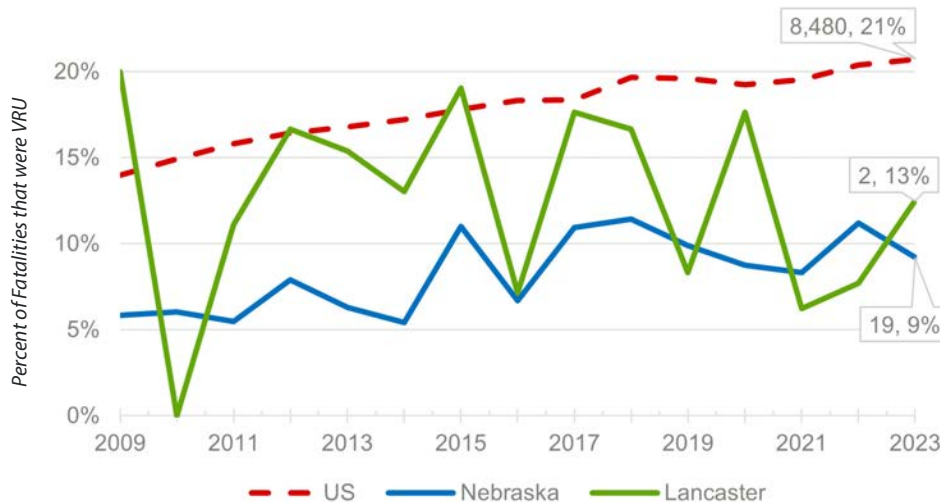
**The City of Bennet, however, is a stand out for its recent record of zero traffic fatalities over five years.** This localized safety highlights the impact of slow streets, attentive drivers, and rapid responses when major crashes do occur.

<sup>1</sup> Data Source Fatality Analysis Reporting System (FARS): 2009-2022 Final File and 2023 Annual Report File (ARF)

**Figure 1: Traffic Deaths per 100k Population**



**Figure 2: Traffic Death Rates**





## SS4A Self-Certification Crosswalk

The USDOT has outlined key components critical to an effective Safety Action Plan:

### LEADERSHIP COMMITMENT

The City has committed to keeping traffic fatalities and serious injuries at zero, continuing the trend present since 2021, through a resolution signed by City Council and the Mayor.

### PLANNING STRUCTURE

An Action Plan Task Force (APTF) was created to assist with the development of the Bennet Safety Action Plan, implementation, and monitoring going forward. The APTF is comprised of City staff, City Council members, Bennet Elementary School representatives, the Sheriff's Department, and others.

### SAFETY ANALYSIS

The limited crash history in Bennet reinforced the need for a proactive approach to identifying risk factors and focus areas. Crash trends nationally and statewide highlight the importance of a Safe System Approach (defined on Page 4).

### ENGAGEMENT & COLLABORATION

The project included four bi-monthly APTF meetings, a project page on the City's website, two public open-houses and online surveys, social media posts on City accounts, Text-my-Gov blasts, focus groups with key stakeholders, and collateral material.

### POLICY & PROCESS CHANGES

Relevant City policies and procedures were reviewed and discussed with the APTF and stakeholders resulting in robust recommendations in this Plan.

### STRATEGY & PROJECT SELECTIONS

Strategies for addressing the focus areas, identified primarily through community input, are explored and outlined for the City. Project recommendations blended these strategies with previously identified needs and vetted through engagement.

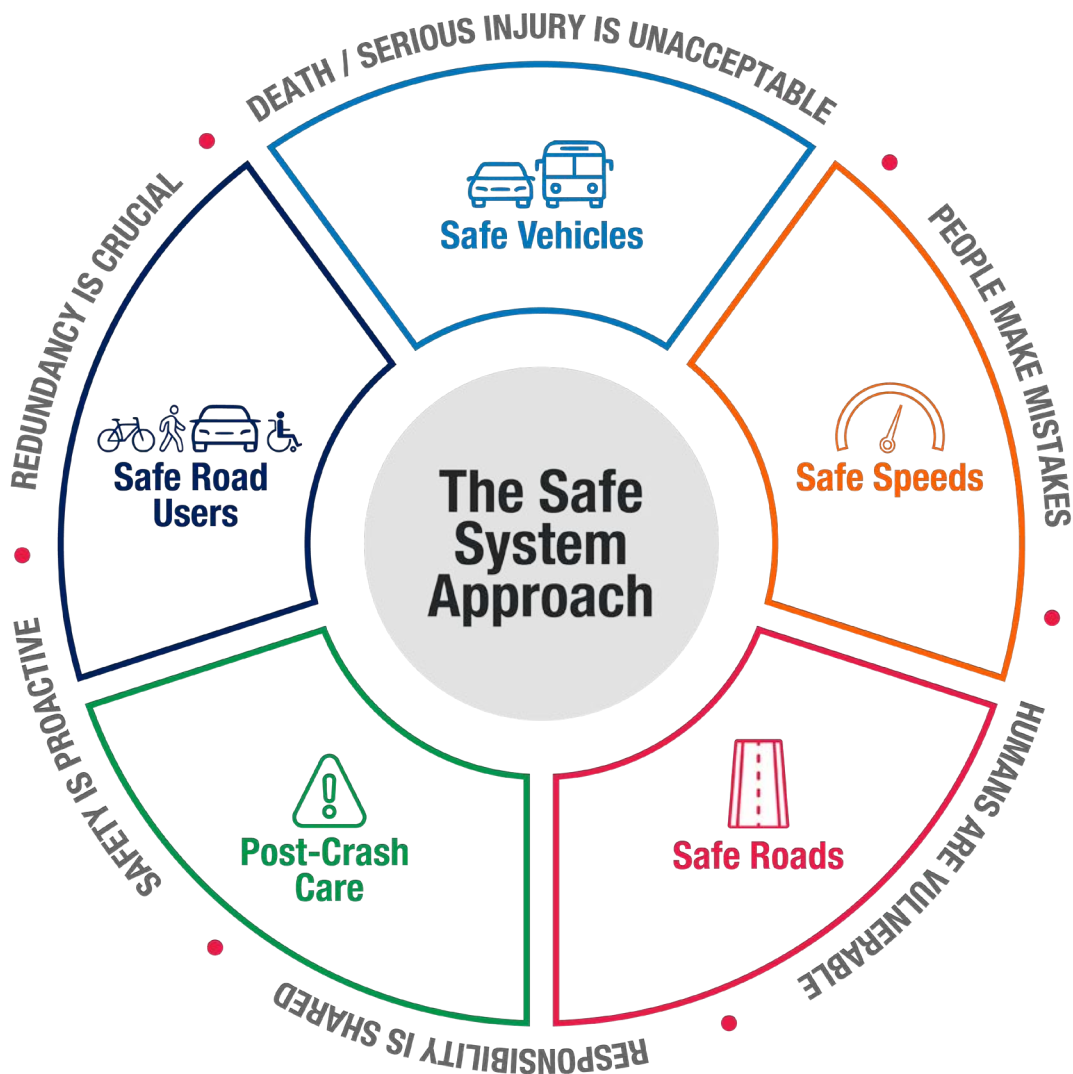
### PROGRESS & TRANSPARENCY

The Plan provides a timeline for implementation, potential sources of funds, and a process for reporting the yearly safety summary to residents.

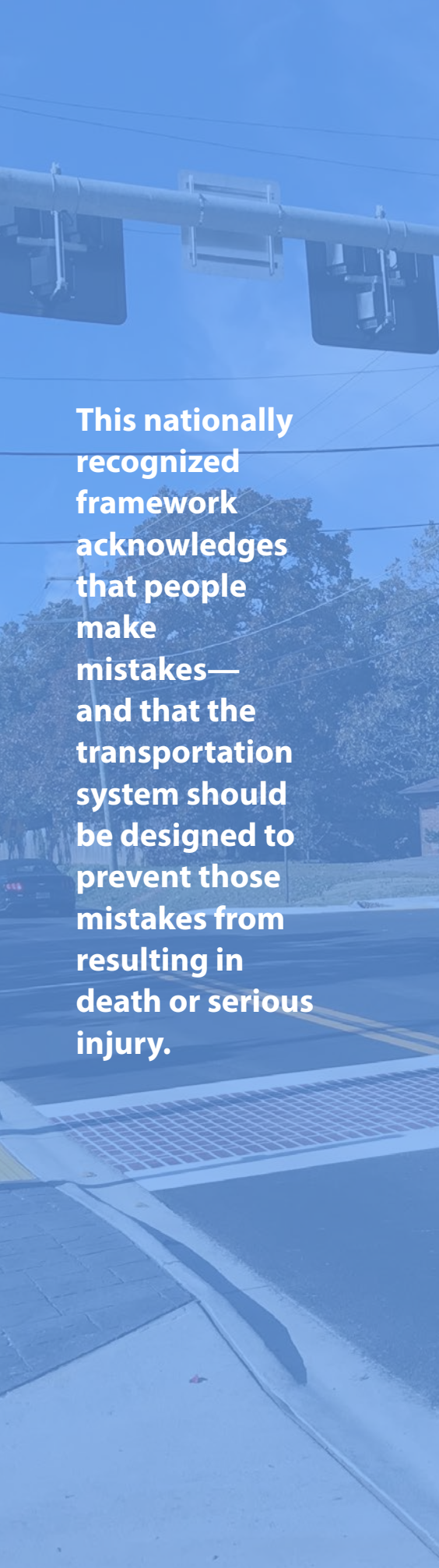
# Safe System Approach

In traditional safety analysis, crashes were considered primarily a result of user error —such as speeding or distracted driving – and therefore unavoidable. From this thinking, the best response is to enforce laws that aim to reduce those behaviors through penalties or education. While these efforts are impactful, they place much of the responsibility on road users themselves and overburden law enforcement officers, often without addressing the systemic flaws that contribute to unsafe conditions or decisions. The Safe System Approach, which has been adopted by the USDOT, changes the paradigm and is built around six principles and five key objectives, as illustrated in the figure below.

Figure 3: Safe System Approach Graphic



Source: Federal Highway Administration



This nationally recognized framework acknowledges that people make mistakes—and that the transportation system should be designed to prevent those mistakes from resulting in death or serious injury.

## SAFE SYSTEM PRINCIPLES

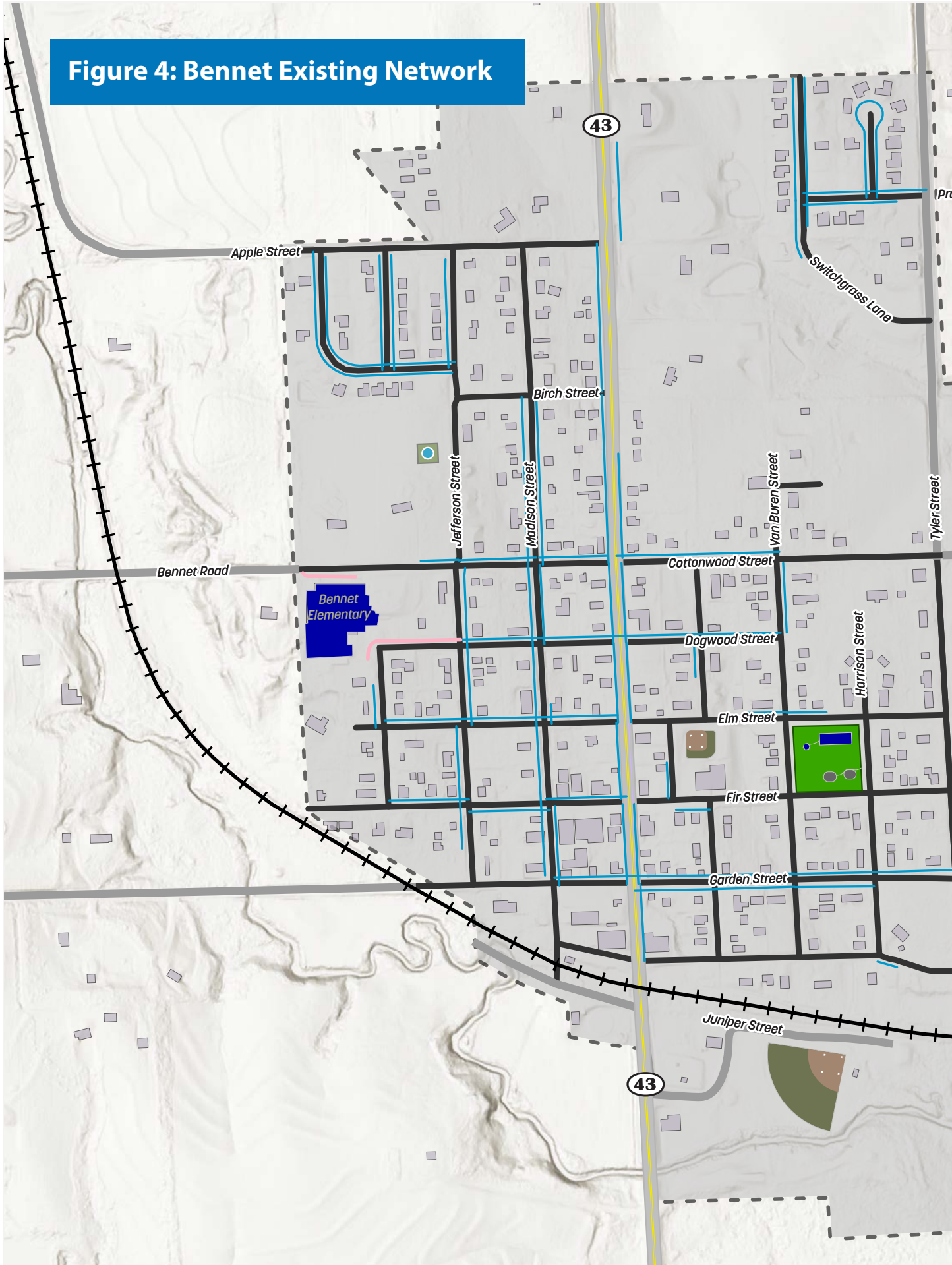
- 1. Death and Serious Injuries are Unacceptable:** Every life matters, and the Safe System Approach is founded on the belief that no one should die or be seriously injured on our streets. This principle drives the commitment to design and manage transportation systems so that even when crashes occur, their outcomes are not catastrophic. Achieving zero deaths is a guiding goal for all policies and interventions.
- 2. Humans Make Mistakes:** Recognizing that people are fallible—whether through distraction, misjudgment, or simple error—the Safe System Approach aims to create environments that forgive inevitable mistakes. Roadways, crossings, and intersections are designed to minimize the consequences of errors, reducing the likelihood of serious crashes.
- 3. Humans are Vulnerable:** People are physically vulnerable to harm, especially pedestrians, cyclists, children, and older adults. This principle emphasizes the need for infrastructure and policies that protect the most vulnerable road users by lowering speeds, improving visibility, and enhancing safety features where people walk and bike.
- 4. Responsibility is Shared:** Safety is not solely the responsibility of individuals using the road. Designers, planners, engineers, policymakers, and enforcement agencies all share accountability for creating safe conditions. Collaborative efforts ensure that systemic risks are identified and addressed, so everyone plays a role in preventing crashes.
- 5. Safety is Proactive:** Instead of waiting for crashes to happen, the Safe System Approach seeks to mitigate risks before they result in harm. Proactive measures include ongoing safety audits, improvements to infrastructure, and educational campaigns to promote safe behaviors and prevent dangerous situations from arising.
- 6. Redundancy is Critical:** Layered safety strategies—such as multiple forms of protection at crossings, backup lighting at bus stops, and clear sight lines—ensure that if one measure fails, others are in place to prevent serious outcomes. Redundancy builds resilience into the transportation system, making it safer for everyone under various circumstances.

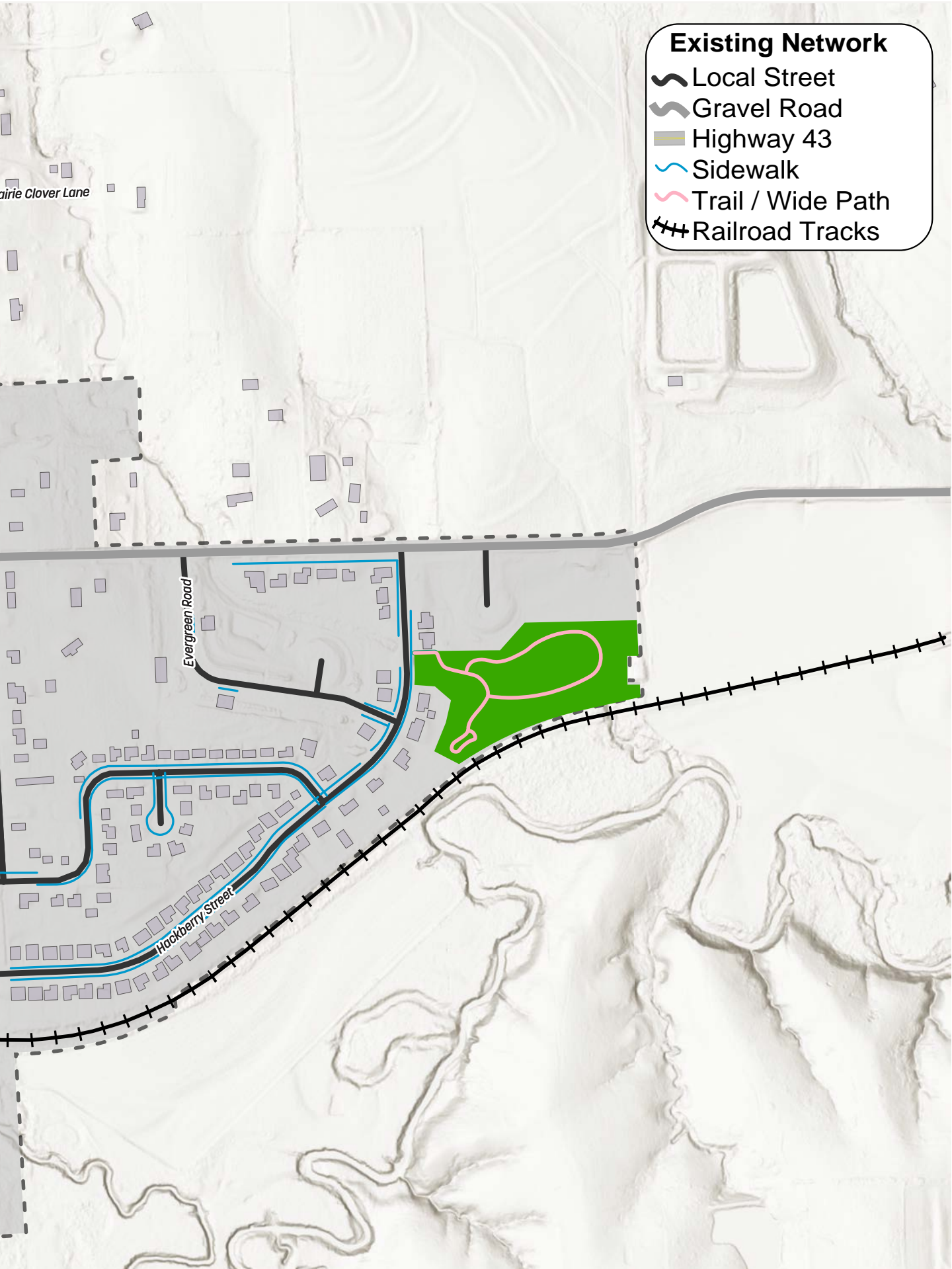
## SAFE SYSTEM OBJECTIVES

- **Safer Roads:** Design roads to reduce crashes and protect all users, using features like crosswalks, bike lanes, better lighting, and traffic calming.
- **Safer Speeds:** Set suitable speed limits, enforce them with technology and measures, and lower speeds to reduce crash risks and severity.
- **Safer Vehicles:** Promote vehicles with advanced safety features and standards that protect both occupants and others on the road.
- **Safer People:** Encourage safe behavior through education, enforcement, and campaigns targeting risky actions like distracted or impaired driving.
- **Post-Crash Care:** Ensure quick emergency response and medical care after crashes, and improve coordination and data to enhance outcomes and prevention.



**Figure 4: Bennet Existing Network**







Land Uses

- Retail/Commercial
- Industrial
- Educational
- Residential
- Parks & Open Space
- Public
- Office
- Local Street
- Highway
- Rail Tracks
- Bennet City Limits

The City of Bennet

ZERO TRAFFIC

We need YOUR help

Where do

Use two push pins  
Tie a colored string be

# VISION & GOALS

# Vision

**Create safe spaces and streets for all road users in our community to prevent severe crashes.**

## Goals

The goals of this Plan serve as benchmarks to guide our community toward maintaining safe streets for everyone. They define specific outcomes we aim to accomplish, keeping efforts focused and measurable while ensuring accountability. By establishing these goals, we provide a framework for aligning resources, evaluating progress, and inspiring coordinated action among all stakeholders.



### SAFER INTERSECTIONS

Design crossings that are visible, direct, and predictable.



### SAFER CROSSINGS FOR PEOPLE WALKING & BIKING

Fill critical sidewalk/trail gaps and upgrade markings and lighting.



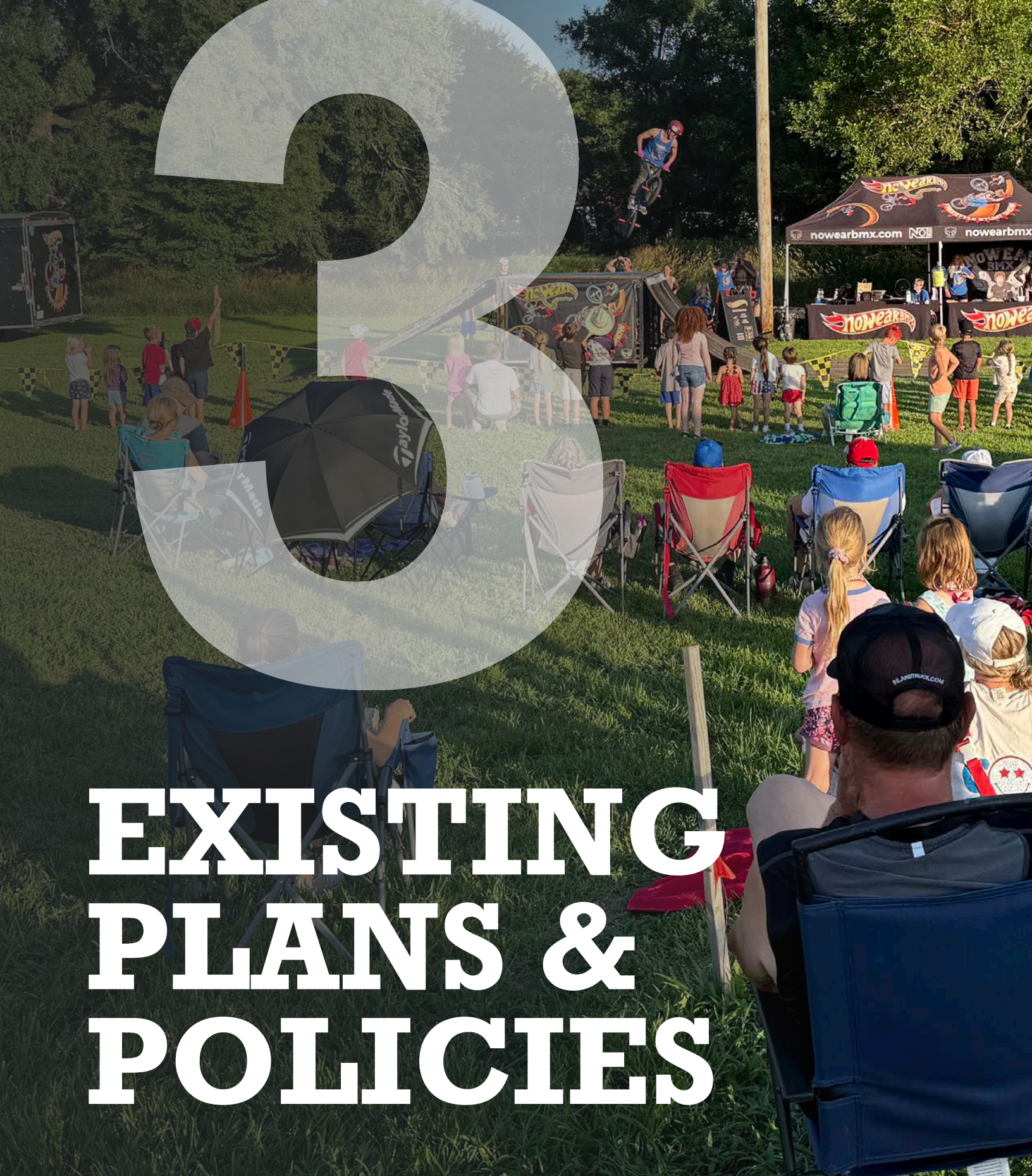
### SAFER SPEEDS

Calm operating speeds with self-enforcing street designs and consistent school-zone treatments.



### CONNECTED, COMFORTABLE WALKING & BIKING

Provide low-stress links to schools, parks, and city destinations.



# EXISTING PLANS & POLICIES

# Existing Plans

There are a number of statewide and local plans that helped provide context and guide Bennet. They provided an essential foundation for the analysis and conclusions presented in this Plan. A high-level overview of these plans and studies follows, with a more detailed review in **Appendix A**.

## NEBRASKA STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

The Nebraska SHSP establishes a comprehensive, data-driven strategy to reduce fatal and serious injury crashes with a Safe System Approach, identifying Critical Emphasis Areas that overlap with both national focal points as well as Bennet's own concerns.

## NEBRASKA VULNERABLE ROAD USER (VRU) STUDY

The Nebraska VRU Study highlights the disproportionate risk for vulnerable road users in rural areas and recommends focusing on high-risk crash locations and contributing factors like lighting and behavior.

## LANCASTER COUNTY RURAL LOCAL ROAD SAFETY PLAN (LRSP)

The Lancaster LRSP emphasizes intersection, lane departure, age-related, and driver behavior crashes, recommending strategies such as enhanced signage, rumble strips, education programs, and regular safety audits.

## BENNET COMPREHENSIVE PLAN (2024), TRANSPORTATION CHAPTER

The Bennet Comprehensive Plan prioritizes intersection and pedestrian safety, sidewalk and trail expansion, upgrades to unpaved streets, truck circulation management, and streetscaping to foster community pride and safer streets. It establishes Key Performance Indicators and outlines funding mechanisms for implementation.



# Existing Policies

An analysis of the City’s policies indicates the following priority to continue to eliminate fatal and serious crashes across the city: speed management policy, crossing selection matrix, and a potential event traffic control checklist. These items will provide further clarity for developments, infrastructure investments, and assist in limiting high-risk event times.

**Table 1: Current Policies & Recommended Updates**

POLICY AREA	CURRENT STATE	GAP / ISSUE	RECOMMENDED UPDATE	OWNER	TIME-FRAME
<i>Speed Management</i>	Posted limits; enforcement reliant	High approach speeds at gateways	Introduce gateway features, reduce highways lane widths	City NDOT	Near-term
<i>Crossings</i>	Marked at few locations	Availability; visibility; lighting gaps	Regular high-vis markings, daylighting buffers; lighting on sidewalks and crossings	City	Near-term
<i>Event Traffic</i>	Ad-hoc closures	No barricade plans, no clear traffic guidance	Event safety checklist standards and kit	City Emergency Services	Near-term

## HOBOKEN, NJ

Examining the experiences of communities like Hoboken, which has maintained a record of zero traffic fatalities, is crucial for informing Bennet’s own safety strategies. Although Hoboken is significantly larger than Bennet, its achievements through a comprehensive Vision Zero Action Plan—centered on safe speeds, safer intersections, and robust pedestrian and bicycle infrastructure—offer valuable lessons.

### KEY METHODS AND PROCESSES THAT SET HOBOKEN APART

- **Lower speed limits and traffic calming:**  
Citywide 20 miles per hour (mph) limit, 15 mph near schools, plus speed humps and signage.
- **Intersection safety upgrades:**  
Daylighting corners, high-visibility crosswalks, curb extensions, and multi-way stops.
- **Protected bike and pedestrian infrastructure:**  
Extensive bike lanes, ADA curb ramps, and safe routes to schools.

# LINCOLN SCHOOL ZONE STANDARDS

The Lincoln School Zone Standards provide a model for designating school zones, applying reduced-speed limits, and apply crossing treatments. The standards recommend high-visibility crosswalks, curb extensions, and crossing guard programs, offering statistical benchmarks and best practices for evaluating effectiveness.



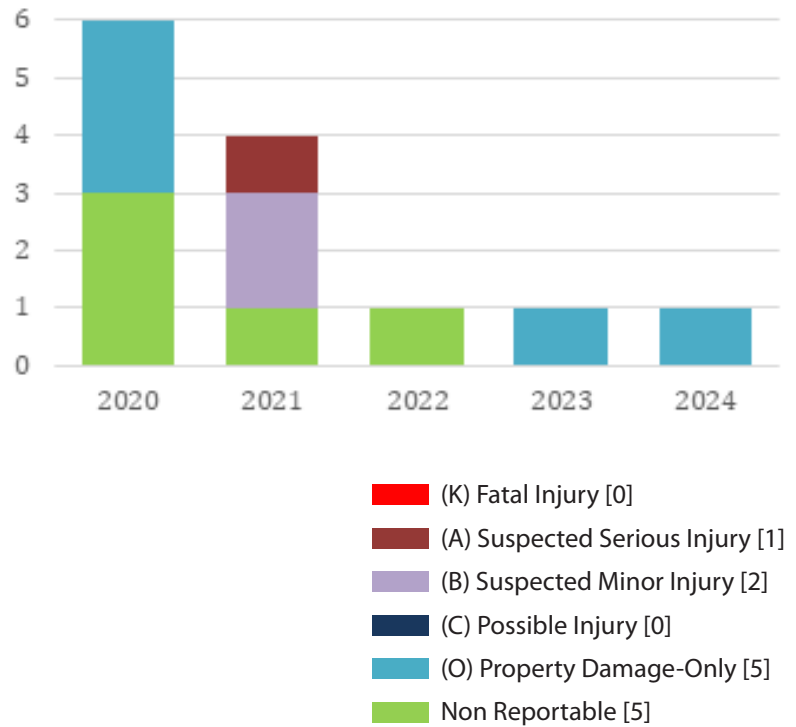


# SAFETY IN BENNETT

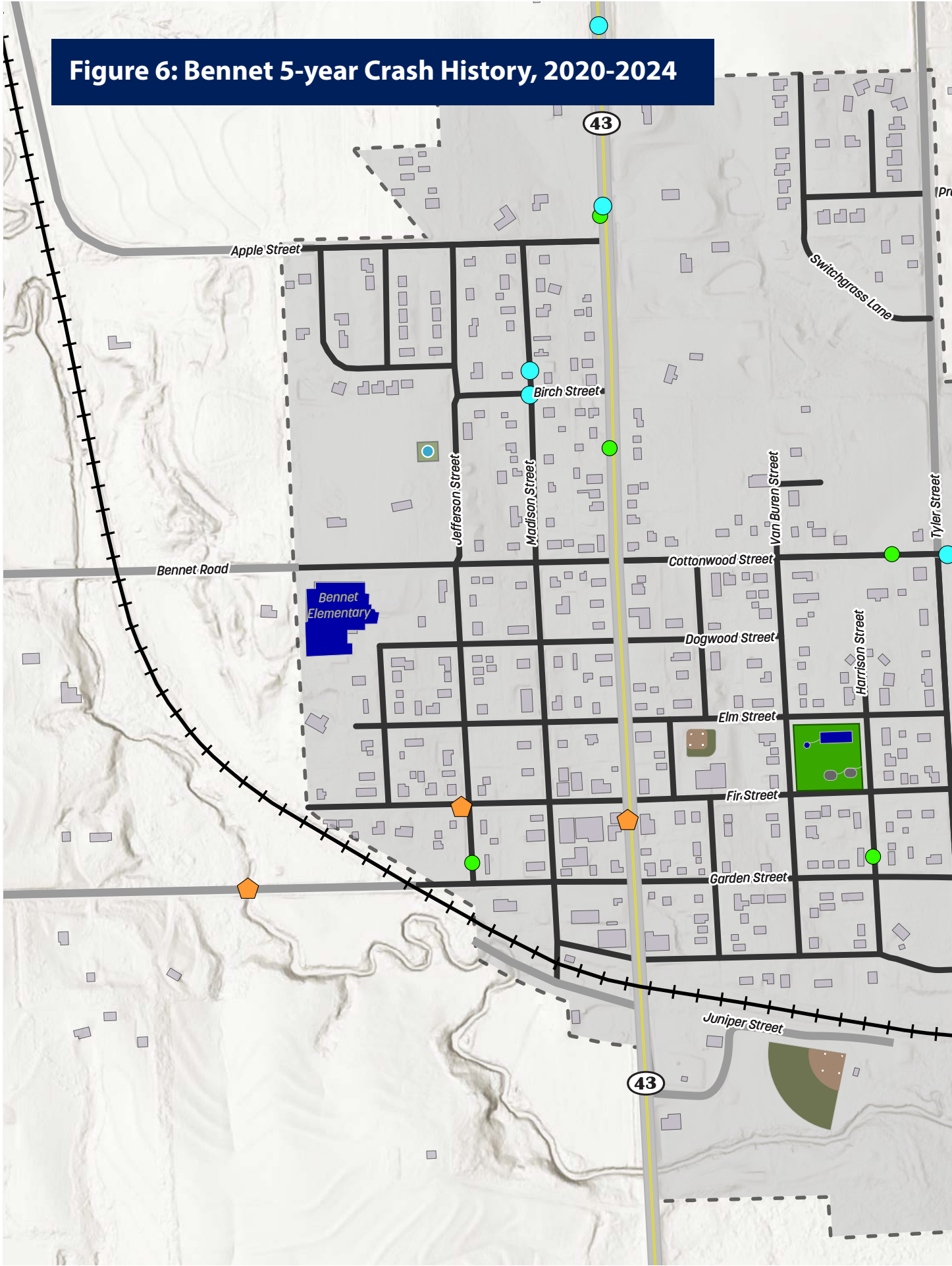


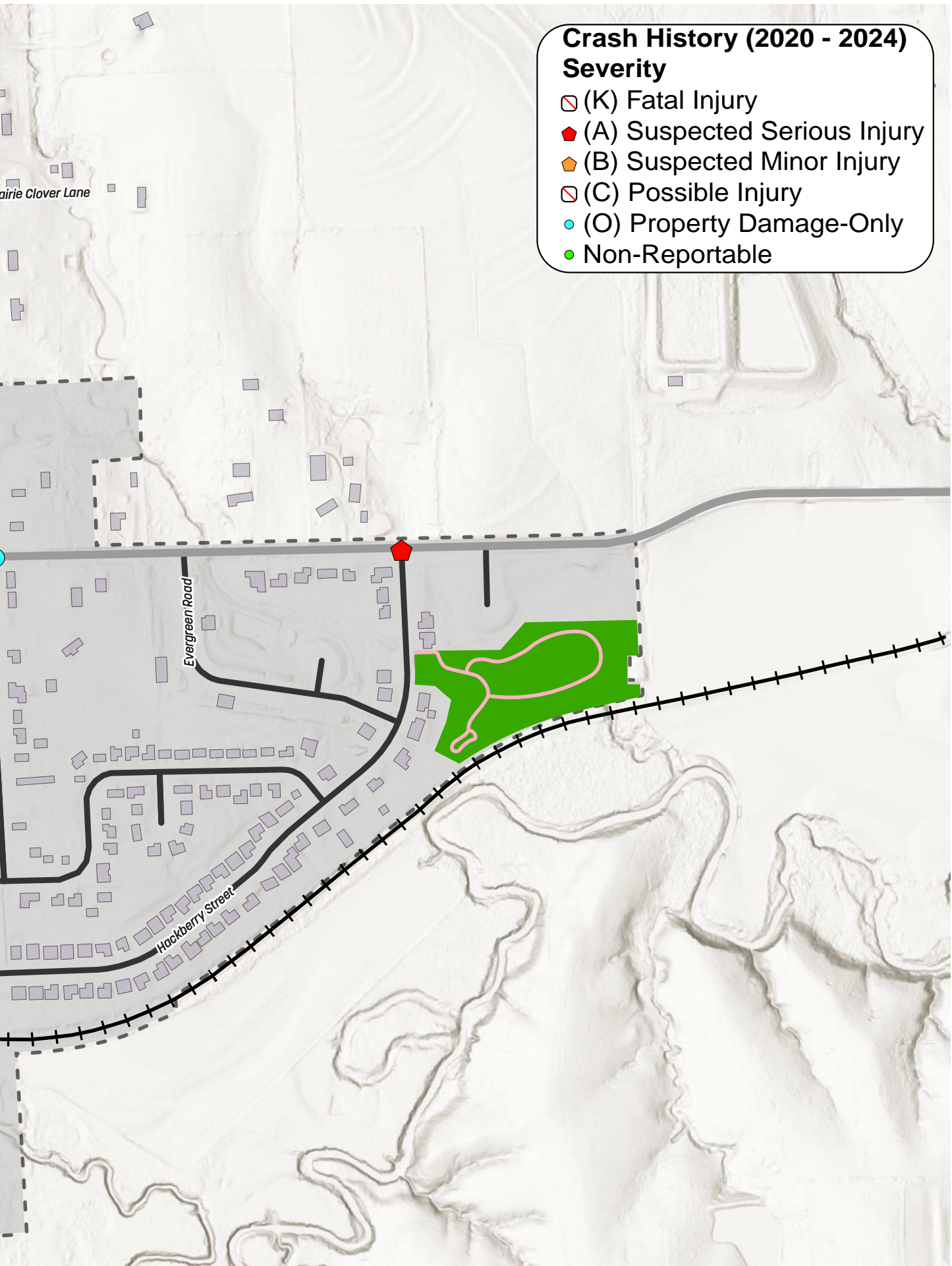
Over the past five years, Bennet has experienced **ZERO traffic fatalities** while experiencing one serious injury. This feat is underscoring the effectiveness of the City’s naturally slow side roads and attentiveness of residents. A crash-by-crash breakdown of the history can be found in **Appendix B**. The graph in **Figure 5** (below) depicts the number and severity of crashes, while the map (**Figure 6** on Page 17) illustrates the exact locations of these crashes in Bennet. There have been a total of 13 crashes, with an average of one crash per year since 2021, and all crashes more serious than Property Damage-Only (PDO) occurring in 2021.

**Figure 5: Bennet Crash History by Year**



**Figure 6: Bennet 5-year Crash History, 2020-2024**





# Engagement & Collaboration

With the limited crash history, as described previously, the community’s perception of the transportation network and the perceived safety defines concerns and thus drives safety priorities. This is why it was essential for the community to have several opportunities to tell the project team how they move around the city, where the transportation network feels unsafe, or where they have encountered conditions that discourage their movement.






**Table 2: Engagement Timeline**

DATE	FORMAT	KEY INPUT	HOW INPUT SHAPED THE PLAN
<b>Jul 04, 2025</b>	Pop-Up Booth, Survey 1	Walk/bike comfort; crossings	Quick-start crossing upgrades; sidewalk micro-gaps
<b>Jul 15, 2025</b>	Open House, Survey 1	Speeds at gateways; parking near corners	Highway 43 corridor investments; daylighting policy
<b>Oct 14, 2025</b>	Open House, Survey 2	Recommendations review & comments	School-zone package scope

This feedback, which is detailed in **Appendix C** and summarized below, helped to further the project team’s analysis, allowing for a more comprehensive review of Bennet’s transportation network and its safety concerns.

The project team collaborated with stakeholders, community members, City of Bennet staff and elected officials, and technical experts. These conversations helped guide the project team as they developed recommendations for Bennet’s transportation network.

The following themes were heard consistently throughout the planning process:

-  Need for safer pedestrian and bicyclist crossings of Highway 43
-  Need for a safe place to cross the railroad tracks
-  Concern for inconsistent or unsafe sidewalks
-  Desire for paving roads that are currently unpaved
-  Prioritize safety of students walking or riding bicycles to school



***Park at least 20 feet from crosswalks and intersections to allow drivers to see pedestrians on the sidewalk.***  
*Daylighting saves lives!*



### Preference Board

Place a dot for your preferred road design. Place one dot per question.

**Dogwood & East-West Roads**

- #1 ●●●
- #2
- #3
- #4 ●●

**Highway 43 & Crossings**

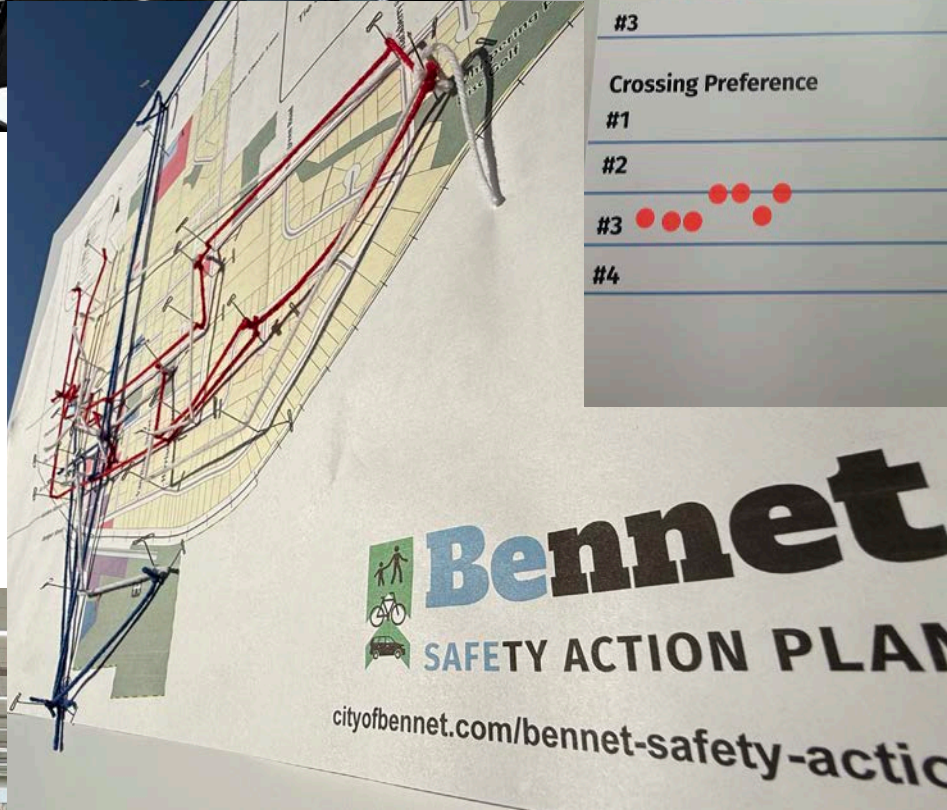
- #1 ●●●
- #2 ●●●●●
- #3

**Crossing Preference**

- #1
- #2
- #3 ●●●●●
- #4

**Bennet SAFETY ACTION PLAN**

*Handwritten notes on sticky tabs:*  
- Dogwood & East-West Roads: "Dogwood", "East-West", "Highway 43"  
- Crossing Preference: "Dogwood", "Highway 43", "Crossing Preference"



# Risk Factors & Focus Areas

In a community like Bennet, where crash numbers are low but the potential for serious incidents remains, a proactive approach to safety is essential. Risk reduction efforts focus on identifying and addressing systemic hazards before they result in collisions or injuries. This includes implementing self-enforcing street designs that inherently promote safer speeds, especially at city gateways and corridors, as well as consistent treatments in school zones to protect children during arrival and dismissal times.

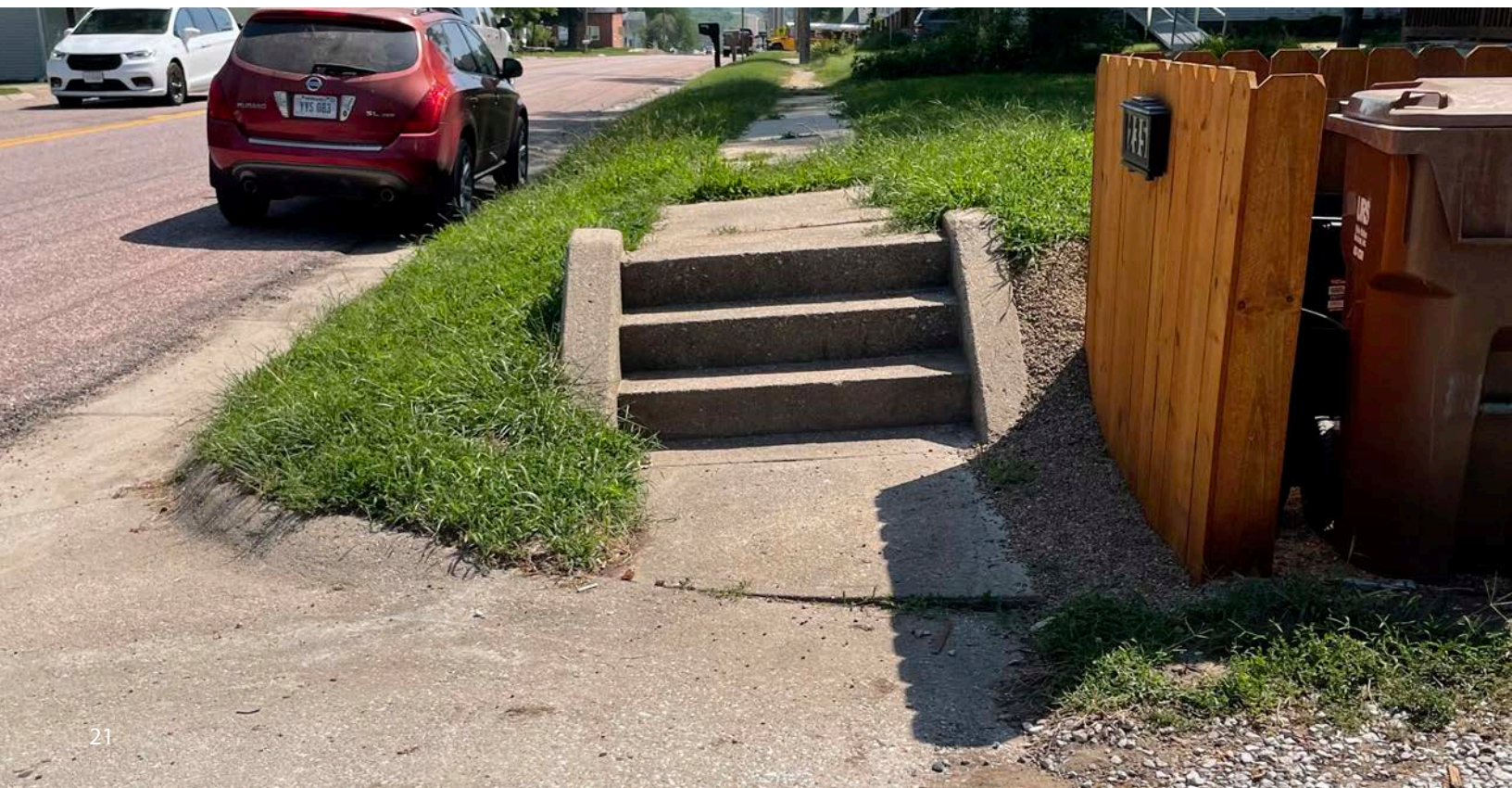
Proactive design strategies prioritize improvements to key pedestrian crossings, such as those near parks, civic destinations, and downtown, by enhancing visibility, daylighting, and adding lighting. Attention is also given to closing micro-gaps in walking and biking routes, ensuring continuous low-stress connections to schools and recreational areas. Regular maintenance of markings and signage, along with public education on nighttime visibility, further supports a safe environment for all road users.



***Make eye contact before crossing; at night, wear or carry something reflective.***



- School areas (arrival/dismissal safety; walking/biking routes)
- City gateways and corridors (context-appropriate speeds)
- Key pedestrian crossings (parks, civic, downtown)
- Night visibility, markings, and signing maintenance



**Figure 7:**  
**Vehicle and Pedestrian Collision Speed and Survival Percentage - City of Lincoln School Zone Standards**

When a vehicle is traveling at...



**20** MPH



**30** MPH



**40** MPH

this is the driver's field of vision.



It takes...



and pedestrians hit at this speed have a...

**13%** Likelihood of fatality or severe injury

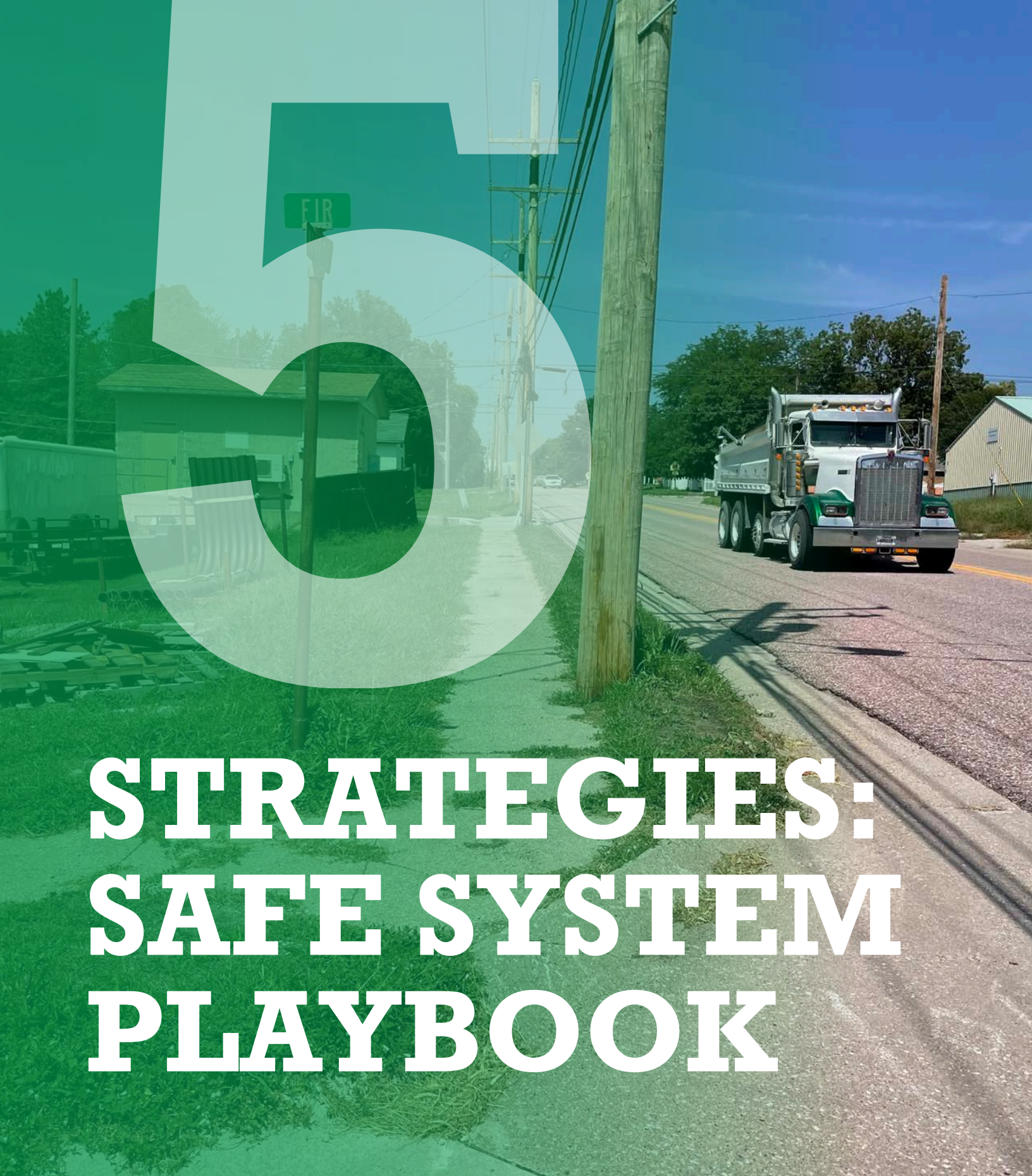


**40%** Likelihood of fatality or severe injury



**73%** Likelihood of fatality or severe injury





# STRATEGIES: SAFE SYSTEM PLAYBOOK

This section highlights example and applicable safety countermeasures for Bennet that align with the Safe System Approach and can be utilized many places around the city.

## SAFE ROADS

### ***Curb Extensions / Daylighting***<sup>1</sup>

Extending the curb into the parking lane shortens pedestrian crossing distances and improves visibility at intersections, encouraging slower turning speeds and reducing crashes. Daylighting removes visual obstructions near crosswalks to enhance sightlines for drivers and pedestrians.

### ***High-Visibility Crosswalks***<sup>2</sup>

Improving the clarity and reflectivity of markings makes crosswalks more visible to drivers, improving yielding behavior and reducing pedestrian crashes.

### ***Median Refuges***<sup>3</sup>

Raised medians or pedestrian refuge islands allow pedestrians to cross one direction of traffic at a time, reducing exposure and simplifying crossing decisions. These treatments can reduce pedestrian crashes by up to 46% at marked crosswalks.

## SAFE SPEEDS

### ***Gateway Optical Narrowing***<sup>4</sup>

Visual cues such as pavement markings or curb extensions at corridor gateways signal drivers to slow down when entering lower-speed zones.

### ***Striping to Narrow Lanes***<sup>5</sup>

Reducing lane width through pavement markings creates a self-enforcing environment that calms traffic and improves safety without major reconstruction.

### ***Rotation of Speed Feedback Signs***<sup>6</sup>

Building on existing dynamic speed signs which display real-time speeds, rotate the location strategically to raise awareness to key portions of the city at different times of the year.

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1 FHWA Urban Street Design Guide; NACTO; FHWA-SA-22-13. [highways.dot.gov](https://www.highways.dot.gov) and [nacto.org](https://www.nacto.org)

2 FHWA Crosswalk Visibility Enhancements (FHWA-SA-21-049). [highways.dot.gov](https://www.highways.dot.gov)

3 FHWA Proven Safety Countermeasures (FHWA-SA-21-044). [highways.dot.gov](https://www.highways.dot.gov)

4 FHWA Engineering Speed Management Countermeasures. [highways.dot.gov](https://www.highways.dot.gov)

5 FHWA Lane Narrowing Guidance. [highways.dot.gov](https://www.highways.dot.gov)

6 NHTSA & FHWA Effectiveness of Dynamic Speed Feedback Signs. [rosap.nhtl.bts.gov](https://rosap.nhtl.bts.gov)

The following graphic is NDOT’s revision to a similar FHWA quick reference table that matches proven safety treatments to specific roadway contexts—such as intersections, midblock crossings, or multilane segments. It ensures recommendations are evidence-based and consistent with federal and state best practices for pedestrian safety

**Figure 8: NDOT’s Application of Pedestrian Crash Countermeasures by Roadway Feature**

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35-40 mph	45 mph	≤30 mph	35-40 mph	45 mph	≤30 mph	35-40 mph	45 mph
2 lanes (1 lane in each direction)	1 3 4 5* 7 8*	1 3 5* 7 8*	1 7 8*	1 3 4 5* 8* 9	1 3 5* 8* 9	1 8* 9	1 3 4 5* 9	1 3 5* 9	1 9
3 lanes with raised median (1 lane in each direction)	1 3 5 6 7 8	1 3 5 6 7 8	1 6 7 8	1 3 5 6 8 9	1 3 5 6 8 9	1 6 8 9	1 3 5 6 9	1 3 5 6 9	1 6 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 3 4 5 6 7 8	1 3 5 6 7 8	1 7 8	1 3 4 5 6 8 9	1 3 5 6 8 9	1 8 9	1 3 4 5 6 9	1 3 5 6 9	1 9
4+ lanes with raised median (2 or more lanes in each direction)	1 3 5 6 7 8	1 3 5 6 7 8	1 6 7 8	1 3 5 6 8 9	1 3 5 6 8 9	1 6 8 9	1 3 5 6 8 9	1 3 5 6 9	1* 6 9
4+ lanes w/o raised median (2 or more lanes in each direction)	1 3 4 5 6 7 8	1 3 5 6 7 8	1 7 8	1 3 4 5 6 8 9	1 3 5 6 8 9	1* 8 9	1 3 4 5 6 9	1 3 5 6 9	1* 9

# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

# Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

# Signifies that the countermeasure should always occur at a marked uncontrolled crossing location.

#\* Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.

\* Signifies that the countermeasure is a candidate treatment for wider 2 lane roadways.

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-Visibility Crosswalk Markings, Parking Restrictions on Crosswalk Approach, Adequate Nighttime Lighting Levels, and Crossing Warning Signs
- 2 Raised Crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians Sign and Yield (Stop) Line
- 4 In-Street Pedestrian Crossing Sign (Not Permanent)
- 5 Curb Extension
- 6 Pedestrian Refuge Island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*

\* PHB and RRFB are not both installed at the same crossing location.

This table is based on Table 1 from the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, (2018).

## SAFE PEOPLE

### ***School Travel Education***<sup>7</sup>

Safe Routes to School programs teach children and caregivers safe walking and biking behaviors, reducing risk and encouraging active transportation.

### ***Seasonal “Be Safe” Campaigns***<sup>8</sup>

Targeted campaigns during holidays and seasonal changes (e.g., winter driving, impaired driving) raise awareness and influence safer behaviors.

### ***Helmet / Visibility Partnerships***<sup>9</sup>

Collaborations with local organizations to distribute helmets and high-visibility gear improve cyclist safety and nighttime visibility.



***Turn on headlights at dusk and in rain; you’ll be easier to see***

## SAFE VEHICLES

### ***Fleet Safety Policies; Lights On***<sup>10</sup>

Policies requiring daytime running lights and regular safety checks for municipal and commercial fleets reduce crash risk and improve visibility.

### ***Coordinate with Delivery Fleets on Turning Safety***<sup>11</sup>

Partnering with companies, farmers, and others to implement training and potentially technology for making safer turns helps protect pedestrians and cyclists.

## POST-CRASH CARE

### ***Location Signage Improvements***<sup>12</sup>

Clear, consistent mile markers and directional signage help emergency responders locate crash sites quickly, reducing response times.

### ***Improved Lighting at High-Risk Intersections and Corridors***<sup>13</sup>

Upgrade lighting to aid nighttime crash response and reduce secondary crash risk for emergency personnel.

## PEDSAFE

In addition to the five Safe System Approach countermeasure buckets, the Federal Highway Administration (FHWA) sponsors a program of improvements labeled PEDSAFE. This list provides a litany of solutions focused on pedestrian and active transportation users, many of which are applicable to Bennet and should be considered as components of future projects to keep safety a top priority across the city.

7 FHWA Safe Routes to School Online Guide. [highways.dot.gov](https://highways.dot.gov)  
8 NHTSA Traffic Safety Marketing. [trafficsaf...keting.gov](https://trafficsaf...keting.gov)  
9 FHWA Worker Visibility Rule & Visibility Initiatives. [reflectivetape.info](https://reflectivetape.info)  
10 FHWA Work Zone Safety & Visibility Guidance. [ops.fhwa.dot.gov](https://ops.fhwa.dot.gov)  
11 FHWA Safe System Principles & Commercial Vehicle Safety Guidance. [ops.fhwa.dot.gov](https://ops.fhwa.dot.gov)  
12 FHWA Emergency Response Best Practices. [ops.fhwa.dot.gov](https://ops.fhwa.dot.gov)

6

# PROJECTS & PROGRAMS



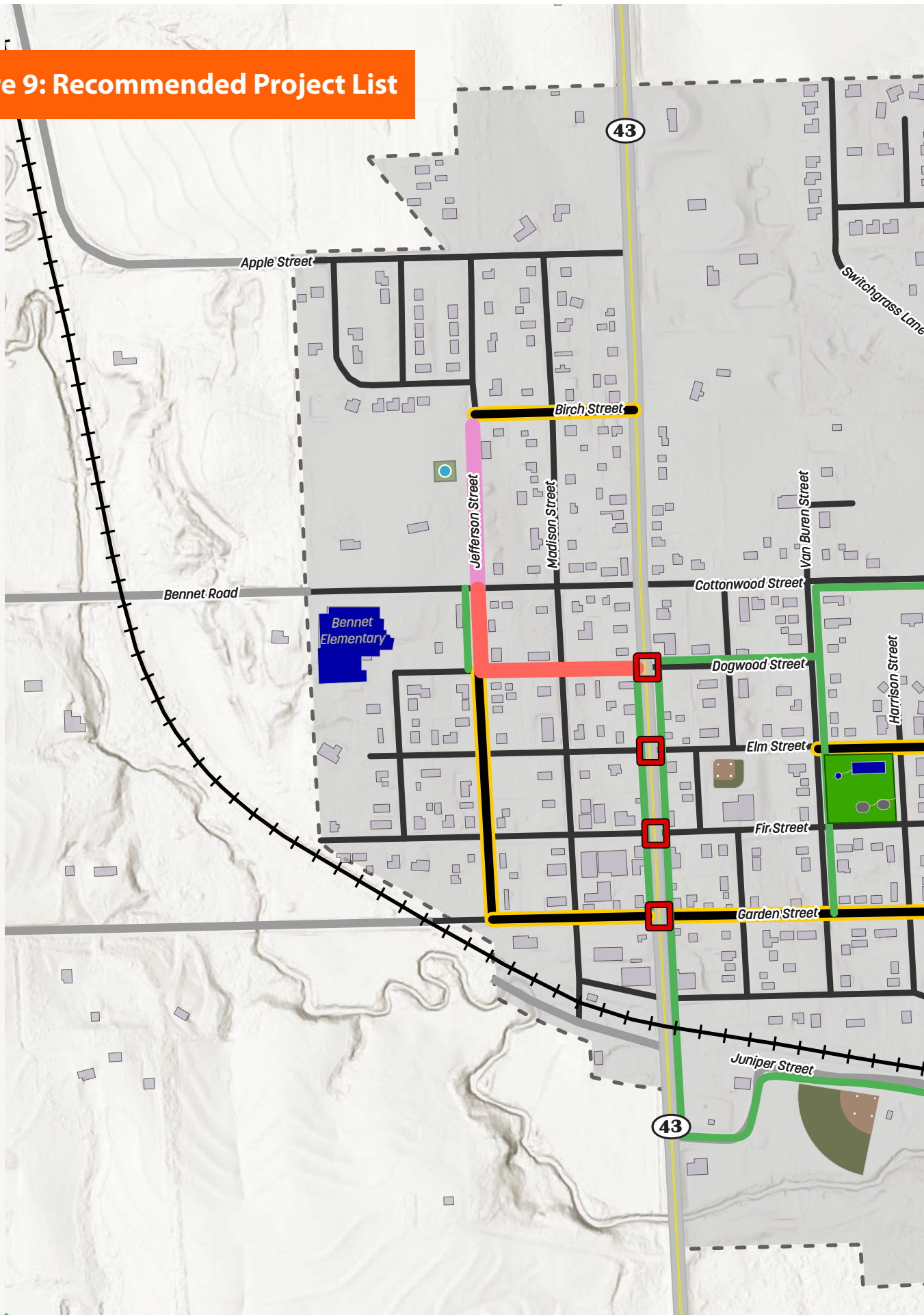
# Recommended Projects

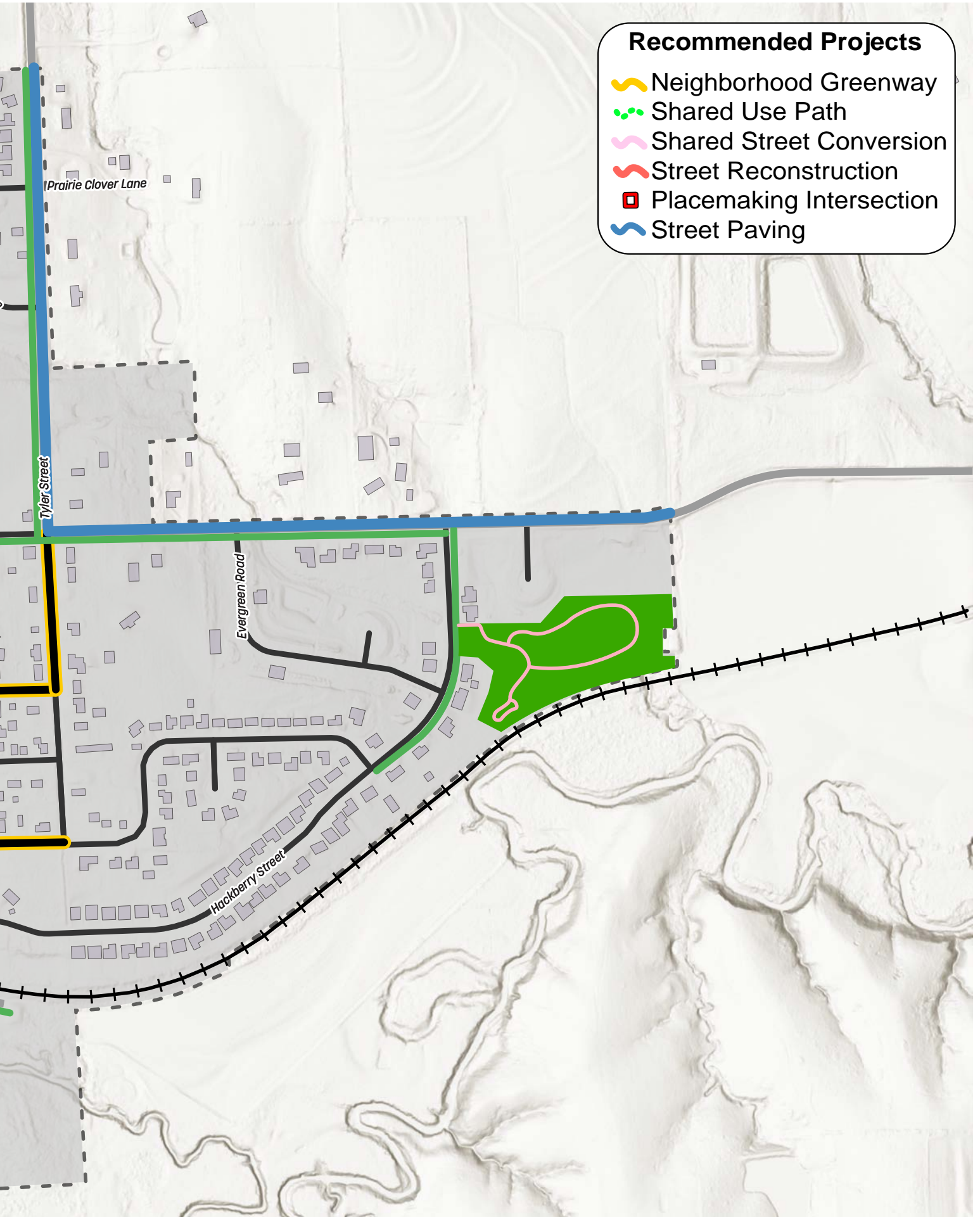
This section outlines key project recommendations resulting from this planning process, alongside programs that can be enacted on a more citywide scale. Each initiative is designed to advance safety, improve infrastructure, and support the needs of all road users. Further design detail and costs of these projects can be found in **Appendix D**.

**Table 3: Recommended Project List**

<b>Project</b>	<b>Strategy</b>	<b>Safe System Objective</b>	<b>Brief Description</b>
<b>Tyler Street Paving</b>	Pave Urban Section	Safe Roads	Create a consistent cross section suitable for city residential/collector street. Leverage development to pave to city's northern boundary.
<b>Cottonwood Street Paving</b>	Pave Urban Section	Safe Roads	Create a consistent cross section suitable for city residential/collector street. Potentially leverage development to pave to city's eastern boundary.
<b>Dogwood Street Reconfiguration</b>	Enhance School Route	Safe Speeds	Restripe Dogwood to solidify its role as a one-way street, providing space in the existing pavement for on-street bikes & pedestrians that acts as a high-quality route to/from school. The buffer is desired to have a curbed component to physically separate modes
<b>Dogwood Street &amp; Highway 43 Improvements</b>	Enhance Crossing	Safe Roads	Redesign the intersection to include curb extensions, a Pedestrian Hybrid Beacon, and other high visibility cross walk components.
<b>Highway 43 Reconstruction</b>	Traffic Calming	Safe Roads	Two redesign options were progressed, with the public split on parking vs streetscaping. The project would reduce overall width of Hwy 43, providing on-street parking or significantly add to the streetscaping components along the highway.
<b>Jefferson Street Reconfiguration</b>	Traffic Calming	Safe Roads	Convert Jefferson into a true shared street, with the corridor discouraging through traffic and encouraging alleyway or trail feel that provides a high quality path for north/south bike and pedestrian traffic.
<b>Shared Use Paths</b>	Enhanced Bike/ Ped Safety	Safe People	These 10-foot wide concrete paths should be buffered from the roadway by a landscaping/lawn strip.
<b>Neighborhood Greenway</b>	Signage and Striping	Safe Speeds	These low volume, low speed corridors are limited to where bikes, cars, and even pedestrians can coexist. Leveraging striping, signage, and other limited physical changes such as speed bumps or horizontal deflections to control speeds on the corridor.

**Figure 9: Recommended Project List**





# Recommended Programs

The following table provides an overview of additional programs the City can undertake project locations, strategies, timelines, costs, goals, and deliverability considerations to guide implementation and tracking.

**Table 4: Citywide Programs List**

<b>Program</b>	<b>Description</b>	<b>Cost Band</b>	<b>Safe System Objective</b>
<b>Rapid response build</b>	When safety issues arise, move to quickly implement a temporary solution	\$-\$\$	Post-Crash Care
<b>School-zone safety Package</b>	High-visibility crosswalks, daylighting, speed feedback signs	\$-\$\$\$	Safer Roads, Safer People
<b>Gateway speed management pilots</b>	Optical narrowing of roadway and lane widths, utilizing striping or other changes in roadway characteristics	\$\$-\$\$\$	Safer Speeds, Safer Roads
<b>Priority crosswalk visibility upgrades</b>	These locations should be identified by users and residents within the focal areas such as school routes, parks, downtown	\$\$-\$\$\$	Safer Roads
<b>Sidewalk/trail micro-gap closures</b>	Fill in missing half blocks, extend incrementally from existing sidewalks	\$-\$\$	Safer Roads
<b>Speed feedback sign rotation</b>	Monthly or quarterly location shuffle for awareness. Potentially upgrade the equipment to record speeds	\$	Safer Speeds
<b>Seasonal safety campaigns</b>	Education and awareness that could range from back to school to winter and bad weather defensive driving	\$-\$\$	Safer People
<b>Intersection visibility</b>	Clear bushes and trees from intersection sight triangles, create a method for reporting these issues.	\$-\$\$\$	Safer Roads
<b>Lighting spot-fixes at crossings</b>	Introduce lighting systematically, focused on pedestrian illumination. Consider non-permanent solutions that can be rapidly or cheaply implemented	\$\$-\$\$\$	Safer Roads
<b>Driveway/access management tune-ups</b>	Highway and main road access management to reduce conflict points	\$\$ - \$\$\$	Safer Roads

\$ - \$1,000  
 \$\$ - \$10,000  
 \$\$\$ - \$100,000  
 \$\$\$\$ - \$1M+

# Prioritization Framework

The prioritization framework was developed in direct response to the principles of the Safe System Approach. It aims to evaluate potential projects by factoring in their proximity to identified focus areas, considering how deliverable each initiative is within current constraints, and aligning with available funding sources. This structure ensures that resources are directed to projects that will provide the greatest safety benefits and are feasible given the community's needs and budget.

**Table 5: Prioritization Framework**

Criteria	Description	Scale	Weight (%)
<b>Risk Reduction</b>	Addresses high risk/risk factors	0–5	30
<b>Vulnerable Users (VRU)</b>	Benefits people walking/biking/ADA	0–5	25
<b>Proximity to Focus Areas</b>	Near schools/parks/downtown	0–5	15
<b>Feasibility</b>	Cost, right-of-way, utility impacts	0–5	15
<b>Funding Leverage</b>	Eligibility and match readiness, willing partners	0–5	15



*Choose routes with sidewalks or shoulders; walk facing traffic where no sidewalk exists.*

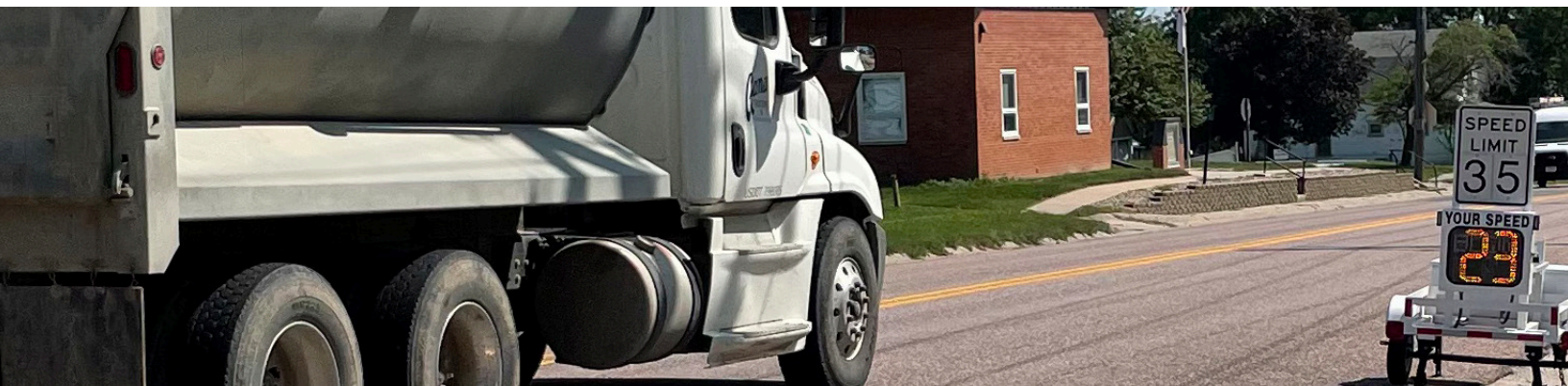


## PRIORITIZED LISTS

The following tables provide the prioritization criteria values and resultant prioritization timeframe.

**Table 3: Prioritized Project List**

Project	Risk Reduction	VRU	Proximity to Focus Areas	Feasibility	Funding Leverage	Timeframe Priority
<b>Tyler Street Paving</b>	3	2	3	4	3	1-3 years
<b>Cottonwood Street Paving</b>	3	2	3	4	3	1-3 years
<b>Dogwood Street Reconfiguration</b>	4	4	5	3	2	2-5 years
<b>Dogwood Street &amp; Highway 43 Improvements</b>	5	5	5	5	4	Immediate
<b>Highway 43 Reconstruction</b>	3	3	4	2	3	5-10 years
<b>Jefferson Street Reconfiguration</b>	4	4	4	2	2	2-5 years
<b>Shared Use Paths</b>	4	4	3	3	4	On-going
<b>Neighborhood Greenway</b>	2	3	3	3	2	On-going



## SHARED USE PATHS

The shared use paths along Dogwood Street, east of Highway 43, and Van Buren Street should be prioritized. These two alignments will provide the largest short term benefits by connecting the school to the eastern portion of the city and allowing for a high quality experience for users across the city. This sentiment was also heard in informal conversations at the Public Open House #2.

## NEIGHBORHOOD GREENWAYS

Though there is not as prominent priority for the various neighborhood greenway streets around Bennet, the City should consider prioritizing Garden Street, as it provides a continuous connection to the east and west edges of Bennet's current street network. Garden Street is also a potentially higher speed street, given that connectivity and thus should be considered for methods and measures that will slow vehicles, such as signage and striping that would coincide with designating the Neighborhood Greenway.

**Table 6: Prioritized Citywide Programs**

Project	Risk Reduction	VRU	Proximity to Focus Areas*	Feasibility	Funding Leverage	Timeframe Priority
<b>Rapid response build</b>	4	3	N/A	4	3	On-going
<b>School-zone safety package</b>	5	5		5	5	Immediate
<b>Gateway Speed Management pilots</b>	4	3		4	4	1-3 years
<b>Priority crosswalk visibility upgrades</b>	4	4		3	4	1-3 years
<b>Sidewalk/trail micro-gap closures</b>	2	4		5	2	On-going
<b>Speed feedback sign rotation</b>	3	2		5	2	On-going
<b>Seasonal safety campaigns</b>	3	3		5	4	Yearly
<b>Intersection visibility</b>	4	4		3	3	Yearly
<b>Lighting spot-fixes at crossings</b>	4	4		4	4	1-5 years
<b>Driveway/access management tune-ups</b>	3	2		3	3	3-5 years

\* Proximity to Focus Areas criteria is not applicable to citywide programs due to the encompassing nature and potential of each program.



# FUNDING & PARTNER-SHIPS

## Funding

To maximize program success, it is essential to coordinate closely with local government bodies and community organizations. Developing public awareness campaigns and fostering stakeholder engagement can further strengthen project outcomes and ensure long-term sustainability.

**Table 7: Grant Opportunities**

Funding Program	Eligible Actions	Local Match	Cycle / Deadline	Notes
<b>SS4A Implementation</b>	Crossings, speed management, quick-builds -> permanent	Typically 20%	Annual NOFO	Use this Plan's project list
<b>HSIP (NDOT)</b>	Systemic safety countermeasures	10-20%	Rolling	Coordinate with NDOT District
<b>Transportation Alternatives Program (TAP)</b>	Sidewalk/trail gaps; SRTS items	Varies	Every 1-2 yrs	Bundle small sidewalk/trail gaps
<b>Rural &amp; Tribal Assistance Pilot Program (RTA)</b>	Pre-construction activities & technical support	None	Annual NOFO	Applied for Highway 43 corridor design (2025)
<b>BUILD/RAISE</b>	Wide ranging, highways, rail, infrastructure	20%	Annual NOFO	Extremely Competitive Nationally
<b>Community Development Block Grants (CDBG)</b>	Community infrastructure and improvement projects	Varies	Annual Application	Projects typically performed under 24 months

## Partnerships

Local governmental partners include Lancaster County, the Lincoln Metropolitan Planning Organization (MPO), and NDOT. Collaboration with local businesses, schools, and community groups can also provide valuable support and advocacy for infrastructure improvements.

- **Metropolitan Planning Organization (MPO) Funding:** Regional transportation funds managed by entities like the Lincoln MPO for planning and project implementation.
- **Public-Private Partnerships (P3):** Collaborative financing arrangements between government agencies and private sector companies to fund, build, and maintain infrastructure.
- **Transportation Utility Fees:** Fees assessed to property owners to fund ongoing maintenance and improvements of transportation networks.
- **Special Assessment Districts:** Areas where property owners pay additional taxes or fees to fund improvements that directly benefit their district.
- **Business Improvement Districts (BID):** Designated zones where businesses collectively fund enhancements and services in their commercial area.



**Where do you go and how do you get there?**

Use two push pins for your starting and ending points. Tie a colored string between them. Add as many pins as you need to complete your route.

**RED** if you walk  
**ORANGE** if you ride your bike  
**BLUE** if you drive

# PERFORMANCE MEASURES, REPORTING, & TRANSPARENCY

# Performance Measures, Reporting, & Transparency



**Report near-misses to the City—they reveal risk before crashes happen.**

Performance measures, consistent reporting, and a commitment to transparency and accountability will help to keep the number of fatal and serious injury crashes low into the future.

**Table 8: Performance Measures & Reporting Template**

Measure Type	Metric	Target	Source	Cadence	Owner
<b>Outcome</b>	Fatalities & serious injuries	Remain at 0	Crash data	Annual	City
<b>Behavior</b>	Percent of drivers at or under posted speed	+10% YoY at focus sites	Speed trailer/ Speed studies	Semi-annual	City
<b>Infrastructure</b>	Number of crossings upgraded; LF sidewalk closed	≥ 2 sites/yr; 500–1,000 LF/yr	Project logs	Annual	City
<b>Engagement</b>	Number of participants; campaign reach	Steady growth	Event logs	Annual	City

## LOCAL CHAMPIONS

A vital component of ensuring accountability and outside support is to designate local champions that advocate for, oversee, and support the successful implementation of the Plan and safety projects. These individuals will play a key role in encouraging community participation and maintaining momentum.

## QUARTERLY IMPLEMENTATION CHECK-INS

Organize regular implementation check-in meetings involving all relevant stakeholders, including city officials, local champions, community representatives, and project managers. Meetings should include progress updates on key initiatives, a review of milestones achieved, and identification of any obstacles or resource gaps. Encourage open dialogue to surface new challenges and innovative solutions. Assign action items and responsibilities to ensure accountability, and document meeting outcomes for transparency and future reference. These regular, comprehensive check-ins will facilitate ongoing coordination, foster collaboration, and ensure the Plan adapts proactively to changing circumstances, helping maintain steady progress toward established goals.

## ANNUAL SAFETY REPORT & PROJECT LIST

Compile and publish an Annual Safety Report, along with a live project list, to keep the community informed of developments, highlight achievements, and promote transparency in the implementation process.

# Appendices

## **APPENDIX A: EXISTING PLAN REVIEW**

Expanded review and breakdown of applicable local plans.

## **APPENDIX B: CRASH HISTORY BREAKDOWN**

Additional detail for the 5-year crash history.

## **APPENDIX C: ENGAGEMENT RECORD**

Detailed sign-in counts, surveys, and summaries.

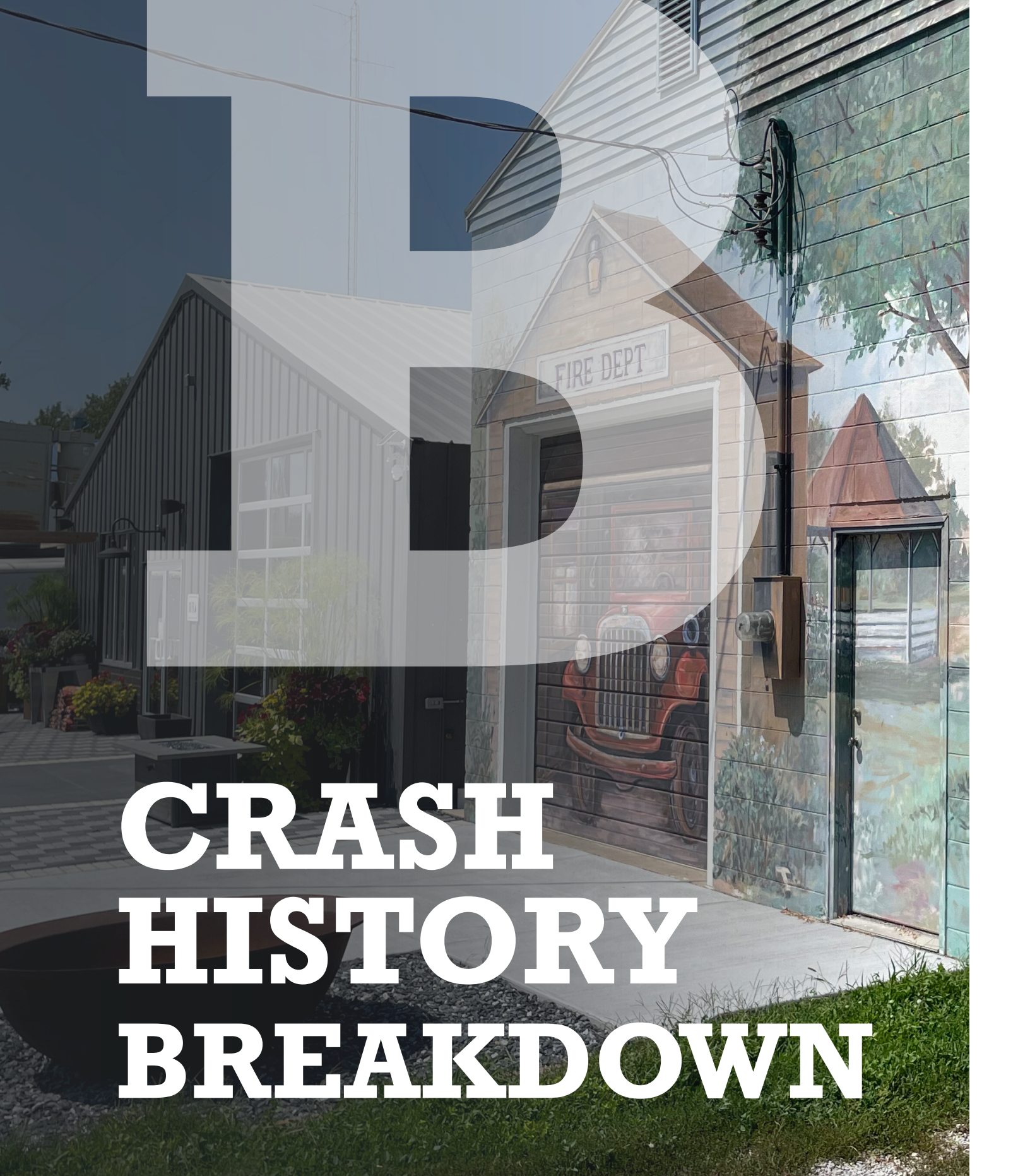
## **APPENDIX D: PROJECT DESIGN SHEETS**

Concept sheets for the various projects progressed in design throughout the plan, including preliminary design for crossings, curb extensions/daylighting, protected approaches, and school-zone treatments. This includes a cost breakdown for each concept.





# **EXISTING PLAN REVIEW**



# CRASH HISTORY BREAKDOWN



# ENGAGEMENT RECORD

# PROJECT DESIGN SHEETS

